

NORTHLANDER

NORTH COUNTRY REGION

Volume 32 Number 8

PORSCHE CLUB OF AMERICA

August 2009

IN THIS ISSUE:

DE AT MT. TREMBLANT

DE AT CALABOGIE

AUTOCROSS #3

A VISIT TO THE PORSCHE MUSEUM

A 917 DESK

PARADE 2009

LIME ROCK FASTEST DAY TRIP





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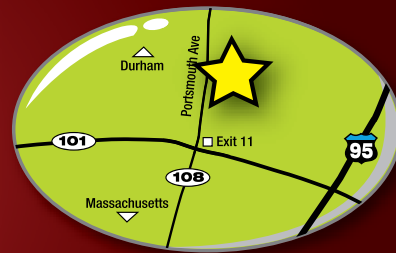


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NORTHLANDER

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August 2009

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Statement of Policy

Northlander is the official publication of the North Country Region (NCR), Porsche Club of America (PCA). Opinions expressed herein are purely those of the writer and are not to be construed as an endorsement or guarantee of the product or services by the Board of Directors of NCR. The editor reserves the right to edit all material submitted for publication. Material may be reprinted by PCA Regions without permission provided credit is given to the Northlander and the author.

The regular article and Advertising closing date for the Northlander is the 1st of the month preceding the publication month. See page 46 for advertising rates.

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On the cover



Porsche GT1 at Parade 2009

Matt and Xana, and the new Nikon, went to Parade 2009. What could be more stunning than crisp blue sky and puffy white clouds above pristine mountains? A street version of the GT1.

Photograph by Matt Romanowski



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CALENDAR

2 7 11
22 23
29

AUGUST 2009 AT A GLANCE

Date/Time	Event Information	Contact
August 2 8am	NER AX - Devens	autocross@ncr-pca.org
August 7 7am	DE - NHMS	de@ncr-pca.org
August 11 6pm	Board Meeting	president@ncr-pca.org
August 22 8am	Rally / Ramble	rally@ncr-pca.org
August 23 8am	NCR AX # 4 - Devens	autocross@ncr-pca.org
August 29 8am	Zone 1 Autocross	http://zone1.pca.org/
September 9 7am	DE - NER at Watkins Glen	de@ncr-pca.org
September 8 6pm	Board Meeting	president@ncr-pca.org
September 10 7am	DE - NER at NHMS	de@ncr-pca.org
September 13 8am	NCR AX # 5 - Devens	autocross@ncr-pca.org
September 21 7am	DE - Lime Rock	de@ncr-pca.org
October 3 8am	Fall Rally	rally@ncr-pca.org
October 10 7am	DE - NHMS	de@ncr-pca.org
October 10 10am	MAW Charity Laps	charity@ncr-pca.org
October 13 6pm	Board Meeting	board@ncr-pca.org
October 17 8am	Resort Getaway Weekend	social@ncr-pca.org
October 18 8am	NER AX - Devens	autocross@ncr-pca.org

Please note: calendar information is correct at the time of Northlander going to press but for the latest information you should check our web site: www.ncr-pca.org



Ivy Leonard

With the rainy month of June behind us I was looking forward to escaping that dreary routine and heading north to Canada ...

DE IN CANADA, EH?

How about a shared track event with our friends from Northeast Region, eh? It was a terrific event, and even if you have never tried DE a must for your calendar next year!

With the rainy month of June behind us I was looking forward to escaping that dreary routine and heading north to Canada for what has become an annual DE nine day event loop: New Hampshire to Mont Tremblant (about one hour north of Montreal) for three days at Le Circuit Mont Tremblant, then a day of travel for the 200 mile trek west, and then three days at the spectacular Calabogie Motorsports Park just west of Ottawa.

Saturday July 4th was a long and stressful day preparing for the journey north. Hank and I had much to do. Brake pads to change, brakes to bleed, tire changes and final preparations for the nine days away. Gathering quarts of oil, brake fluid, tools, supplies, water, snacks, spare tires and wheels and loading for the trip is an amazingly time consuming effort. Finally, I loaded Tom Tom (my trusty GPS) with our destination and prepared for an early departure Sunday morning.

Of course, any trip of distance in my 1987 944 turbo "TURBOMA" can be a test of fate. In fact, I have become accustomed to rating my track days as successful, not by number of great sessions, but by number of times I have not crossed the start/finish line on a track flatbed. So I was prepared that a trip of about one thousand miles in that same car would certainly present its own set of concerns!

Sunday morning...no air conditioning, and no time to try to re-charge for there were too many other last minute details to attend to. Zero miles, first problem, but we were off roughly on schedule around 9:30 AM.

The trip was going to be long but I was looking forward to the 7 days in Canada. North Country was to be well represented – at least at Mont Tremblant - with Hank, Toni, Lou, John, Paul, Tom, Mark, Doug, Fred and Alex, Dave, Jay, Steve, Ben, Mark and Sigrid, The Vermont Gang, Bruce, Lori, Peter, among others.

The drive was smooth sailing through the border and on to the fringes of Montreal. Then the delays began resulting from the eternal highway construction in and around that city, adding about an hour of frustration to the travel time. Finally we broke loose of the traffic and continued the roughly one hour north on Route 15 to Mont Tremblant, arriving at the track about 5:30.

"Camp NCR" was already set up, just inside a wire fence that separates the track paddock from Lake Moore. For those of you who may not have done an away DE event, Camp NCR is a zone of temporary occupancy, of generally less than four hundred square feet in area, found in close proximity to paved surfaces used for motorsport, and bounded by folding chairs, a table or two, coolers and the tents of its principal occupants: Paul, Mark, Tom and Doug. It is an area for congregating between sessions, telling tales of spins, phantom debris and great runs, and at the end of day, campfires, wonderful food, great jokes and stories and seemingly endless bottles of wine. It is where the NCR gang and countless others find time and cause to hang together. None of us will ever again hear "good goat" without a grin wrinkling the corners of our mouths.

The track at Mont Tremblant was built in 1964, with one mile added in 1965, bringing its total distance to 2.65 miles with 15 turns. By comparison, Lime Rock Park in Connecticut is about 1.53 miles with seven turns (built in 1957), and Watkins Glen is about 3.4

continued on page 28 ...



Tracey Levasseur



Examples of available technology: top photograph from Porsche illustrating their hybrid and below the electric Tesla.

Points to Ponder

While browsing through a magazine recently I came across the title of a documentary I never heard of before: *Who Killed the Electric Car?* Although I didn't have time to go rent or buy it, I did some online research in hopes of enlightening my fellow gearheads who may also be unfamiliar with this title. What happened upon Googling led me further away from the plot of the documentary and closer to a current issue: converting to all-electric cars.

