

# NORTHLANDER

NORTH COUNTRY REGION

Volume 34 Number 6

PORSCHE CLUB OF AMERICA

June 2011



IN THIS ISSUE:  
Car Control Clinic  
NHMS ... VRC  
Autocross 1

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# NORTHLANDER

NORTH COUNTRY REGION  
Volume 34 Number 6

PORSCHE CLUB OF AMERICA  
June 2011

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## On the cover



The Zone 1 Concours day was bleak, wet, miserable. But it did not dampen the spirits of the Porsche people. It was so bleak, and gray, the *Northlander* banner went gray in sympathy.

Photograph by Ivy Leonard.

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## CALENDAR

**4 5 14**  
**17-19**  
**25**

JUNE 2011

AT A GLANCE

<b>Date</b>	<b>Event</b>	<b>Location</b>	<b>Time</b>	<b>Contact Email</b>
June 4	Autocross #2	Ft. Devens, Ayer, MA		Joe Kraetsch    autocross@ncr-pca.org
June 4 - 5	NER NHMS	NHMS, Loudon, NH		
June 14	Board Meeting	TBA	6pm	President@ncr-pca.org
June 17 - 19	Zone 1 48 Hrs of WG	Watkins Glen, NY		
June 25	Autocross #3	Ft. Devens, Ayer, MA		Joe Kraetsch    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](http://www.ncr-pca.org)



## Jay Gratton

the past year and a half a few of NCR's finest have been trying to get a car ready for the 24 Hours of Lemons ...

We all know the feeling of anticipation we had when we were children on Christmas Eve. For me Christmas Eve in the Gratton household was torture because I just wanted Christmas to hurry up and get here. My parents would dress my sister and me up and we would make the rounds to friends' and relatives' houses over the course of a few hours. I remember one year my parents made me wear this awful red turtleneck and it truly scarred me for life. To this day I have never worn a turtleneck because of it. But I digress! Janet and I would get up at 4am on Christmas morning to find that Santa had left a present next to our bed. My parents didn't allow us downstairs until they got down there first for pictures. My sister and I when given the word would race down the stairs pushing and pulling to be the first to see our pile of gifts. I find it sad that I have lost that anticipation when it comes to things such as Christmas. While I still enjoy the holidays, I will never enjoy them like I did when I was little.

Speaking of anticipation, as many of you know the past year and a half a few of NCR's finest have been trying to get a car ready for the 24 Hours of Lemons. Talk about anticipation! Mike Wooding, Mark Nadler, Matt Romanowski, Judy Hendrickson and I all tried to represent NCR with pride. This is a race where a team needs to have a car valued at no more than \$500. The car must be gutted, caged, and a racing seat and harnesses must be installed. The driver must have a racing suit, enclosed helmet, driving shoes and gloves to compete. Safety items do not factor into the value of the car, but suspension, bigger rims, sway bars, etc., are factored into the \$500 car. Team Preparation H (we were *burning to win*) found our 1997 VW GTI on Craigslist and bought it from a UNH student who was hard up for cash. The car actually ran well when we test drove it and for a car with 145K on it, we were impressed.

First the car went to Mike Wooding's in Goffstown to have the interior removed. Then the car went to Bob Pickul's (another NCR member) up in Claremont for the winter to have the cage welded in. Bob did such a great job on the cage that it was almost insulting putting it into a \$500 car, but it was safe. This spring the car traveled south to Plaistow where Mark Nadler and "The New Guy" did their typical Exotech magic and really put together an awesome track car. New tires, brakes, wheel bearings and an aggressive alignment were a few of the improvements done. The car was ready to roll with plenty of time to spare and at this point the anticipation was over flowing from our team.

Friday, May 6<sup>th</sup> was the test day up at NHMS and Matt Romanowski and I were up there at 7am when the gates opened to get a garage spot. We were clearly more eager than anyone else as we were the first ones there. Mark arrived around noon with the GTI and we unloaded it and parked it for the night. Our team had agreed beforehand that we would not be putting the car out on the track for the test day as we didn't want to put more stress on our \$500 beauty than needed and since the car was ready to roll we didn't have anything to do to it. Instead we spent the day walking around and talking with other racers and helping them with their cars.

The two days are broken down into two 8-hour sessions and we were placed in the B class, which meant they weren't expecting much from us. After a quick driver's meeting on Saturday, Matt Romanowski took the car out for the first hour on the track and set the pace quickly. Matt turned in some impressive lap times in the GTI. When Matt got out of the car we were in 7<sup>th</sup> overall out of 65 cars which was really impressive since most teams send out their top drivers for their first session. I got in next and I was lucky that my normal track car is a GTI as well, so I am well versed in dancing with a FWD car. My hour in the car went by all too quick and when I got out of the car we were 5<sup>th</sup> overall. Next Mike Wooding took over and did an outstanding job in putting in quality laps as did Judy Hendrickson and Mark Nadler. The afternoon saw the skies open up and when a bunch of \$500 cars are on the track there is bound to be fluids dropped and this turned NHMS into a skating rink. A few too many spins later and Team Preparation H was in the pits for a three hour penalty which basically killed our chances of winning, but our spirits were still high.

Day two started with me behind the wheel of our GTI which was in 60<sup>th</sup> out of 65 cars. Our goal was make up laps and finish 30<sup>th</sup> or better. To do this we had to keep the car out on the track, stay out of trouble and not break. I started out behind the wheel and the team decided that I would do a 90-minute stint behind the wheel to make up some time. I was actually surprised that even at the end of 90 minutes I was still going strong and I didn't want to get out of the car. Then Judy took over the wheel and really turned in some impressive laps (not bad for the oldest participant in the race). Then Mike Wooding jumped in and turned in some stunning laps and was cutting

continued on page 38...



## David Churcher

### And if you suffer the nostalgia habit like I do ... come to Rennsport Reunion IV in California

The weather is usually a topic used as a conversation starter and it is not taken too seriously. But in recent weeks here in NH it has become more of a conversation topic than a starter...and it is being taken seriously. This issue of *Northlander* has three articles on events which were troubled by the weather. See Ivy's article on the Zone 1 Concours. Read below my comments on the Vintage Racing Celebration at NHMS. And read Joe's comments on Autocross 1.

What can we do about it?

Last month Mark Watson headed his column with the comment he would like to take credit for the weather at the DE Season Opener. Maybe we need to vote Mark in as our NCR Weather chairperson and he can give Joe a hand with AX 2 and 3..

It takes more than foul weather to discourage Porsche people. The Zone 1 event was well attended. It was so gray and bleak Ivy's cover shot caused the *Northlander* banner to turn gray. Autocross 1 had a good turnout. Although, it was so gray and bleak this photographer used the 85mm f1.4 all day ... and used f1.4. OK, I exaggerate a little.

The VRC event at NHMS May 21 had a mixture of showers and sun. Not too bad. It was not a Porsche day...only three Porsches were there. But it is not always all about the Porsches. This event celebrated cars from the 1950s thru the 1970s with examples from the US, Europe, and the UK. It was a virtual feast of sights, sounds and speed over the ages. Even a Porsche person must admire the E-Type, the screaming Minis, the supercharged V8 of the Glasscar, the rumble of the Kurtis and the Olds V8 pushing the McClaren M1B.

The McClaren is an example from that era (1966) when the Brit engineers discovered they could take a light chassis with excellent suspension geometry and stuff a big US V8 in the back. Awesome. And it was designed in a time when a team of project engineers and designers were less than 10 persons, using a pencil, a drawing board and a slide rule. Vintage...and worth celebrating.

One must wonder at what we will be celebrating at such a nostalgia event in another 40 years. Probably the same cars we just celebrated. I can't imagine some of the high tech expensive cars from today's F1, Indy 500, or Le Mans being collected by even very wealthy enthusiasts. I imagine in those days to come we will hum up to NHMS in our electric Porsches and revel in the

sights and sounds of those beauties from long ago. The owners of these beauties will probably be paying \$20 a litre for gas by then. Litre? Yes ... the US will be metric by then.

So the season is here and the weather must improve. Keep an eye on the NCR calendar for car and social events. Our chairpersons have put a lot of effort into the planned events. Come out for the AX, the ice cream, the impromptu dinners. Come even if it does rain.

And if you suffer the nostalgia habit like I do ... come to Rennsport Reunion IV in California this October. See the details on page 24 of this issue of *Northlander*.



