



Northlander

Newsletter • North Country Region • Porsche Club of America

July/August 2004 • Volume 27 Number 3



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Northlander

Newsletter . North Country Region . Porsche Club of America
July/August 2004 . Volume 27 Number 3
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On the Cover...

**Jelly Bean
in the Badlands –
Thelma & Louise's
Excellent 2000**

Odyssey

*Photo: Ellen Beck,
tweaked by David
Churcher*

Photo Credits

pp. 5, 8, 16, 20

Ed Broadhead

p. 6,

Matt Romanowski

pp. 10, 28

unknown

p. 18,

Don Johnson

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Credits

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PCA

p. 7 Ellen Beck

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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 10th of the month preceding the publication month (i.e. August 10 for the September issue). See page 36 for AD rates.



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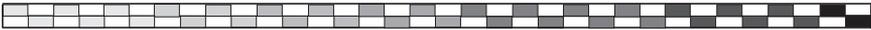
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CALENDAR

August 8, NER AX #3, Ft Devens, MA, Bill Brinkmann,
bill@the-brinkmanns.org

August 10, NCR Board Meeting, Cat 'n Fiddle Restaurant, Concord, NH,
president@ncr-pca.org

August 14, NCR AX #3, Ft Devens, MA, Colin Blake, autocross@ncr-pca.org

August 21, NCR Pool Party Adult Social, Ray Marcos, Merrimack, NH,
603-424-5614, racebear@adelphia.net, RSVP

August 22, NER AX #4, Ft Devens, MA, Bill Brinkmann,
bill@the-brinkmanns.org

August 23-24, NCR DE #2, NHIS, Loudon, NH, Jerry Austin,
driver-ed@ncr-pca.org

August 27-19, NER DE, Calabogie, www.Porschenet.com/TrackProg.html

August 28, Zone 1 DE Instructor Training, Lime Rock, CT, Henry Hoeh,
lgplus@optonline.net

September 9, NCR DE #3, Lime Rock, Jerry Austin, driver-ed@ncr-pca.org

September 10-11, NNJR DE, Lime Rock II, www.nnjr-pca.com, David &
Arlene Novack, nnjrtrackchair@optonline.net

September 11, NER PorscheFest, Museum of Transportation, Kim Saal,
Speedster@Porschenet.com

September 13-14, NER DE, NHIS, www.Porschenet.com/TrackProg.html

September 14, NCR Board Meeting, Cat 'n Fiddle Restaurant, Concord, NH,
president@ncr-pca.org

September 18, NCR AX #4, Ft Devens, MA, Colin Blake,
autocross@ncr-pca.org

September 19, NER AX #5, Ft Devens, MA, Bill Brinkmann,
bill@the-brinkmanns.org

September 26, NCR 8th Annual Toys for Tots Car Show, Porsche of Nashua,
Matt Romanowski & Jay Gratton, concours@ncr-pca.org,
see www.porschenashua.com

September 22-29, Treffen #2, PCA Factory Tour, Knettie Archard,
203-426-7833, 7-9PM EDT, karchard@hotmail.com

October 2-3, Zone 1 AX, Ft Devens, MA, Colin Blake,
autocross@ncr-pca.org

October 8-10, NER DE, Mosport, www.Porschenet.com/TrackProg.html

FROM THE DESKTOP

OPEN, Copy Editor

**This could
be you!**

HELP WANTED

The *Northlander* is looking for an Editor who has the time and expertise to oversee our 11 issue-per-year publication. The Editor is a voting member of the Board of Directors of the North Country Region. The Editor works with our highly-dedicated proofreaders, our Webmaster, Advertising Chair, Committee and Event Chairs, and the Board of Directors.

The Editor is responsible for a timely and accurate publication. You need to be organized, dependable and be able to work with other volunteers to coordinate the publication of the *Northlander*. All articles are submitted to the proofreaders and Editor, who review submissions for spelling, style and grammar. Choice of software is flexible provided it is compatible with our Website.

If you believe you have the time and skills to work with a great group of people in editing the *Northlander* or want to know more about the position, please contact one of the following:

Jim Gratton, President; 207 985-2999 E-mail: president@ncr-pca.org

Janet Leach, Vice President; 603 433-4450;

E-mail: vice-president@ncr-pca.org

Judy Hendrickson, Interim *Northlander* Layout Editor; 603 881-7576;

E-mail: jh993@comcast.net



TREFFEN

Late Breaking News!

Treffen has been cleared to proceed. To help fill all seats GT&I has offered a **10% discount** to any **groups of 6 or more. September 22-28.** Don't miss this great opportunity to tour the factory and see part of Europe with your Porsche friends. Interested members should contact Knettie Archard at GT&I Travel —203-426-7833.



OFF THE APEX

Jim Gratton, President

There is an expression that goes something like: “You can’t make a silk purse out of a sow’s ear!” I don’t know what the origin of the saying is, but it sounds like a good old New England farmer with a quiet sense of humor and a man of few words. The expression has come to mind several times over the last few weeks as Jay and I have been working to fix up the 924S track car.

The first project was to refresh the brake system with new rotors, calipers, brake lines and pads. The car had been sitting for well over a year, possibly two years. Everything was pretty well rusted in place, but with solvents and patience things came apart and went back together amazingly well. Under normal circumstances, the first thing that would have been addressed would have been the engine and drive-train. Fortunately for Jay and me, the car had been checked out by a knowledgeable NCR member who is also a 944 guru, and he had given the drive-train his blessings after completing a valve job prior to our purchase.

Once the car was home in Kennebunk, the brake job was done and it was time to look at the body. Lots of body dents, but all original. Most of the dings are of the parking lot variety with the exception of the front spoiler and the right front fender. There were several deep scratches that Jay said were beyond the detailing stage.



When I said the car had been sitting for a lengthy time, I failed to say it had been parked under an oak tree in a college parking lot. Acorns leave little dents in anything that are in their path to the ground, so the hood and roof took their share of punishment.

The outside cleaning process was unique in that we had to clean all the door jams and related seams as they were filled with cocoons, spiders and just plain dirt from neglect. After buffing, polishing and waxing the 924S, you wouldn’t recognize it as the same car. The exterior cleaned up great. Yes, the dents and some of the scratches are still there, but it is starting to look presentable. The neglected paint came back to life. During the cleaning process, it was evident that someone had used the car to lean things up against as they sprayed a blue metallic paint. Most of the blue metallic came off of the painted surfaces, but there is still overspray on windows and the black rubber molding on the rear wind deflector (I almost referred to it as a wing). But that’s a project for another day.