First, for those who don't know, *Who Killed the Electric Car?* is a documentary by Chris Paine basically stating that a conspiracy happened in the mid-1990s when GM created then subsequently stopped producing all-electric cars. All-electric, as opposed to hybrid and extended range electric, is a car running completely on an electric motor and rechargeable batteries. Paine states that GM stopped making its EV1 all-electric car because they wanted to invest in the up and coming (and gas guzzling) utility vehicle market, with emphasis on their newly acquired Hummer. GM claimed they stopped production because California decided to suspend its zero-emissions requirements law, which was the first in the country and widely anticipated to be adopted by other states. Paine points out that GM not only stopped producing the EV1 but pulled all the leased cars off the road to be sent to the crushers and never made any replacement parts for those still on the road. Smaller car makers experimenting with their own electric cars followed suit. The US government is at one point accused of discouraging car makers from investing in alternative fuel vehicles. On the flip side, Paine found a handful of people who still own their EV1 cars and they sing the praises of the little, quiet car that is earth friendly and virtually maintenance free (which is good since they couldn't find aftermarket parts for them anyway!).

So, like anyone who likes to hear both sides of a conspiracy, I tried searching for information that might disprove many of Paine's claims. Interestingly, I could not. But while searching I found several websites with fascinating data regarding all-electric cars. Here are some points to ponder:

All-electric cars would not increase our electrical needs. According to www.twilightearth.com, coal-fired power plants generate energy 24/7 and cannot store all the energy that's produced, especially in the evening when electrical usage is at its lowest. Plugging in the e-car at night would draw that energy and store it rather than waste it. And although that energy is still coming from coal, think about this: the average internal combustion car directly puts out 4 to 6 tons of greenhouse gases per year. The e-car directly puts out none, hence "zero emission" so replacing the combustion car will reduce the gases by that much. Coal-fired power plants will always put out greenhouse gases at the same rate, but with e-cars drawing and storing the excess energy those power plants will be utilized more efficiently.

US passenger vehicles consume 390 million gallons of gas per day. This data comes from www.repoweramerica.org. By switching to all-electric cars the US would drastically curb its dependence on foreign oil. Granted we still would consume oil, but in small enough quantities that we could hopefully use just our own oil supplies.

A positive effect of the current economic situation: the US government is leaning on car makers and their subsidiaries to revisit all-electric cars. Advances in lithium ion batteries since the EV1 car are powering e-cars longer on a charge thereby easing the "range anxiety" that deters many people from considering owning one. So where the EV1 could go 30 to 40 miles between charges, the current prototype

continued on page 28 ...

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Lisa Roche

New Members:

Ronald E. Hirschberg
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Syd J. Rouleau
Alton, NH – 1983 944

Member Anniversaries:

1 Year:

Dennis Meredith
Haverhill, MA – 1986 944 Turbo

Robert J. Dragon
Thornton, NH – 2003 Boxster S

Michael Lerer
Irja Luoma
Nashua, NH – 2008 Cayman

Adam W. Stubbins
Concord, NH – 1987 Carrera

Thaddeus F. Zaldo, Jr.
Pattie Zaldo
Londonderry, NH – 2007 911

2 Years:

John W. Diehl
Belfast, ME – 1968 912

Paul J. Malnati
Grantham, NH – 2006 Cayenne

5 Years:

Paul Ardito
Evelyn Ardito
Moultonborough, NH – 1989 911

Barbara L. Gratton
Janet Gratton
Henniker, NH – 914

10 Years:

Greg Blanchette
Kelly Blanchette
Keene, NH – 1989 911

Ephraim W. Dobbins
Lars Fischer
Chester, NH – 2002 911 Turbo

Dr. Tom D. Harris
Susan Harris
Salem, NH – 1989 911

Nicholas Kay
Plaistow, NH – 1999 Boxster

Landis Rogers
William Townsend
Kingston, NH – 1988 911

20 Years:

Joseph E. Markowicz
Peterborough, NH – 1981 924

40 Years:

Donald L. Johnson
Sandra M. Johnson
Wolfeboro, NH – 1989 930

Please notify the membership chair: membership@ncr-pca.org if you have changed your address.



Jay Gratton

THE ROLLING CHICANE

I won't get into how fast the car is, but I can assure you the first time I hit the back straight with my uncle in the passenger seat I let the expletives fly ...

People are always asking me what my favorite track is to drive on and they are probably expecting to hear me say Watkins Glen, NHMS or Lime Rock. Actually, my favorite track is Mt. Tremblant located about an hour north of Montreal. Not only is it a wonderful track with a fantastic rhythm, but the location is incredible. It truly has a European feel to it with its little restaurants and stores at the bottom of a massive ski resort that is surrounded by gorgeous lakes. Unfortunately, even though I enjoy Mt. Tremblant a great deal I have not been up there since the Porsche Parade was held there in 1999. 10 years was long enough and I made a promise to myself this summer that I would return for NCR's annual DE event with NER

Of course I thought my goal was derailed when I ended up selling my track car this spring. But a goal is a goal and I really didn't want to let another year go by without getting up to see Tremblant, so I decided to go anyway and just instruct. Uncle Steve and I hatched a plan that had us leaving the morning before the first DE day. The past couple of years my Uncle Steve has used my dad's truck and trailer to tow up his 911, so I offered to do all the driving since I wouldn't be doing any of it on the track. After arriving at Uncle Steve's house in Warner, NH we loaded the car quickly and were off. The trip north was smooth, no problems getting through the border, we did hit some traffic in Montreal, but that was really not a shock to us. We rolled into Mt. Tremblant around 5:00 and just in time to see Camp NCR up and running in full swing.

The track was better than I remembered, since I had been there last they had repaved the track and reworked pit-in and pit-out. To my left was the ski resort, to my right was a small lake and in front

of me was this marvelous track. Since Uncle Steve is the Chief Instructor he had a few things he had to take care of so I was left to unload the '77 Carrera 3 liter. I quickly had the car off the trailer and ready to go the next morning. Steve and I checked into our room which was above this amazing restaurant. We had an wonderful dinner and retired early to get some sleep. The next morning started with us having an amazing breakfast that I am sure slowed us down on the track.

Having not been on the track in 10 years and not having a car I went out with Uncle Steve on his first run session in Red. It all came right back to me and I was reminded yet again why I love this track. I had the chance to meet my student who was from NER and had a gorgeous Boxster. He had never been to Tremblant and we had a wonderful time over the next 3 days working on his skills and improving on his consistency. All was not lost for me either, I was lucky enough to jump in and drive 2 different cars during two different sessions. I went out in one run group in Dave Batal's well prepared Boxster with PS9 suspension, bigger sway bars and Fab Speed exhaust and had a wonderful time. My new friends Bob & Zoe Kelliher also let me take out their 997 Twin Turbo with full Super Cup suspension on it for a session in black. I have never driven anything with so much grip and those ceramic brakes are amazing. I won't get into how fast the car is, but I can assure you the first time I hit the back straight with my uncle in the passenger seat I let the expletives fly, I was sure we were ready for launch as we crested the hill. What a great end to a great event!

The 3 days ended all too soon. Uncle Steve and I headed for home that evening tired, but full of great stories. My uncle felt like

continued on page 28 ...



Judy Hendrickson

LOOKING BACK

Northlander was awarded 1st in Class in the newsletter competition for the previous publication year.