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Bob & Laura Futterer

**New Members:**

Mark P. Allin  
Caroline Holt-Allin  
East Kingston, NH – 1986 930 T /  
1974 911  
Transferred from Northeast Region –  
Joined PCA 03/01/2001

Wayne D. Mackie  
Nashua, NH – 1997 911 CUP3.8 /  
1996 993 Turbo / 2012 997 TurboS  
Transferred from Northeast Region –  
Joined PCA 04/01/1979

**Member Anniversaries:**

**1 Year:**

Vincent B. Garcia  
Robert Smith  
Whitefield, NH – 2009 Carrera S

Albert D. Indelicato  
Martha ndelicato  
Hampton, NH – 2009 911 C4S

Robert MacAlpine  
Sheryl MacAlpine  
Marlborough, MA – 1968 912

Walter P. Rogers  
Donna Gallagher  
Lincoln, NH – 2006/911S Cab

Bruce E. Rotenberg  
Litchfield, NH – 1975 914

**2 Years:**

Colin Ball  
Plymouth, MA – 2006 Cayman S

Reginald P. Danboise  
Nashua, NH – 2009 C4S

Matthew MacKinnon  
Linda MacKinnon  
Bethlehem, NH – 1984 944

**5 Years:**

Michael N. Condict  
Theresa A. Condict  
Lexington, MA – 1985 944

Christopher K. Lund  
Andrew Lund  
Portsmouth, NH – 1987 944 T

Patrick J. Maloney  
Patrick J. Maloney Jr.  
Chelmsford, MA – 2004 GT3

Leon Roy  
Pauline Roy  
Nashua, NH – 2000 Boxster

Ted Stryhas  
Cheryl Lienhard  
Ludlow, VT – 2008 Boxster S

Wayne Whitcomb  
Cynthia Whitcomb  
North Hampton, NH – 2000 911

**10 Years:**

Charles S. Faulkner, II  
Charlotte Faulkner  
Hanover, NH – 2001 Boxster

Thomas F. Sheehan  
Rhonda Sheehan  
Auburn, NH – 1987 911

**20 Years:**

Stephen P. Kalenik  
Kelly Kalenik  
Hollis, NH – 1987 944

**45 Years:**

Richard A. Kruppa  
Helen O. Kruppa  
Exeter, NH – 1988 944

Please notify the membership chair: [membership@ncr-pca.org](mailto:membership@ncr-pca.org) if you have changed your address.



Matt Romanowski

## WIDE OPEN

I've driven some pretty long days. I think my record for miles on the east coast in one day is just over 900 miles ...

I know I've said it before, but I love to drive. That is a good thing, as I drive a lot for work. The nature of the manufacturing that I do, production runs can change, things can go wrong, and my schedule is always flexible. Since my schedule changes so often, I end up driving to many of my vendors and customers all over the east coast.

I've driven some pretty long days. I think my record for miles on the east coast in one day is just over 900 miles when Xana and I drove home from the Charlotte Parade for her cousin's wedding. We hit the road at about 8am and backed into the garage at just before midnight. That was a long day! Out west, I've been able to do considerably more miles, getting over 1,000 because of the increased speed limits, lack of enforcement and straight roads.

My average days are closer to the 700 mile mark. In driving, I often look for good places to stop and check things out or things to see. When Xana and I went to Colorado for the Parade, we stopped in downtown Chicago for pizza at Gino's East. Then, we stopped in Nebraska for some steaks. The following day we hit up Cheyenne, WY, for some burgers at the old Union Pacific Depot. I've hit Kansas City for barbecue, along with many back roads all over the Carolinas, Georgia and Alabama.

One of my favorite things to do is see Air Force (and airplane in general) museums. Not that I know a ton about airplanes, but it's always interesting to see the various AF planes and jets from the past. A few years ago I started on a semi serious mission to see as many of the Lockheed SR-71 Blackbirds still in existence. Most of it started when I was on a trip in the Pan Handle of Florida, on the way to Eglin Air Force Base for a meeting. Through a couple of lucky mistakes and missing a time zone, I ended up with an extra hour to check out the AF Armament Museum on the base. It was a great museum with an SR-71 on display in front of everything.

Then, during the previously mentioned Colorado trip, I was able to stop by the Strategic Air and Space Museum in Lincoln, NE. What a great place! This museum had a huge collection of planes, including a U2 and an SR-71. They also house a collection of bombers and fighter aircraft that is amazing. If you ever find yourself in Nebraska, it's a must see if you like Air Force items.

On the way home from Colorado, I was able to stop at two more museums. The first was the Kansas State Cosmosphere – probably the coolest air and space museum I've been to. Of course, they have an SR-71 in the lobby, along with a full size "half" copy of the space shuttle. Going through the museum, they have both a German V-1 "Buzz Bomb" and V-2 rocket, the actual flight ready backup to Sputnik 1, a tested copy of Sputnik 2, a Titan Rocket, a Russian Vostok Capsule, the Liberty Bell Mercury 7 capsule recovered from the bottom of the Pacific, the actual Apollo 13 capsule Odyssey, a lunar lander, lunar rover and way more great stuff. I would actually say Cosmosphere is so good it's worth a special trip to Kansas just to tour it.

The second stop on that trip was to see the US Air Force Museum at Wright-Paterson AFB in Dayton, OH. I only had about half an hour, but I was able to see their SR-71 and a quick peruse through their other hangars. This is a museum I have to get back to so I can see more of it – I'm sure I only saw a small percent of everything they have.

On my last trip to the south, I was able to stop by the Museum of Aviation at Robins AFB in Warner-Robins, GA. This was another great museum with lots of planes, a good deal of historic aircraft, and a nice layout. It also got me to see my sixth (of 22 left) SR-71. Interestingly, their SR-71 (61-7958) is the plane that set both the absolute airplane speed record of 2,193.167 mph and altitude record of 85,060.997 feet high! Both of those records still stand, even though they were set in 1976!

So, my next set of museums to hit is going to be on my next trip to California. There are about 5 or 6 SR-71's out there, so it will have to be a busy trip!

Enough about my other hobbies – onto NCR. We've had a great spring with our Spring Rally, first DE, first AX and we are quickly coming up on our Ice Cream Run and car shows. Check out the ads in this *Northlander* for those events and don't forget to mark your calendar for our Fall Get Away that Social Chair Rich Willey is putting together!





## Mark Watson **MY SPIN ON THINGS**

please look at your calendars and reserve time to attend the August 15<sup>th</sup> Limerock event ...

Brian Arenstam organized our recently completed car control clinic and did a great job. We had 17 drivers participate and from what I could see, everyone left with big smiles on their faces. Brian and his helpers set up three different exercise areas and then split the group in half. That way, everyone had plenty of time to make multiple runs on each exercise. I was not feeling well that day (very bad head cold) so I elected not to get into someone's car and risk getting sick. Instead, I decided to work at the skid pad and wave a flag every couple of minutes so the drivers would know when it was time to switch directions or exit the area. I thought I was doing okay but at one point Brian came over and started helping me wave the flags. Either I was not as good as I thought or he just wanted an excuse to sit down and watch the cars go in circles. Regardless it was good to have some company and the help.

We set up a wet skid pad so folks could experience oversteer, understeer and see what happens when you try to hold a constant diameter circle and then either speed up or slow down. A few 911 drivers even managed to do some power sliding. I was impressed with how quickly everyone started to 'practice' and get a feel for how their car would react with different inputs.

I saw a few cones get moved back during everyone's initial attempts at threshold braking but by the end, the cones were staying put which means everyone was getting on the brakes hard but maintaining good control. The lane change exercises had similar results; not so good at first but solid and steady improvement. The second lane change exercise combined threshold braking with the lane change; good skills to have in our normal driving especially when that skunk darts out into your lane and you just washed your car.

The pizza went really fast at lunch time, evidence that everyone was working hard during their practice runs. Speaking of lunch, Saturday was day 1 of the 24 Hours of Lemons Race (Loudon Annoying 2011) and we had a chance to walk over to the bleachers near the Bowl and watch a few minutes of the race. What an event; cars that are not supposed to cost more than \$500 (before safety equipment) and quite a few drivers who took some very odd lines through the Bowl. As we were watching and commenting how some of those drivers should attend one of our DE events and learn the line, we were surprised when one of the drivers started waving as he/she exited the Bowl.