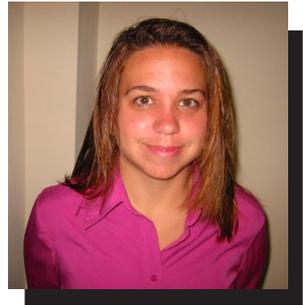
The rocker panels were pretty well sandblasted bare from the years of neglect, and with a little sandpaper and primer paint are coming back. Jay and I are having a father/son discussion as to what color and finish the original rocker panels were on the 924S. I recently emailed John Paterek to get a definitive answer.

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THE STARTING GRID

Amy Charpentier, Membership

I apologize for not having the new member lists for this issue, but the reports from national are still not on track. Hopefully we'll be able to catch up and honor our new members next month.



HAPPY PCA ANNIVERSARY

June/July

15 YEARS

Natalie Donnell
Steven Donnell
Newmarket, NH
1988 924S

Michael Lane
Debbie Lane
Bedford, NH
1973 911

Robert Decolfmacker
Tricia Decolfmacker
Dover, NH
2002 Boxster

Blair Talbot
Barbara Talbot
Rochester, NH
1974 914

Allan MacGillivray
Mary Jean MacGillivray
Mont Vernon, NH
1983 911

Bob Giegerich
Lois Giegerich
Londonderry, NH
1974 914

10 YEARS

Robert Petersen
Jennifer Petersen
Windham, NH
1963 356

Doug McIninch
Nancy McIninch
Bedford, NH
1986 944 T

Thomas Gurski
Ryan Adams
Goffstown, NH
1993 968

5 YEARS

Karl Hahn
Edward Hahn
Portsmouth, NH
1999 Boxster

Mary Orear
Edward Orear
Windham, NH
1990 911

Joel Hirsch
Hampton Falls, NH
1987 911

Scott Murray
Bedford, NH
1995 968

Chad Henry
Nancy Henry
Hampstead, NH
1998 Boxster

2 YEARS

Gerald Carter
Darren Roos
Shapleigh, ME
1986 944

Paul Riddlestone
Kristen Riddlestone
Kittery, ME
1999 986

David Hutchings
Ted Laskaris
Windham, NH
1987 911

Susan Dean Olson
David Olson
Wolfeboro, NH
1987 924

Thomas Spencer
Linda Spencer
Westminister, VT
1987 944 S

David Strahan
Dawn Strahan
W. Swanzey, NH
1984 911

1 YEAR
Stephen Avery
Concord, NH
1977 911 Targa

Paul Barber
Lori Barber
Londonderry, NH
1986 911 Carrera

Dick Basu
Sue Basu
North Conway, NH
1998 Boxster

Fred Bussiere
Angel Bussiere
Barrington, NH
1989 911 Cab

Alan Cady
Craig Cady
Pelham, NH
2003 911

Cloyde Cunningham
Nashua, NH
1984 911

Dale Gordon
Kara Gordon
Newton, NH
1979 930

David Grant
Sharon Grant
Bristol, RI
2004 Cayenne

Mark Grasser
Lynda Grasser
Eliot, ME
1978 928

Howard Hatch
Conway, NH
1975 911S

Karl Klare
Somersworth, NH
1988 911

Rick Mastin
Teresa Mastin
Sunapee, NH
1978 911

John Mincarelli
Tracy Mincarelli
Weare, NH
1999 Boxster

Vicki Reynolds
Frank Reynolds
Amherst, NH
2004 Cayenne S

Scott Sullivan
Windham, NH
1970 911 T

Glenn Wilusz
Joanne Wilusz
North Hampton, NH
1988 911



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NCR BOARD WERKES

Doug McIninch, Secretary

May 11, 2004

Cat n' Fiddle, Concord, NH

Members present: Edgar Broadhead, Miriam Dunster, Bruce Whittier, Kevin Bobbitt, Amy Charpentier, Jay Gratton, Jim Gratton, Janet Leach, Pete Petersen, Marie and Rick Keller, Don and Sandi Johnson.

President's Report/Correspondence: No news to report.

Vice President's remarks: Janet spoke about insurance for events and making sure signed insurance waivers were sent to her after an event. Insurance forms are available online as well.

Secretary's Report: The April minutes were approved as distributed.

Treasurer's Report: Pete stated that he had compiled a list of the assets owned by the Club. If anyone is interested in looking at the file or would like a copy, please contact Pete. Pete also distributed a year to date budget; call or email him with any questions. The Treasurer's report was accepted as distributed.

Membership Report: Amy stated there was nothing to report at this time as the National membership website was down due to a transition to new membership software. National anticipates the transition will be complete around the beginning of June.

Northlander: Bruce Whittier would like the original copies of any ads in the Northlander. Overall, the Northlander is ready to go to the printers. Bruce is happy with the current software and has created a quality product. He anticipates having this issue to the printers by May 20th. Following the board meeting, please send articles to Janet, Edgar and Nancy to be proofread. By sending your articles to northlander@ncr-pca.org they will automatically be sent to the correct



individuals. There was also a discussion on mart ads; they are limited to 3 items for three months max. There will also be a change to the tech inspectors listed in the Northlander. Rally articles will appear in the June Northlander.

Rambly: The Rambly will be held June 6th, and begin in Portsmouth and end at a secret location in Maine. There will be food provided in the cost of entry.

Advertising: Kevin and Jim will draft a letter to send to all Northlander advertisers in support of the Northlander and to explain the situation.

Exotic Car Show: The first annual Exotic Car Show will be held Saturday June 19th at the Anheuser-Busch bottling plant in Merrimack, NH. The event begins at 10am.

Autocross: Everything is all set for the year's autocross series. Colin will be testing timing equipment and board members shared some ideas as to how to best protect the timing equipment.

Safety: Edgar reported that everything is safe!

Social: Steve Robbins is planning a barbeque at his home sometime this summer, check out the website and the Northlander for more details to follow.

Rally: Don and Sandi reported that this year's rally was quite a success despite the late publicity, with 35 cars participating. The food collection was also a hit, with many members donating more than the required one can per stop. The food was donated to a food pantry



near the Johnsons' home in Wolfeboro. The pantry feeds nearly 65 families each week and our donations went a long way in helping them meet the needs of those families. The local county paper also ran an article on the event.

Yearbook: Please send any and all contributions for the yearbook to David Churcher.