Perusing through the '79, '89, and '99 August issues of *Northlander* highlighted the region's participation and success at the National Porsche Parade. Also, because I had just received an updated financial status report from Region Treasurer Pete Petersen, I noted just how far the region has come financially in just 10 short years. The treasury balance as of June 30, 1999 was \$5,928.96 and as of the end of June 2009 our balance sheet is just over \$93,000. While impressive and primarily due to our conservative budgeting, very successful DE program and more recently successful Autocross program it still represents less than half of our annual operating budget. So, while we might seem "flush" conservative budgeting would say we still have a ways to go to have the desired one-year's operating budget in the bank for a non-profit.

On the Parade front I noted that in 1979 six of 48 members brought home eight awards, including a 3rd place award for the *Northlander* in its first year of publication. In 1989 the breaking news was the Morse family had taken a 2nd in Class Concours award at the Traverse City, Michigan Parade and *Northlander* was awarded 1st in Class in the newsletter competition for the previous publication year. In 1999 the Parade was at Mont Tremblant, Canada and our own Ellen Beck and her NCR team (Jim and Deb Gratton, Jim McDonald and Miriam Dunster) were organizing the art show for the host Rennsport Region. As this parade wouldn't occur until mid August results were not available for the August issue, but 38 NCR members and

24 cars would be in attendance. I do recall that the region did win the President's Trophy for best region participation (the award is determined based on the number of members attending given the size of the region and the distance traveled). Hopefully we will have a report elsewhere in this issue on this year's Parade in Keystone, CO.

As in the last edition of *Looking Back*, the pictures of "The Way We Were" heavily influenced my article selection for reprint. Who are those people? (See answers on page 38.)

The 1979 Parade was nominally in Reston, VA, but actually headquartered at the Dulles-Marriott Hotel at the Dulles Airport outside Washington, DC. The Air Force had transferred us from Hanscom AFB, MA to Andrews AFB, MD in December 1978 so we moved from our house in Nashua, NH to a new house in Upper Marlboro, MD and started our affiliation with Potomac Region while maintaining our official PCA membership with North Country. Figuring Dulles was "local" we opted to save \$ and not stay at the Parade hotel but commute from our house 50 miles away. Unless you're 10-15 minutes away from where parade is being held – don't do it! We never did again! Part of Parade is being able to stay up late, socialize and imbibe if you like and then quickly go to your room and collapse – not drive for 30-60 minutes.

continued on page 37 ...



Paul Frucci

Doug McIninch reached his 65th birthday. We tried to make sure he was suitably embarrassed and made to feel old ...

Just got back from our week in Canada, three days at Mont Tremblant and three days at Calabogie. Man, am I tired! Eight days of travelling, driving on the track, and socializing is hard work! I'm not getting a whole lot of sympathy here are home though, I can assure you.

Where to start?

Tremblant was very much a mixed bag in terms of the weather. The track was wet some of the day, every day. Conversely, we had some dry track every day so on balance conditions were good. As usual, Camp NCR was set up near the pond and ended up as a good gathering place for all. When the track went cold, Camp NCR was just getting going! We had some great meals and laughs every night.

Again this year, Tremblant reinforced why it's one of our favorite places to be: a fabulous track, a great destination with lots to enjoy with your family away from the track, and great restaurants. If you've not been there, you really need to put it on your "bucket list."

One milestone was celebrated at the track on the 10th, as our very own Doug McIninch reached his 65th birthday. We tried to make sure he was suitably embarrassed and made to feel old now that he's on Medicare. On both counts I think we failed. You just can't do that to Doug, as he doesn't embarrass that easily, and may we all be as young as he is at 65! Happy Birthday Doug! I'm not that many years behind you.

There were a couple of bummer "incidents" over the course of the three days, but not major ones and thankfully no physical injuries. Just bruised egos and pocketbooks. I hope everyone will be back for our August event at NHMS.

After three days at Tremblant we had a travel day to make it over to Calabogie, which was about a four hour ride through some beautiful countryside. If you were at Calabogie before this year,

the transformation in terms of on track facilities was nothing short of fantastic. Where previously all there was were porta potties, now there is a three story building with showers, flushing toilets, classroom and meeting rooms, and a third floor lounge that is open to the front straight to hang out in. There is trackside service for tires and brake maintenance and 40 garages are under construction. First class all the way. Combine that with the gorgeous countryside and what I personally think is the finest track I've run on and it becomes a package that is hard to beat. You need to be there next year.

While we did have half a day of rain on day two, other than that, track conditions were superb. The event was pretty light in terms of attendance, so we were able to combine some run groups and everyone enjoyed much more track time than they might otherwise get.

Again, Camp NCR was there and we had a fairly large contingent of NCR folks staying overnight at the track and enjoying the camaraderie that is so much a part of this sport.

Next up: August 7th at NHMS, then Lime Rock on September 21st and our season finale three day event at NHMS over Columbus Day weekend in October. Still lots of driving to do.

As always I welcome your comments and suggestions. Feel free to email me at de@ncr-pca.org. See you at the track!

TECH CHAIR

Jack Saunders

What Is a Tech Chair?

As my time as NCR's Tech Chair draws to a close, I am becoming more aware that my tenure was rewarding and worth the time and effort invested because much of the information that local and national experts shared with us was Porsche specific, helping us to get the most out of our cars, safely. Now, it's time for a new Tech Chair to take us to a new level, possibly in other directions to keep up with the ever changing technical advances in efficiency, handling and control of new models. And just as importantly to help maintain our venerable, older models we're so attached to, because they continue serving us so well, even in their "old age," like my reliable 1990 944 S-2. At 170,000 miles, it's still ready to perform at a much higher level than I'm capable of driving her at during AX events.

So here are highlights of the Tech Chair duties as well as some suggestions on how to minimize some of the avoidable surprises I experienced. Don't let this long list of details and admonitions dissuade you, because as we say in NCR -- "it's the people" -- and you will be happily helped in doing a satisfying job by old-timers like Matt Romanowski on flyers and venue hosts, Jay Gratton on insurance and tech topic suggestions, Pete Petersen on budgets and bills, Dick Demaine and Tracey Levasseur to help announce changes in plans, and of course Judy Hendrickson, our Senior Advisor, and Ivy our President are always there for you! Also you can contact me for further details and questions at jackoliv18@thesaunders.mv.com or 603-536-4275.

At the outset, it should be observed that the Tech Chair interacts with other Chairs like DE and AX and of course Social to have combined events, so, it's important to attend selected Board and especially annual planning meetings.

1. Work with the Board to identify technical topics of interest to the club members. Periodically, members are polled for their preferences. Use *Pano* as a source, especially the Tech Q & A section. Also, since the USA and world are going green, we should emphasize green street

and track driving, and to practice and support reduction of both our personal and club "carbon footprint."

2. Enlisting "professional" speakers to share their expertise on these topics, in addition to several very qualified "local pros" who volunteer their services. I've been successful in getting the PCA National Tech Chair to provide his experts to speak to us, so far at no expense to NCR, for the past 2 years. Once you've selected several topics, contact the current Chair, Peter Smith at (408) 448-7687 or boxsterpro@aol.com. Note: To minimize "weather delays" schedule sessions by long-distance travelers in April.