We decided the driver was too short to be Jay (Gratton) but since everyone looks the same with a helmet on, we could not tell if it was Matt (Romanowski) or Judy (Hendrickson). It was proof positive that the driver was keeping their eyes up and not looking at the front of the car. Fortunately they did not drive where they were looking since they kept the car out of the gravel. Damon Jozs also had a car entered but we didn't get any waves from his car. The race looked like a lot of fun so if you want to get information about the race or want to see some pictures of the event go to the website [24hoursoflemons.com](http://24hoursoflemons.com). You could also take a few minutes to talk with Damon, Judy, Jay or Matt and find out what it is like to participate. They have some great stories.

Two items that I want to call to your attention: First, the mailing we all received a month or so ago, had an error in the DE Schedule. The date for Limerock should be listed as August 15. If you have the schedule on your refrigerator door, take a moment to make the correction or better yet, go to [motorsportreg.com](http://motorsportreg.com) right now and register. Limerock is one of the really good tracks on the east coast and we are fortunate to get the track to ourselves for an entire day.

The second item is more for our tech inspectors that are 'home based' and use jacks and/or jack stands to perform their inspection. A recent mailing from National DE Committee indicates that you will need to have proof of insurance / waivers available when you conduct the tech inspections. Not to worry as Matt is working hard to get the documents and forms that you will need and I am certain that Edgar will make sure you are ready to go before our next event!

In closing, please look at your calendars and reserve time to attend the August **15** Limerock event and the remaining two events at NHMS (15 September and 10 & 11 October). We plan on having a 'post-event' beer, wine and snacks gathering after the 15 September event and Toni is planning a surprise menu for the October track dinner.

While we prefer Porsche cars and drivers, we do not limit participation at our DE events to just Porsches. If you have a friend who is interested in driving at one of our events but they don't own a Porsche, have them contact me or our Registrar

continued on page 39...



## Judy Hendrickson **LOOKING BACK**

Just to make things difficult, Matt's 914 was being a bit stubborn the night before I was to take the cars in ...

Like April and May, June's **Looking Back** comes from 2001. It's not that I am stuck on 2001, it's just that 1981 and 1991 seem to be filled with out-of-region material or articles that do not have that timeless quality I am looking for to use in **Looking Back**. As I calculate, Jay was about 20-21 when he wrote this and still in college. Father Jim is now retired from education and spends his summers in Maine and winters in Florida. Jay's article reminds us there are many ways to enrich the life of a child. We, as a club, try to do this each year with our Make-A-Wish Day at the track, but Jay shows how we can do so individually. Think about how you might enrich the life of a child. Maybe this will open your eyes to unseen opportunities.

Have you had a memorable experience with your Porsche? Please share it with your fellow members by writing an article for the *Northlander*. David is always looking for material from the members and we all enjoy living your experiences vicariously.

**From Volume XXVI, Number 6, June 2001**

### **UNDER THE CAR AND DREAMING**

By Jay Gratton, Contributing Editor

Did you know that the week of May 20<sup>th</sup> was Vehicle Safety Week in New Hampshire? While working at Beech Street Elementary School in Manchester, in a YMCA program for inner city students called Youth Opportunities Unlimited (Y.O.U.), I overheard a teacher mention this tidbit. Of course, hearing the word "vehicle" got the gears turning in my head and the dust flying.

Being Vehicle Safety Week, I proposed an idea. What if I brought in my 914 and talked to the kids about being safe in a vehicle on the track and letting them have the experience of sitting in a track prepared Porsche? I remember the thrill when I was a child of my Uncle Steve strapping me into the harnesses in his 1977 911 Carrera 3.0 liter. I would let these kids have the same

experience and talk to them about the importance of helmets, my neck brace and the fire extinguisher. The staff loved the idea and agreed that this was something these kids would adore.

I discussed the idea with my father and he came up with some great ideas on how to deliver this topic so as to not confuse the kids. "What a great idea, dad. Why don't you give the talk to the kids?" Being an elementary school principal and an NCR Driving Instructor, I saw the perfect opportunity to put his 37 years of educational experience to work. It did not take much arm-twisting to get my father to agree to help out. I could tell he was excited to volunteer. Of course where the Porsche name is spoken you know *Northlander* editor and trusty friend Matt Romanowski is not far behind. Matt was very willing to lend me his 914 that is also set up for the track with five-point harnesses and other little goodies. I now had a veteran speaker and two little track cars for my lesson plan. I just knew the kids were going to enjoy this day.

Just to make things difficult, Matt's 914 was being a bit stubborn the night before I was to take the cars in. One of his front brake lines was slightly weeping, so a little New England ingenuity and some time, saw the car ready around 2:30am. Unfortunately, Matt had to work the next day so he wasn't going to be able to go. Shucks, I guess that leaves me to be the one to try out Matt's new coil-overs and front suspension (somebody had to do it). My father thought it would be a great idea that I put my car numbers on.

My dad and I arrived at the school a little earlier than we had planned (hey, when you have two Porsches playing cat & mouse you tend to drive a bit fast) so we had plenty of time to get ready. When the time came for my dad to give his chat, the kids all gathered around eager to hear about these funny colored cars. He talked about how safety on the track, helmets and harnesses are all important. The kids listened with great enthusiasm to his every word. Then my dad and I started picking kids to get strapped into the harnesses. Screams of joy could be heard coming from the 914's as the kids got to experience what was to them a great thrill. They all took turns sitting behind the wheel while making engine noises. Kids could be heard saying, "I already sat in the orange one, I want to sit in the green one too," or "I wanna drive a race car like that when I get older!" To see these kids with such big smiles on their faces really warmed my



*Jim Gratton educates a group of youngsters about the safety items in two track prepared 914s. Photo by Jay Gratton.  
The photograph is reproduced from the original magazine which used a screened print ... hence the low quality image.*

heart. The day ended all too soon and all the kids gave my father a great big "Thank you Mr. Gratton," in unison. I could tell by the look in my father's eye that he had no regrets about helping me out that day. Working at Beech Street Elementary over the last two years with these kids has really given me a new outlook on life. These kids do not come from very much and in return I have taken a step back and a closer look at how very fortunate I have been to have done all of the things I have. My kids, who range from kindergarten to third grade, have informed me that they want to take a field trip to NHIS this spring to see me drive. I guess I will need to fine-tune a few things on the 914 so I won't disappoint them.

Drive safe!



# Car Control Clinic

Story by Brian Arenstam

Photographs by Dick Demaine

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The North Country Region held a Car Control Clinic on Saturday, May 7<sup>th</sup>, at New Hampshire Motor Speedway. The Car Control Clinic (CCC) is a non-competitive event intended to allow drivers to experience the attributes of car control at and beyond the limit, in a safe and controlled environment. The CCC helps drivers improve their driving skills while learning about car dynamics. The CCC serves a dual purpose in that it prepares students for AX and DE events plus it teaches skills useful in everyday driving situations. The CCC is held in a large parking lot at New Hampshire Motor Speedway, using plastic cones, to provide a safe learning environment for these low-to-moderate-speed maneuvers.

There were seventeen drivers who took advantage of the event which included wet skid pad exercises as well as threshold breaking and two-lane change exercises. If the smiles were any indication then it appears everyone had a great time.





# Zone 1 Concoors & Rally

Story and Photographs by Ivy Leonard

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On Friday, May 13, Hank and I carefully loaded our 1967 911 Rallye into the trailer and headed off to Southbury, CT for the Zone 1 Concoors. The trip south seemed uneventful, and we arrived at the host hotel, the Crown Plaza, about 8pm. We removed a few bits of luggage from the truck, checked into our room, and opted to grab a late dinner down in the lounge.

As we were walking into the lounge we saw Dan and Alice Deagan, whom we had grown to know as attendees at Zone 1 President's meetings, and began to chat about Dan's very nice 1965 SC coupe. As we were talking Jeff and Margie McFayden came over and introduced themselves, and within fifteen minutes it was decided we should have dinner together. The topics of conversation over dinner ranged from early 356's to great gin martinis, and before we knew it, it was well past 11 o'clock and time for bed.

We had originally signed up for the Zone 1 Rally Saturday morning, but we withdrew earlier in the week because of an issue with tire rub we had encountered on NCR's gimmick rally earlier in the month. Besides, we had plenty of work to do to properly prepare 'Stubby' for the concoors. This was our first concoors effort and although we had a great base car to start with, we were concerned that our lack of experience would result in judges with dirty hands!