Driver's Ed: There was discussion of the upcoming Driver's Ed event at NHIS this Memorial Day weekend. Green and Yellow are full but there are spots still open in other run groups. Marie and Rick informed everyone that the shirts for this year's charity laps have been ordered and they have created new flagging "cheat sheets". These cheat sheets will be available at all flagging stations and should be very helpful especially to those members who do not have that much flagging experience.

Car Control Clinic: The CCC is sold out this year with eleven on the waiting list. There will be discussion of possibly

holding a second car control clinic at a later date.

New Business: The Enthusiast of the Year write up has been sent to National, and there has been no word yet on whether the Northlander will be accepted this year, the charity write up was also sent in. The website will automatically be considered for recognition. Edgar informed the board members of a project that he and a few other members are working on. It involves restoring a Porsche for the wife of a firefighter who died in the line of duty. Sandi made a motion to extend her a one year membership to be paid for by North Country Region. The motion was seconded by Janet. It passed unanimously.

The meeting adjourned at 9:02pm
The next meeting will be 6/8/04 at the Cat n' Fiddle in Concord, NH.

Respectfully submitted by Doug McIninch, Secretary with Amy Charpentier's help.

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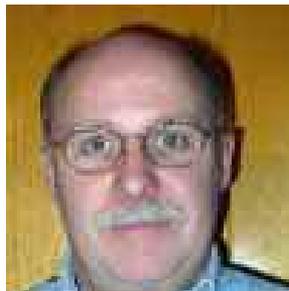
RAINER COONEY - JERRY DASCOLI

TRACK TIME

Jerry Austin, DE Chair

It seems difficult to believe, but we had great weather at our May DE event this year. Sure, Friday was a bit damp, but it made the classroom sessions for our instructors that much more bearable. The first day of our 3-day event was open to advanced drivers only. The instructors were involved with training, provided by Ellen Beck, to become certified as “PCA National instructors”. This is a program developed, with Ellen’s input, by PCA to bring DE instructors up to a common training method and standard. This training was attended by almost all of the 42 instructors participating in this event. Thanks, Ellen, for doing a great job with the training. The remaining drivers on the first day, rain or dry, managed to do a lot of driving. Tom Harris, for example, said that he drove over 170 miles on the track that day.

Saturday was the first day of DE experience for many of the “green” participants. Without exception, they were excited to be on the track. The weather could not have been better Saturday. We started the day early to accommodate our annual Make-A-Wish “Charity Laps” event midday. This was our third time doing this MAW event and it has grown to a fairly big crowd. I am sure that you will hear more from Rick and Marie Keller, who organized this activity. All I will say is that it was very successful. I also received comments from members of visiting regions about what a great idea this was for fundraising. In addition, we received some very generous contributions to MAW from a few of our non-NCR guests. Excellent job Rick and Marie!



Sunday was also an excellent day for weather. We had a great day, no accidents, and everyone had a great time.

In summary, we had 130 individuals participate in this event. It is hard to believe, but we had 74 NCR members join in the fun for the weekend. This is amazing when you think about the short length of time our club has been actively running DE events. It just shows that nearly everyone who tries DE becomes hooked on the fun. NCR has built a reputation of being a fun group and runs a great DE event. That is due to the club members’ overall attitude of making every event fun and promoting the club as a friendly group. I want to thank all of my DE team for assisting in a great event in May.

Our next event is August 23 and 24 at NHIS. If you can take the time, please sign up with us to try this great sport. If you’d like to just come over and see what happens at these events, you are welcome to come anytime Monday or Tuesday; we’ll be on the track between 9 and 5.

See you at the track!

Jerry



LETTERS TO THE EDITOR

I am sending a story to you about the misadventures of my purchase of a new GT3. I took delivery from the Porsche factory and I am so disappointed that I would like to share this story with anyone who is thinking about a factory delivery. I was impressed with the info in the June 2004 issue submitted by Bob Rouleau. The info on the brakes is a disappointment for me but the info on E-Gas was really helpful for driving technique assistance.

In May of 2004, I felt like I had achieved one of my dreams that I had been working towards for 37 years. During those long years, I have worked to obtain the resources to purchase a Porsche 911. I was lucky to be able to acquire a GT3 and travel to Europe to take delivery from the factory in Zuffenhausen, Germany. What a dream come true.

I was told that after I picked up the car and drove it for a time, I could return it

to the location I had picked it up from; at that time, Porsche would repair any problems I found during the time I drove the car and clean the car to prepare it for shipment.

While the car was in my possession in Germany, I found that the factory had installed window switches in the rear portion of the turn signal switch housing. After driving the car for four days, I found all portions of the car to work fine except for when I turned the steering wheel ALL the way to the left or the right, I could hear a rubbing noise. I didn't hear the noise all the time, and if I had heard the rubbing noise all the time, I would have taken the car back to the factory as soon as I could. I would not have continued to drive my car for 581 miles, the recorded mileage on the odometer when I returned the car to the Porsche factory. I am a fanatic perfectionist. I have been the lead mechanic on

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TECHNO BABBLE

by Bruce Whittier

Gears are for going

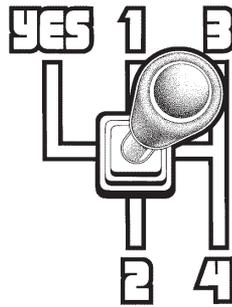
This is the first of what I hope will be a series of new technical articles. Technical doesn't have to mean gears or brakes; it can be the driver who's operating the gears and brakes. Basically there are four direct control inputs between the driver and his vehicle. He has the steering for direction, brakes for slowing, an accelerator pedal for controlling engine RPM, and a gearshift lever for controlling speed.

In this article I am going to concentrate on the gearshift lever. This simple little mechanical device seems to be able to get many people into serious trouble. Most drivers tend to overlook the importance of the gear shifter and the gears that it is connected to.

You have heard the expression "Drive like there is an egg between your foot and the accelerator"? Well, the same holds true for the gear shift lever; there is no need to grab the lever and yank it into the next gear. All that violent moving your feet are doing as you heel-and-toe the accelerator while pushing and releasing the clutch need not be transferred to the shift level.

By now, if you have spent any time on the track, you have realized that smooth input with the steering wheel is faster than yanking the steering wheel. The same holds true for the shift lever; just reach over with a couple of fingers and gently shift to the next gear.

I'm sure you understand that the transmission is used to provide maximum acceleration from a given speed. You don't exit a corner in your top gear. Many drivers don't understand that this is all the transmission should be used for. The transmission in a track car should



"NOT" be used to slow the car down. This is the function of the braking system. To quote my all-time favorite Formula 1 driver, Jackie Stewart, "gears are for going and brakes are for stopping" O.K., I think you all know it's not good to beat on the transmission at this point.