3. Coordinating the event logistics with the hosting organization and selected location. It's vital to follow up and closely coordinate with venue hosts on every detail, especially when cars are involved on lifts and/or on loan. Refreshments should be discussed with the host, who should be the designated contact point for RSVP's. Some hosts are okay with providing refreshments; others appreciate NCR's generosity (we budget a modest sum to cover expenses). Also, we should volunteer to help with preparation and clean-up of the meeting area. Past local hosts include Dick Horan of Precision Imports in Manchester, NH, Harry Robinson of POS, Corey Jacques of Sports Car Workshop in Kennebunk, Blair Talbot in Dover, Phil LaFlemme of Porsche of Nashua and Mark Nadler of Exotech in Plaistow.

4. Attending the Tech Sessions, or having a friend attend and take notes.

5. Attending the Zone 1 Tech Tactics Session. Though this is advisable (and enjoyable), it may be delegated to a friend who will take notes and photos.

6. Ensuring articles are written for each Tech Session. Be sure to coordinate closely with the *Northlander* editors on deadlines, photos, etc.

7. Planning and Programming: Most of the Tech Sessions are held from January to April, so the planning needs to be completed by Thanksgiving of the previous year. Be sure to avoid holidays and/or big sports events weekends. The flyer is key, but Matt Romanowski, I believe may

be available to assist you with the flyer layout; (See Fig. 1 - 2009 Program) but you have to determine the number of copies by talking to Membership and Advertising Chairs, and then coordinate the printing and mailing of the flyers and paying the vendors.

8. Insurance Waivers: This is a mandatory procedure to protect the PCA from liability risks so we must be rigorous in implementing it. Thanks to the assistance from the VP Jay Gratton, the forms are provided to the Chair who then makes sure all attendees sign the waivers (and returns them to Jay) and also posts the venue Insurance Notice.

It's fun and rewarding! I'll be happy to answer any questions.

Call for 2010 Officers

By Matt Romanowski, Chair, Nominating Committee

Yes, it's that time again. Time to start searching for who will lead and run North Country Region for 2010.

Mark Watson, Jaime Gratton and myself will serve as the nominating committee. Our task is to find and interview qualified candidates for the four elected offices of NCR: President, Vice-President, Secretary and Treasurer. We will gladly receive any suggestions for candidates for these offices as well as for any of the various committees that are vital to the running of NCR. We will pass on the names of those wishing to chair or help with the various committees, as these jobs are presidential appointments.

The only qualification for office (other than Treasurer) is that you be a member in good standing of PCA/NCR and that you have a strong desire to work to make this the best club it can be. For Treasurer, we would also like you to be comfortable (or at least familiar) with numbers and computer accounting programs, like Quick Books.

There will definitely be turnover in the officers for NCR for 2010 as Treasurer Pete Petersen has reached his term limit. He is willing to work with the new Treasurer to pass on the NCR books and information to ensure a smooth financial transition.

Please contact Mark, Jaime or myself if you are interested in serving or have any suggestions as to who would serve the club at:

Matt Romanowski matt@jrplastics.com 603-674-3250 (C)

Mark Watson mark.watson@bms.com

Jaime Gratton davjaim@netscape.com

We are looking for a volunteer to staff the Tech Chair Position for 2010.

The Tech Chairperson is responsible for:

1. Working with the board to identify technical topics of interest to the club members.
2. Locating speakers willing to share their expertise on these topics.
3. Coordinating the event logistics with the hosting organization or selected location.
4. Attending each of the Tech Sessions.
5. Attending the Zone 1 Tech Tactics Session.
6. Ensuring articles are written for each Tech Session.

Most of the Tech Sessions are held in the January to April, so the planning needs to be completed by December of this year. The current Tech Chair is available to review the background for the position.

Contact president@ncr-pca.org for additional information.

PARADE 2009

Photographs by Matt Romanowski





FASTEST DAY TRIP EVER

David Churcher

It's time again for me to do my "once upon a time, many years ago, in a land far away ... the Great Southern Land..." thingy.

And what prompts it this time? Porsche. Lime Rock. David Brabham.

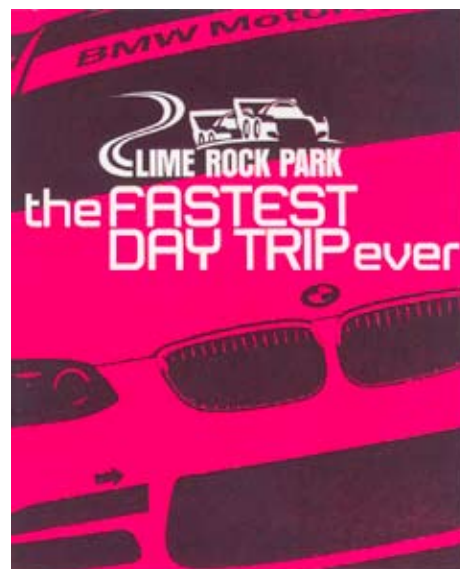
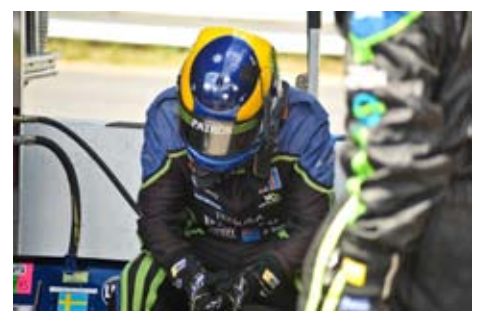
If you read the Michael Cotton article in the current issue of *Pano*, and the current Porsche press releases, you will learn Porsche is in deep doo doo, the CEO is probably going to retire to his pub, an investor from the Far East will probably own 30% of Porsche, the LMP2 program is over (and the rumored LMP1 will not happen?) ... yada yada. Quite a turn of events and not the turn of events we expected. I had come to believe in the CEO of Porsche as being a very wise man and with a management style to be admired. His book is refreshing and obviously a recipe for doing "the right thing." What we consider "the right thing" might be a moving target. I still admire Dr. Wiedeking and I believe he saved Porsche from death in the 1980s. I became a Porsche fanatic in the 1960s, in a land far away, yada yada, and now I am watching changes I never thought possible.

Lime Rock. I was back there again last weekend for the "Fastest Day Trip Ever" event. Once upon a time ... I used to dream of a day when I could motor off to Lime Rock. Here we are years later and I get out the door at 5:30 and drive off with the sunrise over my shoulder. At the end of the day I motor home with the sunset over my shoulder. It's as good as I imagined it would be ... many years ago. Just a while ago I went there to see the Porsche LMP cars but that scene is now over. Now I go to see the GT3 and the Cup Cars and realign my enthusiasm with them and try to forget the LMP. It was an era. We had it. I loved it.