Up in the morning, breakfast, and then out to the trailer to unload the car and prepare for our day of cleaning. The trailer is really set up pretty well, with fully hydraulic legs and an electric winch to power the tailgate. We had dealt with a slightly discharged battery before departure, but the trailer's battery had plenty of opportunity to recharge on the three-and-a-half hour trip to Southbury. Hank unlocked the tailgate, pushed the tailgate 'down' button but nothing happened. Started the truck, pushed the button: nothing. We eventually checked the wiring in the battery compartment and discovered ten feet of

'hot' lead with all insulation melted off. We didn't have time to attempt full diagnosis, so we disconnected the winch from the inside of the tailgate and lowered it by hand.

Stubby was out. And ready for some cleaning. But the converter outlet in the truck would not hold the 110 volt plug securely creating another hurdle and precluding – temporarily – vacuuming the interior of the car. We focused on cleaning wheels and the luggage area, then hit on the idea of running an extension cord out of our hotel window. Bingo! Vacuum!

Our vacuum setup became a central attraction in the Crown Plaza parking lot as both John Paterek and Jeff Fayden came by to tidy the interiors of their cars. John in particular was very helpful to us, suggesting 'fixes' for some of the minor flaws we found in our inch-by-inch inspection of our car.

Hank and I cleaned from 10am to 6pm, and by the time we finished felt pretty good about the hurdles we had overcome and the results of our efforts. We loaded Stubby onto the trailer again, hoisted the door and buttoned everything up for departure to the concoors site in the morning.

Dinner was at the Crown Plaza, and Jennifer Webb, our Zone 1 rep, did a wonderful job hosting the event and conducting the raffle. We had a great meal, more lively and engaging conversation, and of course great fun. The evening concluded with a nightcap cocktail in the lounge and the opportunity to catch the Bruins game. Another late night.

Sunday morning came early and without breakfast we headed a couple of miles down the road to the Concoors at the Oxford (CT) Airport. The airport proved to be a great site since there was plenty of tarmac for an outside event, and an empty hanger that was available in the event of rain. And rain it did! Gotta love hangers!



The cars were lined up basically by class, by age, and separated into full concours and people's choice. A full concours involves a thorough examination of the vehicle for originality, appropriateness and cleanliness conducted by a team of judges, each assigned to different area of the car. Points are awarded (or subtracted) for deficiencies. People's choice is an unjudged popular selection, also based on class, where the winner garners the most votes from fellow exhibitors and other attendees.

The cars were beautiful. Several 356's were exhibited, and certainly the 904 received tremendous attention. But little Stubby held his own, and in fact one young twenty something admirer from Manhattan, who recently bought "the best car he could" - a 912 - spent at least an hour studying every detail. When I asked if he had any questions he oozed: "I have viewed this car on the internet for a couple of years...it is my *inspiration*." Nice feeling.

At the conclusion of judging Dan Deagan, the Zone 1 concours chair, called each class winner forward for acknowledgement and trophy award. When Dan called 'Hank & Ivy for their 1967 Rallye' Hank just stood there and whispered "that's nice that they are giving a nod to our Stubby" and didn't move. We just stood there waiting for the class winner to be announced, until someone said 'Get up there - it's you!' Total surprise.

We were thrilled to win but as concours rookies learned a lot from the judges and will be working towards an improved score next round.

## The winners for all events were as follows:

### Zone 1 Spring Concours and Rally

May 14 & 15, 2011 - Southbury, CT

Heritage Inn Hotel Crowne Plaza Hotel

### Rally Results

**First Place** Points: 4 Car #2 Driver: Chuck Gladle

Navigator: Joyce Gladle

**Second Place** Points: 9 Car #9 Driver: Jeff McFayden

Navigator: Margie McFayden

**Third Place Points:** 11 Car #8 Driver: John Bleimaier

Navigator: Marina Pushkareva

Tie breaker questions: 100% correct

Tied for third place

Points: 11 Car #13 Driver: Tom Rocchio

Navigator: Steve Rocchio

Tie breaker questions: 1 error

Points: 11 Car #4 Driver: Bob Sammons

Navigator: Greg Egnaczyk

Tie breaker questions: 8 errors



From the top:

Jennifer Webb (Zone 1 Rep) frames the 904 ... or was she after the judge's sweatshirt?

CLASS 904

1st. place - Ernst Benzien - 282.9 points - 1964 904 GT

## Concours Results

### FULL CLASS

1. Class 911 (1990 - 1998).

1st place and "Best of Show" - Akemi & Murray Kane - 298.1 points 1992 911 Turbo

2. Class 356.

1st place - Jeff & Margie McFadyen - 292.7 points - 1957 356 A Coupe.

3. Class 911 (1984-1989).

1st place - Bob Knapik - 294.5 points - 1989 911 Carrera Coupe.

2nd place - Jacques LeBlanc - 288.4 - 1988 911 Carrera Coupe.

#### 4. Class 911 (1965 - 1973).

**1st place Hank & Ivy Cowles 289.2 points - 1967 911 Coupe.**

5. Class 904 .

1st. place - Ernst Benzien - 282.9 points - 1964 904 GT

### PEOPLE'S CHOICE

Class 356.

1st. place - Car # 27 John Paterek - 1962 356B Cab - 22 votes

2. Class 911 (1965 - 1973).

1st place -Car # 7 Richard Strahota - 1966 911 coupe - 27 votes

3. Class 911 (1974 -1983).

1st place - Car # 19 Bill Kreig - 1977 930 - 29 votes

4. Class 911 ( 1984 - 1989).

1st. place - Car # 2 Gerald Manna 1984 911 Speedster - 19 votes.

2nd place -Car # 12 Micheal Amici - 1988 911 Carrera - 17 votes

5. Class 911 ( 1990 - 1998).

1st place - Car # 14 Evan Tong 1996 993 - 29 votes.

6. Class 911 Water Cooled (1999 - present)

1st place Car # 31 Jimmy Federico - 2003 911 -27 votes

7. Class 924 - 944 - 968 - 928. There were two 1st places.

Car # 23 Jeff Coe 1992 968 Cab - 22 votes

Car # 33 Peter Shafer 928 - 9 votes.

8. Class Cayman - Boxster - Cayenne. There were two 1st places.

Car # 24 John Mannheimer - 2005 Boxster - 23 votes.

Car # 25 Derick Teeking - 2011 Cayenne turbo - 13 votes



*Dan and Alice Deagan*



*Jeff and Margie McFadyen*



**PEOPLE'S CHOICE**

Class 356.

1st. place - Car # 27 John Paterek -  
1962 356B Cab - 22 votes

*just recently featured in Excellence Magazine.*



Visit the Porscheplatz (Porsche Owner's Corral) & PCA Membership Station!

# July 8-9, 2011

## American LeMans at Lime Rock

Join us for this exclusive PCA member opportunity! Display your Porsche in the Porscheplatz corral, watch Porsches in action and take part in the following special events:

- Scheduled appearances by Porsche teams
- Supervised Parade Laps of the track
- "Long Distance Award" (sponsored by Michelin)
- IMSA guided "Hot Pit Tour" drawing
- Sponsor presentations
- Raffle drawings

For the latest schedule information please visit the IMSA website at [www.imsaracing.net](http://www.imsaracing.net).



**For information, contact:** Jennifer Webb, [jenniferbischhoff@hotmail.com](mailto:jenniferbischhoff@hotmail.com), (514) 235-0157

Parking in the Porscheplatz is for Porsches only. "For Sale" signs on cars will not be permitted. Participants must be present to win drawings or awards. Porscheplatz is hosted by Porsche Cars NA and Porsche Motorsport NA with the cooperation of IMSA and ALMS.

Visit the Porscheplatz (Porsche Owner's Corral) & PCA Membership Station!

# July 23-24, 2011

## American LeMans at Mosport

Join us for this exclusive PCA member opportunity! Display your Porsche in the Porscheplatz corral, watch Porsches in action and take part in the following special events:

- Scheduled appearances by Porsche teams
- Supervised Parade Laps of the track
- "Long Distance Award" (sponsored by Michelin)
- IMSA guided "Hot Pit Tour" drawing
- Sponsor presentations
- Raffle drawings

For the latest schedule information please visit the IMSA website at [www.imsaracing.net](http://www.imsaracing.net).