Now we need to talk downshifting and this is a whole different matter. As you enter an area where the required speed is lower than your current speed, you are probably going to shift to a lower gear. This is not done to slow the vehicle, but instead to put the vehicle in the proper gear to allow it to power out of the turn.

The best way to accomplish this is to slow the vehicle with brakes. If you lift off the accelerator with the clutch pedal out, you are losing time, and putting an unnecessary load on the transmission and engine. Remember that the engine can't slow the car as quickly as the brakes, that's not the engine's job. The brake systems on today's Porsche automobiles can handle doing all the work.

The perfect scenario would be with your foot on the accelerator pedal, drive as deep into the corner as possible. (As you get better you'll find yourself going deeper.) Depress the clutch at the same instant the brakes are applied and lift off the accelerator. You find, as you get better the actual gear change will take the same amount of time as braking. When the vehicle has slowed you should have already gently shifted to a lower

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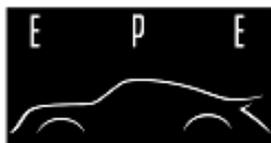
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Happy Motoring
Jerry Pellegrino

*Of course Tech Inspections for track events
are complementary - Just drive by



EUROPEAN PERFORMANCE
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A RAINY DAY IN A CLASSROOM - FUN? ABSOLUTELY!

by Dennis Liu, NER

Driving past Concord on Interstate 93, in the pouring rain, with the world's biggest Dorito-eatin' grin on my face, I'm driving a yellow 996 I "borrowed" from my ever-patient wife ("honey, since you're driving the BMW über-sport-baby-schlepping-wagen today, what say I borrow your Porsche? It's raining, and I just waxed *my* car, soooo..."). Much the same exact situation I found myself in a mere 12 hours prior, albeit with a breakfast-burrito-eatin' grin instead. Why am I so happy to be virtually blind while driving in a downpour? Allow me to explain....

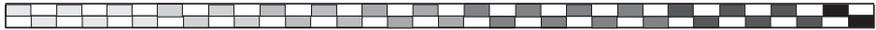
Memorial Day Weekend, 2004. The North Country Region of the PCA has scheduled a three-day Driver's Education event at New Hampshire International Speedway. Earlier this year, at prior events held at NHIS, Peter Fail and David Husak had convinced me to check out the NCR event, for two reasons. First, the Friday of the event was designated as an "Instructor Training Day", during which Ellen Beck would run the official PCANational "High Performance Driving Instructor Training" program, for which graduates will receive national approval by the PCA to instruct in any region. And more importantly, the second reason was that the North Country Region was filled with the most fun-loving PCA members in the world, and it was a gaping hole in my track experience not to have met this mysterious bunch of hooligans. Heck, sign me up!

I like to tell my DE students that I'm an instructor with various clubs and organizations, like the BMW CCA, the Ferrari Club of America, SCDA,

TracQuest and several others, and have a couple of thousand laps of NHIS under my belt. This is not quite true – in fact, before this NCR event, I had never even been on the track before. But having spent Thursday night at a Holiday Inn Express, I was ready to instruct! The drive up to NHIS from Boston that morning was less-than-thrilling, as the heavens opened up just as I got to Concord. But I tried to take solace in the fact that a goodly portion of my day would be spent in the classroom.

The PCANational program was very, very interesting. It swapped between classroom and track time sessions, with candidates playing "instructor" and their counterparts playing "worst-novice-student-in-the-world" roles. We felt a bit silly at first, but most of us got right into it. "What's wrong with driving with one hand on top of the wheel?" "So I shouldn't pass in the middle of a corner?" "Whoops, I thought that was the turn-in cone, not the APEX cone." "Doesn't the yellow flag mean I should finish the lap as quickly as possible and pull into the pits?"

The Program was put together by many people from several regions, including Tom Bobbitt, Hank Watts, Gary Church, Tony Funicello, Paul Dickinson, Bill Buff, Susana Weber and the notorious Canadian GT2/3 hotshoe, Bob Rouleau, who, to his eternal regret, convinced me a few years back that I too could be an instructor. Ellen handed out a thick manual filled with interesting tidbits - surprisingly, the course focused somewhat less on what to teach and rather more on HOW to teach. This was, in my very humble opinion, very valuable and crucial to the program, as most instruc-



tors taking this course already know the physics of driving, the technical background of prepping cars, advanced driving techniques, *etc.*, but we may not know how to CONVEY that wealth of information to the student. So Ellen led us through a discussion of how people learn, and the best ways for us to encourage safety, enthusiasm and just as importantly, how to have FUN teaching.

The program is intended to standardize some practices across all PCA regions, and also to make sure that Instructors cover all mandatory, important topics with their students. We went over a lot of checklists to make sure that we wouldn't miss anything. It's not easy keeping the attention of 25+ type-A know-it-all instructors (and instructor-wannabes) while others are whizzing around the track outside the classroom (our combined attention span is probably shorter than a 13 year-old MTV junkie), but Ellen did it! It should be noted that Ellen only had to throw chalk at a couple of us to regain control of the classroom (in choral unison, "yes, Ms. Beck, sorry Ms. Beck").

While this program was running, the NCR also had a regular track day for those participants who qualified for in-

termediate/advanced status. For those black/white run group drivers, well, they got LOADS of track time, complete with professional flaggers. Extended driving sessions, no corner working on a cold rainy day, no annoying instructors around . . . had it not been for the downpours, it probably would have been the best day of the year for them. For the instructors, aside from the four "practice/role-playing" sessions, we also got a couple of open sessions at the end of the day, one of which was even in the DRY!