LMP2 and LMP1 without Porsche. Oh, damn. What is an old photographer, Australian, Porsche nut, going to do? He begins to discover Acura and admire their technology (mostly US ... btw) and he takes an interest in their star driver ... David Brabham. Many years ago in The Great Southern Land I photographed his dad and even have a few shots of his older brother Geoff. David was not around in those days. Now he wins Le Mans and is clearly headed for legend status like his dad. I took great pleasure in watching

him in the pits at Lime Rock waiting for Scott Sharp to bring the Acura in. David was busy doing exercises, sitting, waiting, anxious. Waiting ... Sir Jack (Brabham) described racing as living and all else was waiting. It shows in David. As he sat with hands folded, waiting, visualizing, I noticed his helmet is not just green and gold but has, on top, the stars of the Southern Cross. Bloody lovely.

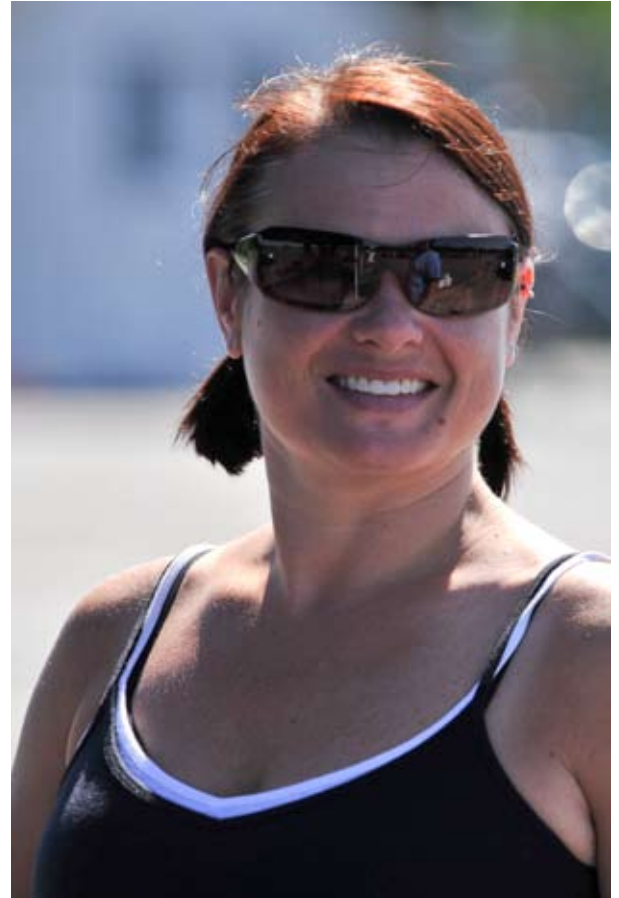
Times are changing and so is Porsche. I reflect on the days when Manfred Roseman convinced me this young company was destined for greatness and had unique designs and skills. He was right. And it's not over yet. Just changing. How many years ago am I reflecting on? Enough to qualify me for that description above: old photographer.



AUTOCROSS #3, JULY 19 ... A PHOTO ESSAY

Matt Romanowski and David Churcher

Summer finally arrived and provided us with a sun filled day at Devons. Summer having arrived meant our Autocross chair was off to the Cape and that means stories and results will come after *Northlander* goes to bed for the August issue. You may have noticed some recent ramblings about Matt and David and their Nikons. Wouldn't you know it ... they swapped cameras for a few shots with the 70 - 200 f2.8 and now are not really sure who took what photograph.



Above three photographs by Matt, and photograph at right possibly by David using Matt's camera.



Photographs at right by David using Matt's camera ...
photograph below by Matt.





Photographs on this page we know came from David's Nikon



AUTOCROSS #3

STOP PRESS ARTICLE

Mark Schnoerr

By Mark Schnoerr, NCR Autocross
Novice Captain

Ron Mann complained endlessly about the course so we knew it would be another challenging day of autocrossing at Ft Devens. In fact it was another John Mac Donald's masterpiece. As Bjorn Zetterlund described it:

...it was a very good course. I set a number of courses when I was last active 25 years ago. The speed range was appropriate for an auto-x, the whole course could be run in 2nd with the hands at 9-3, there were choices to be made, irrelevant gates (in section 6), greed was penalized, and an amazing amount of speed was available in some sections. Please thank John Mac Donald."

Bob Cantor was announcing, but this will not happen again. He will get station 23 or 42 at the next event [whichever is furthest from the timing tent—without a radio –ed.]. He was last in class, possibly because of his poor announcing but it was also rumored that he wanted the free beer at the bar afterward (from the class winner, Chris Ryan).

Scruffy thought his tires were not working right on his incredibly modified 997 GT3 RS until he found the alignment had slipped to positive camber and the right rear was toed in a mile. Something was WRONG. Perhaps Charles Stromeyer was involved since Charles won the class this time. (Actually Charles literally kicked his butt)

Oliver Lucier (Top Porsche PAX) just barely beat out Chris Jacques as the fast Boxster guy. (rumor is that Chris painting his car silver for the next event) Fred deNapoli is also rumored to be cutting the roof off his Cayman to be more competitive at the next event.

Kenny Conway (FTD) was the fastest 911 at this event, (*again*) beating out Ron Mann's Whitey the Wicked Weasel, aka *Tail Dragger*.

Miriam Dunster asked for an instructor who could make her scream and raise her game. Watch out! Once she masters this she may be planning to do some DE events. She is well on her way...

If you run Driver's Ed, you would not believe the amazing car control skills you will learn at autocross events. Come to the next one and see how much fun you should have (and how much more difficult it is to be fast). The adrenaline rush is twice what you can get at a DE (fastest laps count—autocross IS racing).

Our next autocross is Sunday August 23rd followed by the PCA Zone 1 Autocross on August 29th and 30th, also at Ft Devens. Details of both events are available on the NCR website.

Editors' note:

In the good old days of hot press newspapers it was the custom to place some late breaking news in to the layout as "stop press" and print it in red.

We can't quite imitate that but we can have our editors work at midnight and drop in this late piece. We have to. It's that good :-)

results on pages 22 and 32 ...