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## First Ice Cream Run of 2011

**WHERE:** Haywards, 7 Daniel Webster Highway, Nashua, NH, (near the intersection with South Main St, across from Rivier College)

**WHEN:** Thursday, June 9, 2011, 7 PM Rain or Shine

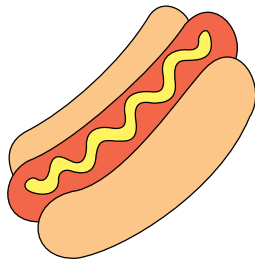
**HOW:** Meet us at Haywards or caravan there on one of the following routes:

**From Bedford, NH:**

Meet at the small grocery store parking lot at the intersection of Rt 101 West and Wallace Rd. Jay and Matt will depart at 6:15 PM for a floop-the leader run to Haywards.

**From Londonderry, NH:**

Meet at the Appletree Mall parking lot (Exit 4 off I-93, then west on Rt 102 approx 1/4 mile to Mall entrance on right). Rich will lead this group at 6:15 PM and make a brief stop at the general store (intersection of Rt 128 and Rt 111 in Windham, NH) to pick up anymore folks.



Hope to see you and your family there....

## NCR Fall Get-A-Way Weekend

October 21-23, 2011 (Save the dates!)

Inn at Stratton Mountain, Bondville, VT ([www.stratton.com](http://www.stratton.com))

Optional 1 or 2 night stay (Saturday night, with Friday night optional).

Choice of room types along with Saturday dinner and Sunday breakfast.

Scenic tour routes to the resort and around the area are in the planning stages.

Check the Social Events section of the NCR website and future *Northlanders* for further details as they develop, but mark your calendars now for a great weekend away.

Questions: Richard Willey, NCR Social Chair, (C) 603-978-3187, [social@ncr-pca.org](mailto:social@ncr-pca.org)



# NHMS 21<sup>st</sup> Vintage Racing Celebration

Photographs by David Churcher

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# Rennsport Reunion IV



## PORSCHE ANNOUNCES RENNSPORT REUNION IV TO BE HELD IN OCTOBER

World's Largest Gathering of Porsche Race Cars and Drivers Seeks New Frontiers,  
Makes First Ever West Coast Appearance

ATLANTA – March 8, 2011 — Porsche Cars North America (PCNA) and Mazda Raceway Laguna Seca today announced Porsche Rennsport Reunion IV will take place at the famed California racetrack the weekend of October 14 – 16, 2011.

Sponsored by PCNA, Rennsport Reunion IV brings together an unprecedented gathering of significant Porsche vintage and current race cars, as well those who have driven them to victory in the world's most famous sports car races. The three-day program of on-track competition is complemented by a concours d'elegance, which is open to invited race participants, and special activities celebrating the decades-long history of the legendary 911 race cars.

After the highly successful staging of three venues in the East, held every three years, with the first one held in Lime Rock in 2001, Rennsport Reunion IV will now be moving west, tapping a vast array of car aficionados and Porsche enthusiasts.

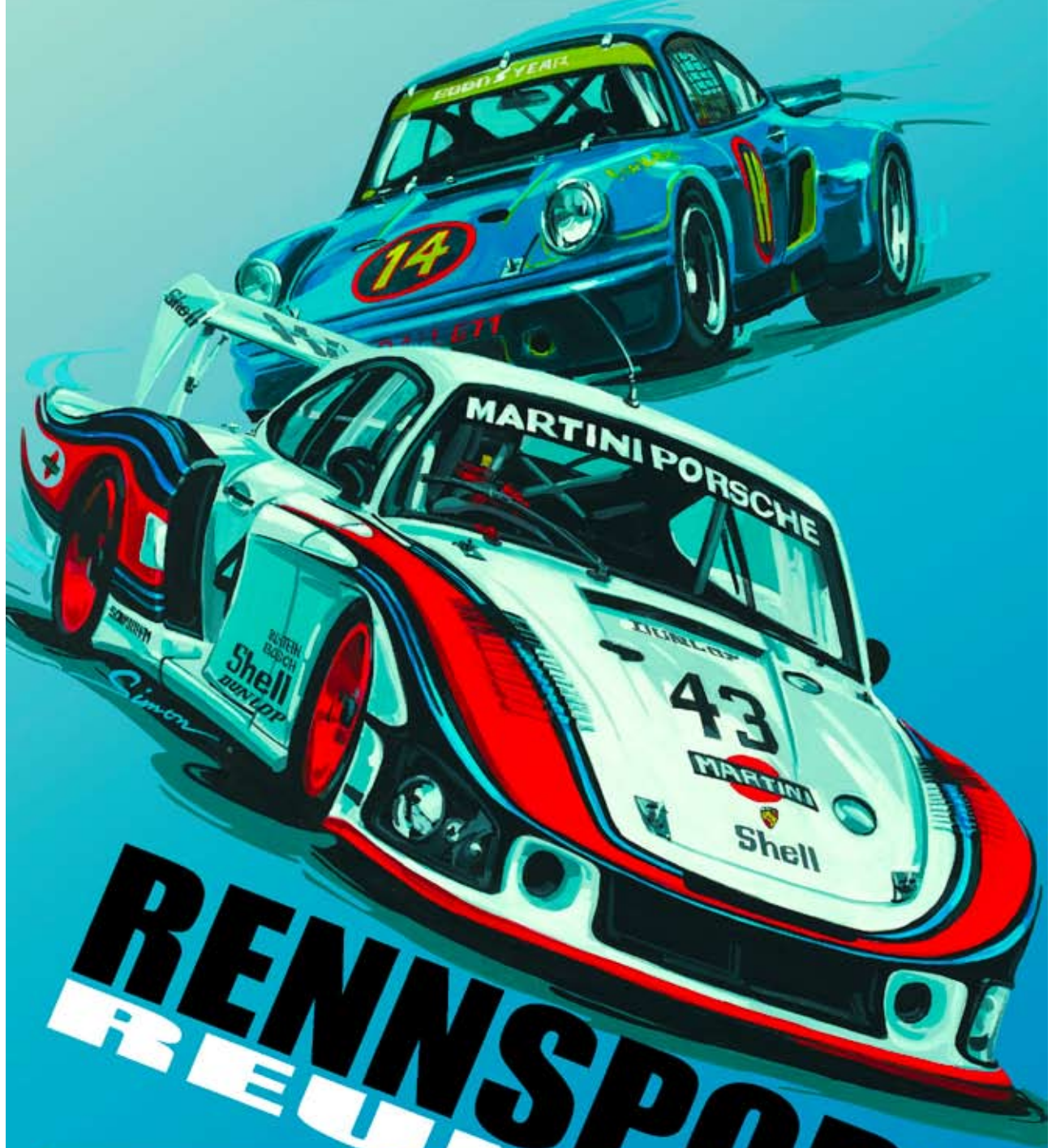
"While the Rennsport name has become a staple fixture for international collectors and racers over the past ten years, choosing the Monterey Peninsula will open up this one-of-a-kind gathering to the many Porsche fans in California and beyond who were previously unable to attend," said Detlev von Platen, President and Chief Executive Officer of Porsche Cars North America. "Now they'll have the opportunity to see, feel and hear from up close hundreds of famous Porsche race cars and dozens of their drivers from past and present during a truly memorable weekend dedicated to Porsche's motorsport heritage."

Ticket information is available by contacting 800-327-7322 or online at [www.mazdaraceway.com](http://www.mazdaraceway.com).

For more information on the Porsche Race Car Classic or to purchase tickets visit [www.porscheracecarclassic.com](http://www.porscheracecarclassic.com).



# PORSCHE.



# RENNSPORT REUNION

**OCTOBER 14-16 2011**  
MAZDA RACEWAY LAGUNA SECA

© Porsche Cars North America, Inc. 2011

# Car Control Clinic

Learn what the car can do and what you can do.

Photograph by Dick Demaine.





# Autocross 2011 Season Opener

Photographs by David Churcher & Dick Demaine

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# Autocross 2011 Season Opener

## Story by Joe Kraetsch

On May 22, lots of old and new friends descended on Moore Airfield in Devens, MA, for the first NCR Autocross of the season. The weather was not perfect but at least it was not raining! The sunny and warm forecast turned into cloudy and cool but it was still a treat after all the rain we had been getting all month. Overall it was a good day for an autocross.

After registration, setup, tech, Novice meeting, course walk and driver's meeting, we had the first car off by 10am. The event ran like clockwork thanks to my great staff and the help and cooperation of all the participants. We finished the morning session with four runs for all drivers by noon. The worker changeovers were smooth and quick. We had four more runs in the afternoon. Then we picked everything up, tallied the results, awarded the trophies and were out by 3:30.