Personally, the value of going through the Program was equaled only by the fact that I finally got to meet some characters with whom I had conversed via the Internet on many occasions. The hulking figure pasting polka-dots all over a pristine white 911? None other than Andy "what driver's meeting?" Sanborn in person! Aided and abetted by his much better half, the fetching Laurie! And the ever-elusive John Dunkle, too (yes, he does really exist, though I have to admit that I did not see Mr. Dunkle actually cast a shadow). I hung out with some other friends and old acquaintances, like Steve Artick, Gaspar DiGiovanna, Abe Anderson, Damon

continued on page 30

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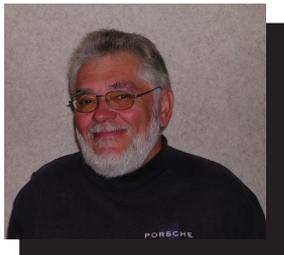
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TREASURER'S REPORT

Pete Petersen, Treasurer



TREASURY BALANCE -

1 January 2004 **\$39,693.24**

INCOME

Events **\$56,335.50**

Northlander **\$0**

Other **\$3,442.19**

Board & Committees **\$0**

TOTAL INCOME \$59,777.69

EXPENSES

Events **\$43,457.67**

Northlander **\$2,768.79**

Other **\$0.00**

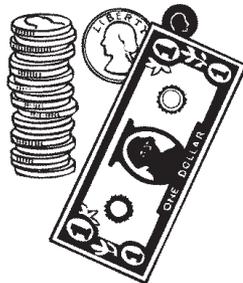
Board & Committees **\$2,511.96**

TOTAL EXPENSES \$48,738.42

TREASURY BALANCE -

30 June 2004 **\$50,732.51**

Any member interested in further information regarding the Club's finances should contact me. Respectfully submitted, Pete



Gears Are For Going continued from page 12

gear. Now, all that you have to do is match the engine rpms as close as possible for that gear (this is done by using your heel on the accelerator and toe on the brake pedal) and releasing the clutch, while you push on the accelerator pedal to get you out of the corner.

There are always exceptions to every rule, and I'm sure I'll get some constructive feedback on this article. But if this article makes you think about how you approach shifting and braking then I have done my job.



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JULY 24TH SOCIAL

copy by Judy Hendrickson, photos by Don Johnson



This is only a small portion of the Porsches gracing Steve Robbins' yard on Saturday. The weather was wonderful, the food divine and the company - the best. Jon Grosjean tries on his new jacket (one of the many door prizes Steve collected for the day's festivities). At the bottom right hopeful revelers wait expectantly for the tickets to be drawn. Don't miss the next NCR Social August 21st at Ray Marcos' in Merrimack. Remember to bring your suit to the next one as it's a POOL PARTY!



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AUTOCROSS

by Colin Blake, AX Chair



Event 1 - June 26, 2004

It was a wet day at Ft Devens for the first NCR autocross of the 2004 season, but 52 brave drivers showed up for the late start, including 15 Boxster drivers! The rain eventually got into the timing system and we had to cut the event short after 4 runs, but everyone still seemed to enjoy the day. Check out all the results and photos on the 2004 Results and Photos page (www.ncr-pca.org/autocross/results/index.htm).

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Results Key: r=rookie, '1'=class, T=trophy

Summary Results, #1 - Event 1 - June 26, 2004

Total Entries: 52

'1' Total Entries: 2	Car Model	Time	Diff.	From 1st
1T Schnoerr, Mark	914 1974	81.226	-	-
2 rBussiere, Fred	912E 1976	98.858	17.632	17.632
'2' Total Entries: 4	Car Model	Time	Diff.	From 1st
1T Durham, Nick	924 1977	88.417	-	-
2T Kraetsch, Joe	924S 1988	89.456	1.039	1.039
3 Roche, Lisa	944 1989	96.800	7.344	8.383
4 Dunster, Miriam	944 1987	104.952	8.152	16.535
'4' Total Entries: 3	Car Model	Time	Diff.	From 1st
1T Halbert, Neil	944S2 1990	81.816	-	-
2T Bobbitt, Kevin	944S2 1989	84.700	2.884	2.884
3 Beningson, David	944T 1987	87.558	2.858	5.742
'5' Total Entries: 3	Car Model	Time	Diff.	From 1st
1T Rouhart, George	968 1993	84.537	-	-
2T Rouhart, Betsy	968 1993	90.460	5.923	5.923
3 Cannon, Chris	968 1992	111.867	21.407	27.330
'7' Total Entries: 1	Car Model	Time	Diff.	From 1st
1T Fitton, Gerry	911SC 1981	95.079	-	-
'8' Total Entries: 3	Car Model	Time	Diff.	From 1st
1T Frisardi, Tom	911SC 1983	85.583	-	-
2T Rokel, Peter	928 1979	91.037	5.454	5.454
3 rSynger, Larry	911 Carrera Targa	101.399	10.362	15.816
'9' Total Entries: 15	Car Model	Time	Diff.	From 1st
1T Ross, Steve	Boxster 2000	80.073	-	-
2T Lucier, Oliver	Boxster 1998	80.089	0.016	0.016
3T Blake, Colin	Boxster 2003	80.589	0.500	0.516



4T	Cowen, Fred	Boxster 1999	82.336	1.747	2.263
5T	Blake, Loosey	Boxster 2003	82.830	0.494	2.757
6T	Jacques, Chris	Boxster 2001	83.886	1.056	3.813
7	Perry, Winfield	Boxster 2001	85.647	1.761	5.574
8	Anderson, Abe	Boxster S 2003	87.509	1.862	7.436
9	Figler, Rob	Boxster S 2001	87.963	0.454	7.890
10	Osche, Greg	Boxster S 2001	88.419	0.456	8.346
11	Leach, John	Boxster S 2000	89.130	0.711	9.057
12	Smith, David	Boxster 1998	90.530	1.400	10.457
13	Leach, Janet	Boxster S 2000	91.721	1.191	11.648
14	Langer, Berthold	Boxster 1999	95.397	3.676	15.324
15	Mandiola, Andre	Boxster 1999	100.500	5.103	20.427
'11' Total Entries: 5		Car Model	Time	Diff.	From 1st
1T	Kogan, Linda	993 C4S 1998	80.548	-	-
2T	Black, Hank	993 Coupe 1995	86.380	5.832	5.832
3T	Petrovsky, Andrey	993 C2 1996	87.121	0.741	6.573
4	Eggimann, Scott	993 1995	87.637	0.516	7.089
5	Tallo, Paul	993 C4S 1998	87.857	0.220	7.309
'14' Total Entries: 7		Car Model	Time	Diff.	From 1st
1T	Kogan, Phil	993 Turbo 1997	75.339	-	-
2T	Meeke, Robert	911C4 1990	79.003	3.664	3.664
3T	Skala, Mark	914-6 1970	79.559	0.556	4.220
4T	Stromeyer, Charles	993 Turbo 1997	81.184	1.625	5.845
5	Pratt, Mike	914-6 1970	88.467	7.283	13.128
6	Young, Mick	911C4 1990	88.850	0.383	13.511
7	Jan, Bill	911 1976	95.556	6.706	20.217
'16' Total Entries: 9		Car Model	Time	Diff.	From 1st
1T	Ahuja, Pritpal	BMW M3 2002	81.836	-	-
2T	Gallagher, Mark	BMW 325is 1987	86.396	4.560	4.560
3T	Cowen, Jonathan	BMW M3 1998	86.649	0.253	4.813
4T	Stukalin, Mike	BMW 328i 1999	87.372	0.723	5.536
5	Lawson, Malcolm	Mini Cooper S 2004	87.392	0.020	5.556
6	Hartwig, Eric	BMW 325is 1987	88.069	0.677	6.233
7	Boychenko, Roman	BMW 328i 1999	93.422	5.353	11.586
8	Lawson, Judith	Mini Cooper S 2004	95.096	1.674	13.260
9	Levin, Russ	Subura WRX 2004	98.723	3.627	16.887

Top Time Of Day

Raw time: Class 14, Kogan, Phil: 75.339

Pax: Class 1, Schnoerr, Mark: 63.031

Event 2 - July 17, 2004

This event will go down in the record books as our best autocross event ever. Why? Two reasons. The course, and the drivers.