NCR Autocross #3 - July 19, 2009

Novice (PAX Indexed Class)				Raw AM	Raw PM	Raw Time	PAX Time
1	S7	Antonio Almeida	00 Boxster	89.964	88.611	178.575	145.717
2	S8	Benjamin Chang	1999 996	89.291	86.991	176.282	145.961
3	P7	Barb Jacques	2001 Boxster	89.313	87.001	176.314	148.632
4	P6	Paul Hohensee	1991 964	94.286	88.665	182.951	152.764
5	P7	Dennis Mascetta	1996 Carrera 2 Cab	105.165	94.640	199.805	168.435
6	S8	Robert Cipriano	06 911 C4S	DNF	87.861	DNF	-
Strict Stock PAX							
1	S7	John T. Mac Donald	2006 Boxster	77.145	76.306	153.451	125.216
2	S7	Jeremy Mazzariello	2007 Cayman	79.542	77.276	156.818	127.963
3	S7	Ernest Grasso	2001 Boxster S	81.676	80.784	162.460	132.567
4	S6	Dick Demaine	1988 911	83.586	81.618	165.204	133.484
5	S8	Christopher Fahy	1999 911	81.158	80.364	161.522	133.740
6	S7	Mary Chevalier	2006 Boxster	83.751	81.735	165.486	135.036
7	S8	Glenn Champagne	1999 996	83.870	81.553	165.423	136.970
8	S2	Miriam Dunster	1987 944	90.311	86.324	176.635	140.601
9	S9	Ronald Orr	2005 997	84.714	83.383	168.097	140.865
Production 2							
1		Joe Kraetsch	1988 924S	76.227	76.337	152.564	125.560
2		Lisa Roche	1988 924S	78.596	76.962	155.558	128.024
3		David Case	1987 944	79.530	78.419	157.949	129.992
4		Guile Wood	1983 944	83.337	81.851	165.188	135.949
Production 3							
1		Mark Schnoerr	1974 914	74.762	74.484	149.246	124.620
2		Sigrid Schnoerr	1974 914	76.021	77.007	153.028	127.778
Production 4							
1		Neil Halbert	1990 944S2	78.746	77.250	155.996	130.256
2		David Beningson	1987 944 turbo	79.215	79.244	158.459	132.313
3		Georges Rouhart	1993 968	81.229	78.716	159.945	133.554
4		Jack A. Saunders	1990 944S2	96.611	96.078	192.689	160.895
Production 6							
1		Chris Ryan	1976 911S	79.534	77.995	157.529	131.536
2		Robert Canter	1984 Carrera	80.184	77.633	157.817	131.777
Production 7							
1		Oliver Lucier	1998 Boxster	73.528	74.004	147.532	124.369
2		Chris Jacques	2001 Boxster	73.689	73.931	147.620	124.443
3		Fred deNapoli	2007 Cayman	74.712	73.830	148.542	125.220
4		Greg Osche	2001 Boxster S	75.657	75.225	150.882	127.193
Production 8							
1		michael orsini	2008 Cayman S	81.095	80.295	161.390	138.149
Production 9							
1		Susan Kelley	2007 997 C2S	80.747	79.442	160.189	138.723
Improved (PAX Indexed Class)							
1	I6	Charles Stromeyer	1997 993 turbo	72.412	71.587	143.999	124.703
2	I5	Stephen Lefebvre	2007 GT3 RS	73.385	72.991	146.376	126.176
3	I5	Michael Bete	2007 Cayman S	79.625	77.883	157.508	135.771

A VISIT TO THE PORSCHE MUSEUM

Mary and Charlie Nutter



Editors' note:

It would appear Northlander is perhaps the last magazine to make a fuss of the museum. That was a comment we made in the June issue. And now we have two or three mentions of the museum in as many months. This month's article is rather special. It is a wonderful story and photographs made by two NCR members as opposed to a press release. Enjoy the experience Charlie and Mary share with us here.

Germany – castles, lederhosen, beer, huge pretzels, Bavarian countryside, delicious ice cream, the Autobahn – and Stuttgart – home of the Porsche museum and factory.

We began planning our trip in late winter when we decided that things would fall into place for a May visit with our son-in-law, Dustin, who is a captain in the army stationed with the 173rd in Bamberg. My goal – to see as much of Germany as we could in the 8 days that we would be there; Charlie's goal – get to the Porsche Museum.

In April we had finally decided that it was

time to replace Charlie's old Wrangler and started car shopping. Charlie had been thinking about this for some time and as we headed out for our first day of actual test driving we went directly to Porsche of Stratham and met with Harry Robinson. There on the lot was an '06 Boxster that after one ride with Harry I was sold; after we took it for a test drive it only became a matter of how quickly could we get it. So much for shopping around. As we were closing the deal with Harry we mentioned that we were planning a trip to Germany. Having visited there several times himself he had great suggestions for planning our trip and offered to get us tickets into the Porsche factory. After that there was

nothing else that Charlie could plan for as far as the trip – everything centered around the Factory tour.

We arrived in Germany and spent the weekend touring the beautiful city of Bamberg – one of the few cities in Germany that pretty much escaped the damage from WWII. Then on Monday we set out on our own to tour the countryside. Our tickets to the factory were for Tuesday and so we spent Monday touring - visiting castles and old Roman cities. But by Monday night we were in Stuttgart (or more precisely Zuffenhausen – home of Porsche). As we entered Stuttgart a Panamera blew by us on the Autobahn – as Charlie said, “One second a blip in the review mirror and the next a blip way down the road ahead of us”. A late evening walk from our hotel up to the outside of the museum took us by the factory and we spent some time peering in the windows watching the employees still in there working. We came across a Panamera parked outside. As we learned the next day from our guide it was probably waiting for delivery to one of the board members. A beautiful sleek black car, it looked fast just sitting there.

The next morning Charlie had us up hours before our tour was scheduled “We can’t be late!” (we were a 15 minute walk away). We got to the appointed meeting spot in the museum and joined our group of about 6 others and our tour guide, a pleasant, articulate young man dressed very professionally. We later found out that he was currently a student at a local college and was working for Porsche part time (and I think with dreams of eventually becoming full time).

I had expected this to be part of the trip that I would go along with just to make Charlie happy as he agreed to drive me all over Germany. What I discovered was that this was a very interesting part of our trip. The tour took about 90 minutes and I found it fascinating. Understandably no pictures were allowed once we entered the grounds, but the images remain. Immaculate grounds and work stations, precision and efficiency down to a science. We started off going through the leather cutting station where the new car smell permeated the air. Here we learned that Porsche is the only German manufacture that still makes its own interiors. We



Photographs above: the new and the old a panamera awaits the unveiling ceremony and the Cisitalia is at home in the new museum.

All photographs in this series by Charlie or Mary Nutter

then moved out past the staging area for supplies that are brought to the assembly line. The robotic carts that carried the parts around the area were fun to watch as these driverless vehicles knew just where to go to deliver their goods. As we moved on to the assembly line the workers were just coming off a 5 minute break. Our tour guide, who I suspected didn't get some of the benefits, spoke with some envy of some of the benefits the employees get: 5 minute mandatory breaks every hour, a mandatory lunch break, able to have drinks – including beer at their stations. They also have the opportunity to sign up as a driver of a car which meant that they got to take a car for the weekend as long as they agreed to drive it (I think he said – Harry may know better about this -) 2000km while they had it (such a difficult thing to do on the autobahn). Not only do they get the car, they are also given a gas card – all they have to do in return is critique the car. (Where do I sign up?)

They also frequently move the employees around the different stations sometimes hourly, some weekly. This provides more experience and prevents boredom from only doing one thing. We were able to see in production the makings of almost all models at one point of completion. At the end of the line we watched as they placed a completed engine into a GT2. It looked powerful just being put together.

At the end of the tour we made our way back over to the museum, now full with the afternoon crowd. Apparently a major function was going on in one of the rooms as people were arriving dressed up and waiters in tuxes were passing drinks. We didn't make it into that room. Upstairs we wandered among the cars, learning the history of Porsche and learning about how Dr. Ferdinand Porsche got the whole line started. On show were models and demos from the first engine to the first car up to the present models. Tastefully laid out you can basically move up through

time as you move from car to car. As we tried to pick out our favorites we decided that was impossible – they all were beautiful. We spent the afternoon soaking in the technical genius and the artistic design that goes into these vehicles. As the sun was going down we went over to the showroom for one last look and then headed back to Bamberg to regale Dustin with our visit.