We had 56 drivers including 14 Novices, many who were first time participants. Scruffy and Chris Darminio laid down a challenging course that was fun to drive. The mid-engine cars seemed to especially love the course. All three P7 entries finished in the top 6 raw time results and the top 5 PAX. Ollie took FTD and top PAX while poor Jeremy finished last in the class but only 5<sup>th</sup> overall! Meanwhile Mark and Sigrid both finished in the top 8 raw (top 6 PAX) in the 914. The summary results are in this issue and the complete results are always posted on the NCR website.

We had a few cone killers. I won't mention the "winner" (with a total of 27 cones over 8 runs) since she was visiting from California and driving her dad's Miata. It seems she could not get used to how quickly the car turns with the R-compound tires. I had the same problem the first time I autocrossed a Miata.... It's important to note that she had a great time (*after* dad convinced her that she was not going to hurt the car). Scruffy was a distant third with a mere 16 cones for the day. To those who did not hit any cones: you may not be driving hard enough or you may be driving too far away from the cones. You don't know how close you are to the cones until you hit a couple. Don't worry, the cones are rubber and cone marks are easily removed with washing although the more stubborn ones may require a little car wax!

We also had a visit from Charles & Mimsey Stromeier in his gorgeous new GT3RS (so his nice 993 Turbo is for sale. Let me know if you want the information). It was good to see Charlie doing so well after his health problems this past winter. Unfortunately, his doctors won't let him drive his new toy yet, but perhaps the GT3RS is contributing to his rapid recovery. We wish you the best Charlie and can't wait to see you back on the tarmac!

We have two events in June—Autocross #2 on June 4<sup>th</sup> and Autocross #3 on June 25<sup>th</sup>. Details are on the NCR website. I hope to see you there!



Page 28: Sigrid calls the group to order.

Page 29: The view from "the office", Judy was expecting snow, and Lisa indicates she is the "A" driver.





*From the top left:*

*Christine chats with Charles while the photographer admires the GT3 RS.*

*Mark and Sigrid have new graphics on their helmets.*

*Gerard Mauvis and Scruffy zip through the traps.*

*Photos on pages 28, 29 and 30 by David Churcher.*



*Chip and Meaghan Wood prepare for a run.*

*Joe and Lisa find some humor in the notes.*

*Photos on page 31 by Dick Demaine.*

# NCR Autocross #1—Sunday May 22, 2011

<b>Novice Porsche (PAX Indexed Class)</b>				<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>PAX</b>
1	S6	Thomas Pelton	2004 GT3	82.805	80.375	163.180	135.276
2	S4	Duncan Dana	2008 Cayman	84.585	82.644	167.229	135.789
3	P4	Brian Halbert	1990 944S2	90.604	86.865	177.469	146.411
4	S3	James Trenz	1993 968 Cabriolet	96.031	91.436	187.467	151.098
5	S6	Michel Machado	2011 911 Targa 4S	91.320	91.337	182.657	151.422
6	M4	Meaghan Wood	2006 Cayman S	86.897	84.245	171.142	153.856
7	P8	Jerry Kaiser	2002 996 Turbo	96.559	88.256	184.815	158.386
8	P6	Loralyn Batchelder	1991 964	101.295	93.851	195.146	162.556
<b>Strict Stock (PAX Indexed Class)</b>				<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>PAX</b>
1	S7	Michael Bickford	2010 GT3	79.630	79.073	158.703	132.358
2	S6	Ernest Grasso	2001 Boxster S	80.928	80.555	161.483	133.869
3	S6	Ronald Orr	2005 997S	81.404	80.287	161.691	134.041
4	S5	Michael Moushon	2002 911 Carrera	84.236	82.152	166.388	135.439
5	S5	Marc Polk	2002 C4S	84.754	81.970	166.724	135.713
6	S5	Benjamin Chang	1999 996	85.048	82.834	167.882	136.655
7	S6	Apolinaras Sinkevicius	2007 Cayman S	84.476	84.705	169.181	140.251
8	S2	James Fenn	1986 944	91.429	89.434	180.863	144.328
<b>Production 2</b>				<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>PAX</b>
1		Joe Kraetsch	1988 924S	79.220	82.093	161.313	134.373
2		Lisa Roche	1988 924S	83.806	81.627	165.433	137.805
3		Bill Aubin	1984 944	DNF	84.213	DNF	-
<b>Production 3</b>				<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>PAX</b>
1		Mark Schnoerr	1974 914	76.215	75.947	152.162	126.750
2		Sigrid Schnoerr	1974 914	77.160	76.591	153.751	128.074
3		Chris Darminio	1976 914	80.084	82.708	162.792	135.605
<b>Production 4</b>				<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>PAX</b>
1		Georges Rouhart	1993 968	79.520	78.656	158.176	130.495
2		Neil Halbert	1990 944S2	81.771	81.490	163.261	134.690
3		David Beningson	1987 944 turbo	84.766	82.838	167.604	138.273
<b>Production 6</b>				<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>PAX</b>
1		Robert Canter	1984 Carrera	81.467	79.886	161.353	134.407
2		Dick Demaine	1988 911	82.886	80.449	163.335	136.058
3		Jeff Johnson	1987 911 Carrera	84.682	82.929	167.611	139.620
4		George Skaubitis	1993 RS America	84.753	85.691	170.444	141.979
5		Nick Durham	1991 Carrera4 Cab	89.624	88.122	177.746	148.062
6		Christine Skaubitis	1993 RS America	89.849	89.799	179.648	149.646
<b>Production 7</b>				<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>PAX</b>
1		Oliver Lucier	1998 Boxster	73.950	73.788	147.738	123.952
2		Chris Jacques	2001 Boxster	75.745	75.547	151.292	126.934
3		Jeremy Mazzariello	2007 Cayman	77.204	75.350	152.554	127.992
<b>Production 8</b>				<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>PAX</b>
1		Christopher Fahy	1999 996	81.573	81.370	162.943	139.642
2		Susan Kelley	2007 997 C2S	83.329	81.907	165.236	141.607



Improved (PAX Indexed Class)							
1	I5	Stephen Lefebvre	2007 GT3 RS	75.208	74.102	149.310	128.705
2	I5	Greg Osche	2001 Boxster S	78.983	76.172	155.155	133.743
3	I5	Gerard Mauvis	2003 911C4S	81.489	74.794	156.283	134.715
4	I4	Collin Mechler	1986 951	83.475	84.061	167.536	143.745
5	I4	Peter Rokel	1988 951	84.968	83.032	168.000	144.144
6	I2	Andrew Fenn	1984 944	87.840	87.019	174.859	148.455
7	I5	Chris Carter	2005 911 S	85.557	92.817	178.374	153.758
Modified (PAX Indexed Class)				AM	PM	Total	PAX
1	M4	Guile Wood	2006 Cayman S	81.077	79.250	160.327	144.134
2	M4	Akira Mochimaru	2009 904 Replica	80.415	80.975	161.390	145.089



*Clockwise from the top left:*

*Akira's 904, Lisa and Dick compare notes, Meaghan Wood prepares, and Georges is taken by surprise by the photographer.*

*Photos on page 33 by David Churcher*

# Autocross FAQ

by Bill Seymour, Northeast Region Autocross Chair.

Reprinted with permission

with club specific edits by Joe Kraetsch, NCR Autocross Chair

**Why should I autocross?** Autocross allows you to drive your Porsche the way you'd like to drive it all the time but know you can't! Foot on the floor, cornering at the limit, getting a little sideways—all in a safe setting. You will learn car control skills and the limits of your car in a fun, competitive setting.

**I haven't done it before, isn't it only for experienced drivers?** Ah, that's the beauty of AX (that means autocross, get it?)! AX is a great introduction to spirited car driving. Sure, there will be some very experienced and skilled drivers at our autocrosses. But learn from them, don't be intimidated. We run separate Novice classes so you only compete with other novices. We also provide instructors who will ride with you when you request it and coach you to improve. Finally, you can ride with more experienced drivers to learn from them.

**I don't want to get hurt or hurt my car or wear it out.** There are no guarantees in life but you are more likely to get in an accident driving to the event than at it. We take safety seriously. Please see the "Safety" section in the Autocross Rules under Autocross on our website. And as to wearing out your car, this is what your Porsche was made to do! If your car is healthy (we do a tech inspection that covers safety items) then you won't do it any more harm than you would driving it on the street. You'll put a little wear on the tires—get over it! Worried about hitting a cone? Even the worst whack is easily waxed away.