Chris Darminio and Mark Schnoerr combined their talents to give us a very different, but highly enjoyable, course. Using the full loop the course was fast but used a few well placed gates to keep the speeds reasonable. But the most interesting aspect of the course was the use of large sweeping turns with only the inside of the corner coned. This is my fourth year of autocrossing and I've never seen anything

continued on page 22

AX Event #2 continued from page 21

like it before. Several people said it was as close as you could get to track driving without actually driving on the track. Many, many people came up to me both during and after the event and told me how much they enjoyed the course. Thanks Chris and Mark. Great job guys.

The second remarkable part about this event was the number of participants we had. Our previous record at an autocross was 55, and at this event we had 72 participants. I don't know where they all came from. Maybe people were frustrated after the miserable weather we had at our first autocross. Whatever it was, it was wonderful to see so many people turn out and make it such a successful event.

Something new we're trying this year is allowing a driver to take a fellow driver out on their runs for instructional purposes. This is a great way to receive feedback on your driving. We also allow drivers to "ride along" with fellow drivers, allowing them to watch how someone else tackles the course, the lines they take, where they are braking, etc. The idea is that by riding with other people you will learn a lot more about how you should be driving than you can ever learn by just driving alone. Lots of people were taking advantage of this, and those who tried it, seemed to like it.

FTD (fastest time of the day) went to Bill Seymour in his Lotus 7. Second fastest, only 59 thousandths of a second behind, was Charles Stromeyer in the 993 turbo. Check out all the results and photos on the 2004 Results and Photos page (www.ncrpa.org/autocross/results/index.htm).

Summary Results, #2 - Event 2 - July 17, 2004

Total Entries: 72

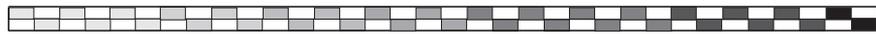
'1' Total Entries: 4	Car Model	Time	Diff.	From 1st
1T Schnoerr, Mark	914 1974	88.042	-	-
2T Darminio, Chris	914 1976	88.079	0.037	0.037
3 Schnoerr, Sigrid	914 1974	89.806	1.727	1.764
4 Tate, Tom	914 1976	90.781	0.975	2.739

'2' Total Entries: 5	Car Model	Time	Diff.	From 1st
1T Roche, Lisa	944 1989	97.825	-	-
2T Gagnon, Marc	944 1987	98.178	0.353	0.353
3T Yomtov, Barry	944 1987	101.158	2.980	3.333
4 Dunster, Miriam	944 1987	116.068	14.910	18.243
5 Saunders, Jack	944 1987	119.091	3.023	21.266

'4' Total Entries: 4	Car Model	Time	Diff.	From 1st
1T Demers, James	944T 1986	94.658	-	-
2T Bobbitt, Kevin	944S2 1989	95.387	0.729	0.729
3 Benington, David	944T 1987	96.799	1.412	2.141
4 rLurie, Samuel	944 Turbo 1986	105.025	8.226	10.367

'5' Total Entries: 4	Car Model	Time	Diff.	From 1st
1T Rouhart, George	968 1993	89.937	-	-
2T Gurski, Tom	968 1993	92.072	2.135	2.135
3 Rouhart, Betsy	968 1993	97.754	5.682	7.817
4 Cannon, Chris	968 1992	104.145	6.391	14.208

'6' Total Entries: 3	Car Model	Time	Diff.	From 1st
1T O'Day, Francis	914-6 1971	97.660	-	-



2T	Hendrickson, Judy	914-6 1971	102.167	4.507	4.507
3	rFontaine, Gregory	911S, 1975	106.314	4.147	8.654
'8' Total Entries: 4		Car Model	Time	Diff.	From 1st
1T	Frisardi, Tom	911SC 1983	90.995	-	-
2T	Rokel, Peter	928 1979	97.555	6.560	6.560
3	Petersen, Pete	911 Coupe 1989	99.409	-	-
4	Synger, Larry	911 Carrera Targa	OFF	99.409	99.409
'9' Total Entries: 14		Car Model	Time	Diff.	From 1st
1T	Lucier, Oliver	Boxster 1998	87.367	-	-
2T	Jacques, Chris	Boxster 2001	88.258	0.891	0.891
3T	Blake, Colin	Boxster 2003	88.751	0.493	1.384
4T	Blake, Loosey	Boxster 2003	90.795	2.044	3.428
5T	Cowen, Fred	Boxster 1999	91.250	0.455	3.883
6T	Starkweather, Julie	Boxster 1997	92.202	0.952	4.835
7	Leach, John	Boxster S 2000	92.779	0.577	5.412
8	Perry, Winfield	Boxster 2001	92.784	0.005	5.417
9	Smith, David	Boxster 1998	94.690	1.906	7.323
10	Osche, Greg	Boxster S 2001	95.015	0.325	7.648
11	Figler, Rob	Boxster S 2001	97.107	2.092	9.740
12	Leach, Janet	Boxster S 2000	97.904	0.797	10.537
13	Langer, Berthold	Boxster 1999	98.594	0.690	11.227
14	Zolov, David	Boxster 1997	108.872	10.278	21.505
'10' Total Entries: 2		Car Model	Time	Diff.	From 1st
1T	Skaubitis, George	911RSA 1993	91.328	-	-
2	rWilson, Joe	911 RSA 1993	102.980	11.652	11.652
'11' Total Entries: 11		Car Model	Time	Diff.	From 1st
1T	Mann, Ron	996 2000	87.362	-	-

continued on page 25

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EXOTIC CAR SHOW

copy by Janet Leach, photos by David Churcher

On June 19, The Viper Club of New England hosted the 1st Annual Exotic Car Show to benefit the Make-A-Wish Foundation. Approximately 141 cars were on display at the Anheuser-Busch facility in Merrimack, NH, including: Porsches, Vipers, Acura NSXs, Ferraris, Cobras, and a lone Lamborghini (which took the People's Choice award). About two dozen Porsches, representing several regions, took part in the show. After the votes were tabulated, the winners in Class D (Porsche), as selected by the spectators were:

1st Place: Michael Fellala (region unknown) with his '57 Speedster;

2nd Place: John Demetry's '02 Porsche 911 Turbo from North Country Region.