The rest of our tour of Germany included more castles, a trip to Salzburg, a visit to one of Germany's national parks in Berchtesgarden and up to the Eagle's Nest. Dustin even took us over to Prague. However I think that if you ask Charlie what he saw in Germany you will get a recitation of the factory tour and the museum and all those cars lined up just waiting to fly. (Charlie is still driving the jeep – I've got the Boxster)

continued on next page and page 28 ...



This photograph arrived on the editor's desk with a caption attached. The caption read: "Please, God ... make it mine."

The editors understand completely. They both have 1:18 scale models of this car.



Photograph by Mary Nutter





Continued from page 25 and the centerfold ... more of Charlie's and Mary's wonderful experience at the Porsche Museum.





President

...continued from page 6

miles with 13 turns (built in 1953). The Canadian Grand Prix was held at Tremblant twice, and many of our more veteran DE participants feel that Tremblant is their favorite track.

One of the great things about Tremblant is the variety of things to do. There is an annual Blues Festival that (unfortunately) followed us on schedule by one week. 'The Village' on the mountain is full of cheeky shops and restaurants, a great way to spend a day of window shopping. There is sailing on the lake, and a gondola which will take you to a restaurant at the top of the mountain. Lots to do!

The village of St. Jovite, where the track is actually located, has a much slower, laid back, easier style. Wonderful restaurants and shops managed by local proprietors.

Anyway, back on course! Three days on track - some sessions with rain, some with sun. Tremblant is a wonderful venue, but just a little rain and the track surface can become very slick. I am not yet driving on R-compound tires, but for those who were the changes in weather created a sequence of tire changes that gets old very fast. The three days passed quickly, and as the multi-million dollar rigs pulled in for the vintage racing that followed our event we enjoyed a last evening by the campfire at Camp NCR.

And so, now on to Calabogie. Goodbyes to Nino & Kay, our hosts at *Auberge du Coq de Montaigne* - a must stay if you are ever in Tremblant - and off across country on the roughly four hour drive past Ottawa to Calabogie. The most efficient route involves a ferry crossing just east of Ottawa. The Ottawa River separates the provinces of Quebec and Ontario, and the ferry transports you, car and trailer onto the Ontario side in about five minutes. The ride provides a pleasing respite to the drive and saves about an hour of drive time.

After a couple of stops for supplies, arrival at the track in Calabogie was made about 4:00 that afternoon. The sun was shining and it was quite warm, probably in the mid-80's. Camp NCR was set up, with tents, canopies, coolers, chairs and residents all in their proper places. By the way, camping is available and permitted - including pop-up campers and RV's at both tracks - which can help defray some of the expense of driving this "loop."

Shortly after arrival, when the track went "cold" at around 5:30, a group of about 15 grabbed suitable beverages and embarked on a track walk of the roughly 3.2 mile course. What a way to view the track! The details that you can pick up that go past in a blur when driving are clear and, if your game is on, are registered for playback as you drive "the line." Camber, paving seams, and changes in elevation all can add grip as you traverse the track. And there is no better way to appreciate the way they can influence your line than to do a track walk! A tiring, hot finish to the long walk made us all jump at the idea of dinner fireside at Camp NCR, accepted on condition of a reciprocal dinner at Calabogie Lake.

The fire was lit and charcoals heated to receive the evening's fixin's. Steak tips and sausage, roasted potatoes and vegetables. A little bench racing went on over dinner, and old stories and old jokes were revisited. Some wine appeared to help digestion, and a marguerita or two may have passed our lips to assist in the tales redux. The laughter could have been heard at Big Rock, or The Crown (see the track map) and I am sure helped keep bear and moose away (they have debris flags at Calabogie for debris, little 'live' debris like turkeys and turtles, and really big 'live' debris like deer and bear and moose). The mosquitoes began to swarm (big enough to be considered 'little live debris'), so Fruch scouted down some green wood to smoke them out and extend the evening's conversation for an hour or two. Wonderful time.

Up early Friday morning and back to the track for tech and sound check, then off to drivers meeting and another day of sessions at this great drivers' venue. The weather cooperated, and although there were some scattered showers the impact on driving and driving prep was not as significant as it had been at Tremblant. Saturday and Sunday were both great as well, and the weekend concluded with a handful of spins but not damage and no incidents.

Oh...and the drive back was not quite so uneventful...Thunderstorms, heavy downpours, and a 40 minute stop visiting with my customs friends at the border. Hank said he overheard the shift supervisor say 'Let's pull the one in the little red car', so I spent time bonding with our agents once again. Two for two!

If you have done a handful of Drivers Ed events, be primed for this loop next year. If you have done a number of track days,

but have just not been able to swing the trip north, please reconsider. It is, as much and as often as we say...not about the cars, it is about the people. The tracks are phenomenal; the equal of any we may drive in the States. But memories of your sessions on track will fade long before the warm thoughts of the nights shared at Camp NCR.

Add it to your calendar for 2010. We'll be looking for you in the glow of the campfire!



Editor

...continued from page 7

e-cars are capable of 60 to 100 miles. That's more than enough considering the average commuter travels about 30 miles per day.

Along with encouraging car makers to go all electric, the government is considering implementing a unified, national "smart grid" using cleaner energy sources such as wind power. This way Americans can cruise all across the country confident that they can pull into any town and "plug in" to an earth friendly recharging unit.

But what about performance? In my search I found nothing about horsepower for any concept e-car currently in the works. Some sources say e-cars will do 0 to 60mph in 7 to 8 seconds with top speeds of 100mph. It was interesting to note that e-cars take off so quickly since electric motors have full torque at takeoff. And with the absence of a conventional transmission there are no shifting pauses between 0 and 60.

All-electric versus hybrid versus E-REV. These are three very distinct vehicles. The term hybrid vehicle encompasses several configurations but the basic definition is a vehicle powered by an electric motor and internal combustion engine. These are the

most popular "earth friendly" vehicles including Toyota Prius and Ford Escape Hybrid. All-electric vehicles run exclusively on their batteries, such as GM's EV1. Then there are vehicles that are battery powered but still utilize a combustion engine to generate power to recharge the batteries. These are known as extended range electric vehicles, E-REV. This brings us to the Chevy Volt.

While Nissan, Ford and BMW are all working on e-cars, GM has reinvented their earlier version of the Volt. The Volt has been around since 2007, and is considered an E-REV. Once the car has exhausted its batteries, a 1.4 liter 4-cylinder engine starts up and recharges the batteries. While it would certainly alleviate that "range anxiety" it still would directly produce greenhouse gases. So be aware of the differences between hybrid, all-electric and E-REV if you're shopping for a vehicle that reduces your carbon footprint.