**I only have so many weekends I can do "car stuff" and I want to do Driver Education, I may not have time for AX!** Hold on cowboy! Talk to the DE regulars—I think they'll recommend that you practice your car control skills at a nice deserted airstrip before you attack a track with guard rails and tire walls.

**Yeah, but you don't get to go as fast at autocross as you do at the track.** No, that's true, but try finding your way through a tight sequence of cones at 60 mph and tell me how fast it feels. Also, at autocross you can safely drive your car right up to the limit. And remember that autocross, unlike DE, is a competitive event where you are trying to go as fast as you can and your runs are timed.

**I've gone in the past and we sat and waited while the timing lights were fixed.** Fair point. But good news: we got new equipment and now have a good smooth routine down. We won't guarantee that there will never be a problem, but give us a try!

**OK, OK, maybe I should give it a try. Who is eligible?** Anyone 18 or older can come. Teenage children of PCA members who are under 18 but have a full license (not a learner's permit) are able to participate via the PCA Junior Participation program. This requires that a waiver be signed by both parents and one parent must attend the event. Contact the Registrar for further details. It's a great way for new drivers to learn valuable, life-saving skills!

**What cars are allowed?** If you are a club member you can come in a non-Porsche (not a truck or SUV, let's not be silly!). Non-members must come in a Porsche. Cars do not have to be street licensed.

**Can my husband come too?** Sure, and we'll even let him drive. Two people can drive one car. If it's a Porsche, neither of you need to be PCA members. If it's a non-Porsche you both need to be members (one can be the Affiliate of the other). If a spouse or friend wants to just come and watch, that's great too - and they don't need to be members. Children and pets are welcome but they must be well supervised or on a leash.

**Well, OK, now I'm serious, how do I sign-up?** We strongly urge you to sign up online before each event at: [www.ncr-pca.motorsportreg.com](http://www.ncr-pca.motorsportreg.com). Not only do you get a discount you don't have to wait in the registration line (which saves us all time and hassle). We won't like it as much, but you can also sign up the day of the event.

**What do I need to bring?** You need a car. No kidding, you don't technically need anything else. But here are some things it would be nice to have:

A Snell 2005 or later M, K or SA helmet. We have a limited number of loaners but we strongly urge you to buy or borrow a helmet for the event.

Water. It gets hot and thirsty on unshaded tarmac. We have some water (and offer a sandwich for \$5 as well) but bringing some extra water and maybe a snack is a good idea.

Protection from the sun and rain. A hat and sunscreen are a fine idea for sunny days, rain gear and a tarp to put over your stuff are good for rainy days.

Tire pressure gauge. You'll get plenty of advice about tire pressures if you ask so you might want to be able to measure it.

Bring something to put air in if you have it. (You can bring a bicycle pump—don't laugh, it works a lot faster than those silly things you plug into the cigarette lighter that come with your new Porsche.)

Something to put numbers on your car. Masking or Painter's tape works well. You can borrow some if you forget. Some people use shoe polish but we don't really like it.

Chair. You will have some down time (not much) and it's nice to be able to sit outside and chat with your new friends.

**When do I need to get there?** Gate opens at 7. You need to be there before 8 to register. If everyone shows up exactly at 8 we'll have a logjam and be late starting so aim for no later than 7:30.

**What happens after I arrive?** When you drive in you and your passengers will all sign a waiver and then the drivers will register. If you have pre-registered online (as everyone should!) then you won't even need to get out of your car. (Note to you old-timers: we are doing it differently this year and you'll check in at the top of the hill just as you enter the airfield.) If you are registering at the event you will park and fill out the registration paperwork at the registration tent. If there's no line it will take 5 minutes. Once registered, drivers will be assigned a car number. Drive to the paddock, pick a spot and unload your car. You must take out all loose objects, including floor mats. Put your number on your car and then drive it to the "Tech Line" where it will be checked for safety. Other than making sure that the car is empty the main checkpoints are: suspension tight and lug nuts secure, no leaks and nothing loose in the engine compartment (batteries are the usual culprit). When your car has been successfully checked it will get a sticker. Also - leave your helmet in the car so it can be checked and stickered.

**Do I get to drive now?** Hold on Hoss, you are getting close. Once you retrieve your car from Tech you should walk the course. There will be a special walk for novices, led by our Novice Captain—required if you are a novice. You will probably have time to go around twice if you hurry (remember, it's a mile each time). Then the driver's meeting! **Everyone must attend.** Yes, there is a little pro forma stuff that will sound like the speech you get from a flight attendant—but it's there for a reason and particularly important for newbies. At the meeting you will be told the run order and what to do if you are a "dual driver" car. We will also identify instructors (who will ride with you if you wish) and explain the passenger policy (you can ride with experienced drivers). You will have a chance to sign up for lunch (probably a choice of Italian, turkey or ham & cheese for \$5). And you will get your work assignment.

**Did you say work assignment?** Everyone has to work at an autocross. We divide the cars into two "run groups" and one group works while the other drives, then vice versa. If you are new, your work assignment is likely to be as a course worker: putting cones back when they are knocked aside. Working is an important part of the day: the event depends on everyone going to their assignment quickly and doing their job right. People who dodge their assignment are disqualified and may not be allowed back. (Note: if for some reason you can't work, need to leave early or are limited in what you can do, see the AX chair and make an accommodation.) And a little secret: when you are working the course, study the better drivers. You'll be amazed how much you learn.

**Now do I get to drive?** Well, yes, some of you do. Remember, half of you now go out to work. The remaining half are further divided into two sub-groups. (All of these divisions are made based on what class your car is in. All cars in the same class run at the same time.) If you are a dual-driver car (for example, husband and wife sharing a car) then you will run in the same run group but in opposite sub groups. So if you are driving, you move your car to the staging area and follow the instructions of the Stager. When you are directed into the start queue (about 2-3 cars are always lined up and waiting to go) you should put on your flashers if you want an instructor.

**Hot damn! Turn me loose!** Almost ready, calm down. You will be directed to the starting line by the Starter. Cars start about every 20 seconds. When you are next in line, dual drivers should yell over to the timing crew whether you are driver A or B (for example, you might be 16B—they can see the number

on the car but need to know which driver since everyone looks the same in their helmets). When you are at the start line the Starter will tell you when it is OK to go. You don't need to go immediately—your time starts when you break the plane of the lights—so compose yourself for a couple of seconds and then, off you go! **SCREEEEEEEECH, VRROOOOOOMMMM, RRRRRRRRRRRRRRRRR!!!!!!!!!!!!!!!** Right, don't forget to shift. For most courses and most cars you will do the whole run in second gear. Make sure you can find the course (what looks obvious at walking speed is less obvious at 55 mph) before you add too much speed. (If you are constantly off course you will be required to use an instructor.) If you spin, gather up the car as quickly as possible and keep going—remember that a car started 20 seconds behind you. And since occasionally a car doesn't keep going, stop immediately if a red flag is displayed and wait for instructions. Otherwise, drive as fast as you are comfortable and have fun! Oh, and please don't try to be a hero right at the finish line: our new timing equipment is expensive. After you cross the finish line, slow to 10 mph and exit the course. You can look over and see your time on the display but don't stop (remember that car behind you). Go back to your staging position and wait for your next run.

**Boy that was fun! How many runs do I get?** We try to do 8 runs an event: 4 in the morning and 4 in the afternoon. Sometimes weather or circumstances prevent that but it's rare.

**Did I win?** Yes, this is a competition. Your finish is based on your best run from each session. So a good strategy is to learn the course and experiment a bit on your first runs, try to get a good "clean" run by your 3rd run and hope to do even better in the fourth. Roughly the top half of each class gets trophies. We give a few more trophies in the Novice class.

**Wait, what's a "clean" run—this isn't a Concours is it?** No, thank goodness. A clean run means you didn't hit any cones. There is a two second penalty for each cone you hit. And if you are "off course" (failed to follow the correct path through the cones) that run is disqualified and you get no time for that run. With typical course times of 70-80 seconds it is very rare for someone to win using a run that had a cone penalty.