Over \$10,000 was raised for Make-A-Wish, and plans are underway for the 2nd Annual show next year.



AX Event #2 continued from page 23

2T	deNapoli, Fred	996 1999	88.071	0.709	0.709
3T	Shaw, Ted	996 1999	93.181	5.110	5.819
4T	Black, Hank	993 Coupe 1995	93.276	0.095	5.914
5T	Currie, Todd	996 2001	93.893	0.617	6.531
6	Eggimann, Scott	993 1995	94.134	0.241	6.772
7	Tallo, Paul	993 C4S 1998	95.532	1.398	8.170
8	rMason, Robert	911 C4 Cab 2001	98.616	11.254	11.254
9	Curie, Bobby	996 2001	104.056	8.524	16.694
10	rStromquist, Eric	911S 2003	108.484	4.428	21.122
11	Shaw, Lesia	996 1999	111.073	2.589	23.711
'13' Total Entries: 4		Car Model	Time	Diff.	From 1st
1T	Berry, Steve	944S2 1989	88.093	-	-
2T	Smith, Steve	944 1983	94.004	5.911	5.911
3	Gratton, Jay	914 1973	94.371	0.367	6.278
4	Davidson, Jamie	914 1973	109.217	14.846	21.124
'14' Total Entries: 5		Car Model	Time	Diff.	From 1st
1T	Stromeyer, Charles	993 Turbo 1997	83.390	-	-
2T	Skala, Mark	914-6 1970	85.132	1.742	1.742
3T	Meeker, Robert	911C4 1990	85.150	0.018	1.760
4	Pratt, Mike	914-6 1970	90.217	5.067	6.827
5	Jan, Bill	911 1976	98.067	7.850	14.677
'15' Total Entries: 2		Car Model	Time	Diff.	From 1st
1T	Christensen, Bruce	GT3 2004	88.572	-	-
2	Martineau, Scott	944T 1986	90.463	1.891	1.891
'16' Total Entries: 10		Car Model	Time	Diff.	From 1st
1T	Seymour, Bill	Lotus 7 1988	83.331	-	-
2T	Stukalin, Mike	BMW 328i 1999	85.486	2.155	2.155
3T	Hartwig, Eric	Honda 2000	91.817	6.331	8.486
4T	Cowen, Jonathan	BMW M3 1998	91.860	0.043	8.529
5T	Gallagher, Mark	BMW 325is 1987	93.201	1.341	9.870
6	Levin, Russ	Subura WRX 2004	96.478	3.277	13.147
7	Boychenko, Roman	BMW 328i 1999	99.561	3.083	16.230
8	Arimento, Jeff	Nissan 350Z 2003	99.815	0.254	16.484
9	Skaubitis, Christine	Mini Cooper S 2003	101.719	1.904	18.388
10	Komiak, Jim	BMW M3, 2003	104.105	2.386	20.774

Top Time Of Day

Raw time: Class 16, Seymour, Bill: 83.331

Pax : Class 1, Schnoerr, Mark: 68.321



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NCR TECH INSPECTORS

Edgar Broadhead, Safety Chair



The following individuals have been appointed as Tech Inspectors for those region members who enter track events that require inspection prior to the event. Unless indicated otherwise, the Tech Inspection is provided as a free service to North Country Region members who bring the inspection form that accompanied their registration packet for driving events. If you experience otherwise, please let any of your Board Members know of the circumstances.

Michael Grishman
Foreign Intrigue
Berwick, ME 03901
207-698-1000

Chris Darminio
101 Mailcoach Road
Portsmouth, RI 02871
401-846-9337

Jerry Austin
222 Rockwood Drive
South China, ME 04358
207-445-5166

Paul Magarian & Steve Cochran
Porsche of Nashua
170 Main Dunstable Road
Nashua, NH 03060
603-595-1707

Ray Ayer
Ayer European Auto Restoration
Gardiner, ME 04345
207-582-3618

Dick Horan, Rich St. Jean,
Darryl Ritchie, Mark Cyr, Ralph Alio,
& Mike Thompson
Precision Imports
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Rick Cabell
Eurotech
615 Airport Parkway
S. Burlington, VT 05403
802-660-1900

Andy Sanborn
30 Gulf Road
Henniker, NH 03242
603-428-8362

Bill Smith
Auto Union
Northfield Road
Montpelier, VT 05602
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Norm L'Italien
New Hampton, NH 03256
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Peter Faill
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Bob Pickul
Claremont, NH 03743
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BOOK OF THE MONTH

by Bruce Whittier

101 Projects for Your Porsche 911
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If you own a 911 Porsche that was manufactured between the early 70's and late 80's, this is a must-have manual. The title speaks for itself when it comes to what Wayne has covered in his manual.

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A Rainy Day . . .continued from page 15

Josz, and many others. My friend Dick Klingaman was there in his concours-ready, fresh-out-of-the-shop-new 917 replica, painted in traditional Gulf light blue and complete with a 3.8 RSR 964 Jerry Woods-engine with 400+ HP in 1700 lbs. Hey, Dick, I bet I *can* fit in the driver's seat – it's not a problem for the car to be driven without the driver's door, right?

During that one dry session, I had some fun on the track pointing-by Laurie Sanborn in her new toy – this monster Daytona race-car recreation. I think ONE of those rear tires had a bigger contact patch than ALL FOUR TIRES on other cars put together! I don't know with which toy Andy was more enthralled – the new data acquisition system in his and Laurie's cars, or the portable grill & icebox that allowed him to play paddock chef. That data system, by the way, is really nifty and impressive –now we have irrefutable proof that I'm not the only husband with a wife that's a smoother & faster driver on the track!