After researching and discovering all the pros of e-cars and a few manageable cons I think two things should happen for the immediate future. First the methods currently in use for e-cars should be implemented in small engine-powered machinery such as lawn mowers, ATVs, recreational boats and snow mobiles. Many of these items get worked hard and would make great "guinea pigs" to prove the limits of this developing technology. Second, and simultaneously, car makers should continue research and development on e-cars to make them faster, last longer on a charge and improve any safety issues. Just as early car makers took years to improve speed and performance on internal combustion vehicles it will take time to bring e-cars up to the standards we expect.



The Rolling Chicane
 ...continued from page 10

a professional driver as I took care of all of the 911's needs, from loading and unloading the trailer, to keeping it gassed up and checking the tire pressures since I didn't have the schedule he had. I don't know what he will do at the next event without me there. I suppose I will have to make him a checklist to remind him.

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AUTO CROSS RESULTS
CONTINUED FROM PAGE 22 ...

4	I5	David Tynan	2007 Cayman S	82.955	79.160	162.115	139.743
5	I3	Steve Smith	1983 944	86.182	83.108	169.290	144.404
6	I4	Robert Rosenblum	1989 944 Turbo S	92.133	84.114	176.247	151.219
7	I4	Greg Fontaine	1975 911 Targa	94.603	89.812	184.415	158.228

Modified (PAX Indexed Class)

1	M5	Kenny Conway	1992 964 carrera cup	72.230	70.430	142.660	127.395
2	M4	Ron Mann	1970 911	73.405	72.708	146.113	129.456
3	M3	Matthew Romanowski	1973 914	80.569	77.000	157.569	138.503
4	M3	Judy Hendrickson	1973 914-6	80.834	80.025	160.859	141.395
5	M5	Ken Conway	1992 964 Carrera Cup	82.265	79.438	161.703	144.400

Top Times Of Day	Time	Driver
Raw time	142.660	Kenny Conway
PAX	124.369	Oliver Lucier



AND ... three more David Churcher photographs to fill out the needed four additional pages.



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Cost

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Event Contacts

Zone 1 Autocross Chair: Don Coburn
 (516) 804-2562 autoxerpca@aol.com
Zone 1 Registrar: Lin Hurd
 (607)-564-7517 before 9pm EST
linhurd@hughes.net

2009 Zone 1 Autocross Registration Form Registration Open NOW

Links to the PCRs and other event info will be posted on the Zone 1 website - <http://zone1.pca.org/>

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Co-entrant: _____ (Car # _____)	PCR class: _____
Address: _____	Sat. Dinner: \$45/person x _____ persons = \$ _____
City/State/Zip _____	AX Fee paid \$ _____ x _____ entrants = \$ _____
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CAMP NCR AT MT. TREMBLANT & CALABOGIE 2009





The two top photographs on page 32 by Jay Gratton at Mt. Tremblant. All others by Ivy Leonard and a few friends at Calabogie.



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Looking Back
...continued from page 11

story continued on page 42 ...



And ... who are these people?

Answers are on the next page.

The yellow Talbot Targa



Looking Back

...continued from page 37

From August 1979, Volume 2, Number 8

The Parade!

By Doug and Judy Hendrickson

“ . . . from North Country Region,” (The announcer said for the Seventh time that week)

The week had started on a happy (but wet) note on Sunday evening when, to our pleasant surprise, the Grishman/Staley 911 and the Bent 911 rolled into the Dulles-Marriott parking lot. Judy and I weren't going to be the only North Country Parade goers again, after all! We were in the midst of cleaning up the SC from the showers we had driven through on the 50 mile(!) jaunt from our house to Dulles. It seemed that in the last few hours we would have to re-clean everything we'd done in six weeks, and there wasn't any way to get there from here; but we did. We took a break from the towels and q-tips to go to the “Best (worst?) of the Worst” welcoming party. Cold, plain, hot dogs, no buns and slow beer. The food situation was off to a bad start. (I'll let Mike and Mary tell you how bad it really got!)

Monday's Concours Awards Banquet was the first time a “North Country” announcement would be made. The scoring was screwed up and they awarded us a fourth-place trophy in the wrong class but we sorted it out after the banquet and traded it in for the 1st place concours trophy and blue ribbon we had won in Class J, '77 thru '79 911's. The same evening the Northlander won the 3rd place Newsletter Plaque, rewarding Jim Smith's efforts in publishing for a Class 1 Region, under 60 members. Tim and Donna Bent won a 2nd place trophy for their graphic photo of Mark Donahue's 917. Eric Green's print of his painting “Open Road,” a scene from a 356 cockpit, won first place in the professional painting Class.

All three North Country targas ran the autocross on Thursday after a rain-shortened (spelled flood) Wednesday schedule. Our one claim to fame was Tim's 2nd place finish in the biggest class in the parade autocross, 29 cars. Friday's rally through three states and the Shenandoah Valley was run in perfect targa weather (but Mike wouldn't put his top down). The rally was the only event that North Country didn't win something in, but we were consistent: we all had between 900 and 1300 penalty points that placed us down in the 60's and 70's and trophies only went down to 28th place. The after-rally barbeque was outstanding in terms of both food and setting. We took advantage of the latter and gathered the three targas together for the first North Country Photo session. (I haven't seen the results yet, 'cause Mike took the film home).

Saturday some of us took the Bosch Tech Quiz (the third time Doug's done it with a hangover). Judy won 1st place in the later 911 ('72 on) Ladies Class, and Doug took 2nd in the matching Mens Class. After the final banquet (LIVE and in color instead of B&W closed circuit TV in another room), we assembled all the hardware we'd won and the people in room 320 of the Marriott for a final photo session.

Over cocktails we agreed that our Region's performance wasn't too shabby!

Portland, Oregon may be a little far for 1980, but the '81 Porsche Parade will be put on by the Smoky Mountain Region. We hope to see a lot of NCR members in Asheville, NC then!

doug & judy

PS: Judy and I accumulated 1270+ miles during the Parade week commuting, from our home to the “local” Parade activities using all three cars! (914-6, 911SC and Audi 5000)

If you haven't figured out who the people are in the picture in the Looking Back Parade article: From left to right/bottom to top – Doug and Judy Hendrickson, Tim and Donna Bent and Michael Grishman and Mary Staley. Tim designed the NCR logo and Michael led the founding of the region and was its first president. No credits for the photos were given, but I seem to recall that Doug took them using a tripod and timer for the people shot.

By the way, the '79 Talbot Yellow targa has returned to the region now under the care of Ron Hershberg who recently joined North Country. He plans on bringing it to the next DE at NHMS. It will be good to see it again after 14 years. There are a lot of good memories with that car.

SALE*:** Four stock Boxster wheels with slicks, painted gray/silver. Some small scratches in the paint from storage. No damage to structure. Asking \$500 for the set. Tire sizes Rear, 255/40 ZR 17; Front, 205/50 ZR 1, BF Goodrich G-Force T/A racing slicks, maybe 30% left Brad Marshall 603-496-2038 BRADUSM3@aol.com

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If you have read Looking Back for August (page 11) you will see Northlander once upon a time won the newsletter contest.

This year (our 2008 issues) managed to be middle of the field. This means, roughly, we have to work twice as hard :-) ... so pull out your pad and pen, and your camera, and get cracking.

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