**OK, so when do I collect my trophy?** After everyone has done all their runs, everyone (yes, sorry, a little more work) helps at picking up the cones, taking down the tent and packing up the trailer. You will also have some time to put your stuff back in your car. While all that is happening the timing folks and AX chair are doing the scoring. Come back to the start area where there will be an awards ceremony. You get your trophy, a round of applause and we take a picture that will get in the *Northlander*.

**And now I'm done?** Well maybe. It's now probably 4-5 pm and some folks have commitments that make them head home. But there is likely to be a pretty large contingent that has worked up enough of a thirst to require a stop at a local watering hole. We like to patronize the Ayer business establishments! And, of course, you need to explain to your new friends how you managed to come in third and how you will do even better next time!

**OK, I'm in. Give me the big finish.** The cost for the day in advance is \$35 for members. Onsite registration is \$45 for members. Questions: contact Autocross Chair Joe Kraetsch ([autocross@ncr-pca.org](mailto:autocross@ncr-pca.org)).

# Pizza Pizza

Photographs by Matt Romanowski

Story by Jay Gratton

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The 2011 Spontaneous State Tour traveled north to visit our friends on Lake Winnepesaukee on May 24th. Nine of North Country Regions finest were in attendance with four of these folks attending their first ever event. A great night of pizza, drinks, live music and conversation was had by all at Giuseppe's Pizza in Meredith. Special thanks go out to Brad and Mickie Davidson of Sanbornton who suggested and made reservations for us at Giuseppe's.

Matt and I are always looking for new suggestions for places to take our Spontaneous State Tour. If you have a favorite restaurant that you would like to suggest, please contact either us and we will try to schedule a visit. Rumor has it that on June 28th we are heading south to the Salem, NH area, so stay tuned and drive safely!





# **ZONE Zone 1 48 Hours of Watkins Glen**

## **Driver's Education**

### **June 17, 18 & 19, 2011**

Watkins Glen International is the continuation of a road racing tradition dating back to 1948, when sports cars raced on the 6.6 mile course through the village of Watkins Glen. The permanent road course was built in 1956 and has remained the home of a great racing tradition for 55 years. For more information about the track visit [www.theglen.com](http://www.theglen.com)

The 37th annual version of the Zone 1 - 48 Hours will consist of "Instructor Day" on Friday, June 17 followed by a traditional DE format on Saturday and Sunday. Come and drive with PCA members from the entire Zone and beyond. PCA National Instructor Training is available on Friday for those who qualify with a referral from their region's chief instructor. The cost of the event is \$260 per entrant. To register for the event, log onto [www.clubregistration.net](http://www.clubregistration.net) and search for Porsche Club of America ("PCA"), Zone 1. Porsches only.

As always, Registration will open on April 15. At 1:00 AM EST. Payment will be via credit card only through [www.clubregistration.net](http://www.clubregistration.net). We are no longer using paypal.

For further information, contact your local track chair or email Lou Dauerer at

[LDauerer@aol.com](mailto:LDauerer@aol.com)

## President

...continued from page 6

15 seconds off his times from Saturday. Mark Nadler's time behind the wheel was most impressive as he turned in the most consistent laps of anyone. He really made this old jalopy fly around NHMS and he was surgical in so many of the turns that I learned a great deal watching him. As Mark came in the skies opened up again and Matt jumped in for his final go round. Matt took the field to school as he showed what driving in the rain was all about. With 45 minutes remaining in the day I took over to bring it home. At this point we had nothing to save the car for so I drove the car as hard as I could without getting into too much trouble.

When the checkered flag was thrown I had to shake my head in amazement. I couldn't believe that the GTI did as well as it did over the two days and 800 miles of thrashing. In that span we never added a drop of oil or coolant and our garage floor was as clean as it was when we got there. Not bad for a car with 145,000 miles on it! Team Preparation H finished in 28<sup>th</sup> place after an impressive day of climbing out of the basement. Of course I have to give loads of credit to Mike, Matt, Judy and Mark for

making up all of that ground. All four of these drivers are truly gifted and they can all wheel. Mike Wooding was especially impressive as he had never driven NHMS or done an AX, let alone door to door racing. Very impressive way to break yourself in Mike!

Our team has plans to run the Lemons race at Stafford Springs in July and hopefully finish in the top ten this time. I highly encourage people to check out the 24 Hours of Lemons as it was an absolute blast. Of course like any racing the budget we set months ago was completely crushed, but it was worth it. Matt, Mike and I clearly have the most supportive wives on the planet and of course we thank them for allowing us boys a chance to play.

NCR is in full swing and I hope June is the month you come out to an AX or social event. If you have any questions about upcoming events or ideas that you would like to see the club do please don't hesitate to contact me and please check our website and our Facebook page for updates. Until we meet again, drive safely!



## The Team

Clockwise from top left ...

Mike Wooding, Jay Gratton, Mark Nadler, Judy Hendrickson, and Matt Romanowski

## Doing Something About Cancer

### An email from Paul Frucci

How about you? Don't we ALL know someone - a family member, friend, colleague, parent, child – who has been affected by this deadly disease?

Well, you know me. I am a cancer survivor. I was first diagnosed with Chronic Lymphocytic Leukemia (CLL) in 2002. In September of 2006 I went through six months of chemotherapy, and my experience included ten days living in a "bubble" at the Norris Cotton Cancer Center at Dartmouth Hitchcock. It's an experience I don't wish on anyone, and it totally changed my outlook on life. For the positive. As far as I'm concerned, my oncologist and the staff at this wonderful medical center in northern New England saved my life. And I am asking for your help to give something back to them.

I am now in complete remission, and on Saturday, July 9, I am going to participate in the 30th Annual Prouty Century Bike Ride & Challenge Walk to raise money for cancer research at Dartmouth-Hitchcock's Norris Cotton Cancer Center by cycling 100 miles. Yes, 100 miles in one day. Who would have thunk it? Will you help me reach my goal by making a donation to support my ride? This is my second year riding in the Prouty and I can tell you that it is one of the most rewarding and emotional experiences of my life. This year my goal is to double the amount of money that I raised last year. Anything you can do to help will be greatly appreciated!

Participants in The Prouty come together to celebrate and support the courage of cancer patients and survivors everywhere and to raise money for crucial research and important patient services at this nationally-recognized cancer center. Norris Cotton Cancer Center is the ONLY comprehensive cancer center in northern New England. Yet, research conducted here helps cancer patients not only in the Upper Valley, but all over the world.

Go to [www.theprouty.org](http://www.theprouty.org) to learn more about the Prouty.

Follow the following link to visit my personal web page and help me in my efforts to support Friends of Norris Cotton Cancer Center

<http://theprouty.kintera.org/faf/donorReg/>



### Drivers' Ed

...continued from page 11

(John Lussier) to discuss participation. Remember: *It's not just the cars, IT'S THE PEOPLE* that make North Country Region such a special club.

As always feel free to contact me at [de@ncr-pca.org](mailto:de@ncr-pca.org) with any questions, comments or suggestions that can help make our DE program even better.

Until I see you at the track, please stay safe!



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Feb 20	a	Sunday	Ground School
May 5	bg	Thursday	NHMS Normal DE & Novice Day
June 4-5	cg	Sat - Sun	NHMS
July 7-9	cdg	Thur - Sat	Calabogie
July 11-13	cdg	Mon - Wed	Mont Tremblant
Aug 26-28	cdefgh	Fri - Sat	Watkins Glen
Sept 16	g	Friday	NHMS

*(a) HMS, Danvers..... (b) No students with more than 3 track days experience..... (c) Beer & Wine Social..... (d) NER's Signature Enduro (e) Embroidered shirts... (f) Italian dinner @ Lakeside Park... (g) Extended passing for Black and Red groups... (h) Buffet lunch in Media Center.*

Questions about details? Contact Bruce Hauben, Track Chair at [bmb993@porschenet.com](mailto:bmb993@porschenet.com) or call 978-95-8517 before 8PM. Registration is quick and easy at [www.clubregistration.net](http://www.clubregistration.net).

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...continued from page 46 ...

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**SALE:\*** 1992 Porsche 968 Coupe, 94K miles, Coral red metallic /grey leather, 6- speed manual. Two owner. Two sets wheels/tires. Complete service bible. Original monroney sticker. Local car 1st and 2nd owner. Excellent condition. No track. Original condition. No alterations. \$11,000.00 Harry D. Robinson (603) 335 3024, (603) 617 9930 ( C )

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Volume 34 Number 6

June 2011

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