I really want to thank the folks in the North Country Region for being incredibly friendly, hospitable and fun. Especially Jerry Austin, the DE Chair, Scott Martineau, the affable DE Co-chair who had to suffer through role-playing with me all day, Pete Faill, Chief Instructor, Ellen Beck, instructor master extraordinaire, Phyllis Stibler (who was perhaps the best "novice" student of the day and who had to endure 20+ minutes of Dennis trying to regurgitate all the stuff he learned in class) and all the other NCR members running around doing work all day yesterday. Thanks!

True story about Scott, by the way. In our first session of the day together, we're cranking around the bowl in his

very loud, very fast 944 Turbo, when the car just sort of stalls. Hmmm.... It fires back up, only to relapse. Scott: "I think it may be the ECUs getting wet." Me: "Um, are the ECUs under the passenger footwell?" "Yup. Why?" "Well, I think you're right, because my right shoe is getting soaked by the little rivulets of water streaming down in the footwell." "Doh." "Yup. Scott, I guess you'll just have to drive my saintly wife's speed yellow 996, complete with defog and ABS and TC and rain tires, for the rest of the day." "Do you think she'd mind?" "No, of course not, and we don't have a choice anyway, as we really do need to finish this very important educational program, and we should probably do our role-playing on the track, rather than just sitting in the garage making funny shifting and braking noises with our mouths." "Yeah, we'd look pretty foolish. Well, if I have to, I guess that I have to!"

And thanks also to Harry Dean Robinson of Porsche of Nashua for sponsoring the event - hey Harry, did you get a chance to do any laps in that gorgeous red Boxster S?

Unfortunately, after hanging out in the garage with almost all of the drivers afterward, enjoying a beverage and some non-Atkins approved snackage, I had to head back into the rain for the ride back to Boston. I cannot believe that I've been a PCA member for over a decade, and this is my first time running with the generous and cordial New Hampshire crew. Oh, and to all of you lucky NCR b*st*rds who got to enjoy sunny, dry weather at NHIS on Saturday and Sunday, while I was stuck at home with babysitting duty - you all suck!!!

Fondly yours,

—Dennis Liu

a champion racecar team on two separate occasions. I have helped in the development of special aerospace parts. And I have been the owner of a Harley-Davidson dealership for over ten years.

After I returned to the United States, I was very excited about my new car being delivered to the local dealership from where I purchased it, The Automaster. After waiting 44 days, I went to the dealership on the day my car was to be delivered so that I could be present for its arrival. I had my camera with me and I was so excited when the truck arrived around 3:30PM on Wednesday, July 1st.

When the driver of the truck began to unload my car, I asked him if it was beautifully cleaned and polished and he told me my car was covered with bugs. He informed me that most companies clean the cars before shipment and that he preferred them that way, as the bugs made it difficult to inspect the paint for scratches or other problems in the paint before he loads the car onto his truck. At that time, I also asked him if he knew what the mileage on the car was, and he told me that the odometer had read 713 miles when he loaded the car onto his truck at the port.

I was shocked to learn that not only was my brand new car dirty and covered with bugs, but that an additional 132 miles over what I had put on the car in Germany was now logged on the odometer. Adding to the disappointment, after the technician at The Automaster has prepared the car for me to take home, we found that there was white paint on the driver and passenger seats, and also on the driver doorsill.

Since I picked up my car, I have really lost my excitement about the purchase of this new exotic car from Porsche. I have also been disappointed with the Porsche motor company for sending my new car to me in this condition and then making false excuses for the abuse to my new car as if it were just any other average car. After seeing how Porsche prepared my car, I find it hard to believe that Porsche could ever be prepared to win any race anywhere in this world.

I would not suggest the factory pickup to anyone who is going to have the car shipped by Porsche after taking delivery. There is no guarantee of what the company will do to your car after you drop it off with them and hand them your keys so that they can do anything they want with your car.

Gary Gardner, NCR Member
July 7, 2004

Dear Hanzy, mine Hanzy:

I hope this letter finds you suitably well. Upon your erudite advice, I have purchased four brand new Kumho Victoracers and, unfortunately, they have begun to display some rather disturbing behavior, which has become something of an issue. It began shortly after they arrived, and dealing with the problem has proved somewhat exasperating and time-consuming. They are still in their

original wrapping and sitting in a corner of my garage, and at this moment looking forlorn and mumbling to themselves about how much happier they'd be back in the warehouse, where apparently, they enjoyed some superior social status over the road tires. Recently, I caught Left front talking some trash about a handicap permit for the windshield of my

continued on page 31

LETTERS TO THE EDITOR CONTINUED FROM PAGE 31

“chronically anemic” 944, and when the other three joined him in a round of robust guffaws, I decide it would be in my best interest to separate them. Their character is every bit as shallow as their tread depth, and when I reminded them that their future balance was completely in my control — and that maybe I’d try to save a buck this time around — they turned their rotten attention towards the pair of inflatable spares I keep nearby, and let me tell you their petulant and demeaning manner towards my two McSpares was unbearable to watch, and my sense of social justice would not allow me to stand idle. It was then that I decided it was time to introduce these

smug Asian Holy Rollers to the ugly, can-sprayed-yellow cookie cutters, which will be their conveyance for the rest of their miserable days. That took some of the piss out of their vinegar, and I’m pleased to report that their behavior has improved somewhat, even though I recently overheard one of them praising North Korea like it was some kind of Mecca or something, and I’ve concluded that he is the agitator of the group. He goes on the right front, and after I bang his stupid head into a couple of dozen turtles at NHIS, I’m sure he’ll come around to a more conventional way of thinking.

Peace in our time, John



Off the Apex continued from page 5

The exterior is coming along and looks fine. One of the nice touches has been the addition of a set of late model 944 D90 rims with well worn Yoko 032R’s on 16X6 and 7” rims. The rims show off the stock calipers (that have been painted red) and the cross-drilled rotors that were installed. Jay found the rims on Rennlist in Providence R.I. for a great price.

The 924S project has been a labor of love and fun for us. One of the greatest

assets has been the support we have received from our club members. Several times we have called and asked for advice. Bob Pickul, Blair Talbot, Mark Nadler, Matt Romanowski, John Dunkle and the aforementioned John Paterek all have played a key role in helping us to bring the 924S project car to the stage it is at now. Will it be a silk purse? NO! But it is fun!

Enjoy,

Jim

NCR Board Werkes Continued from page 9

Meeting Minutes June, 8, 2004

On June 8, 2004 four Board members and eleven Club members met at the Cat'N Fiddle to conduct business.

President's Report/Correspondence: Jim Gratton reviewed the lists of various PCA appointments, officers and nominations. In 2005 NCR's Judy Hendrickson will not be serving again as the Treasurer of PCA.

Vice President's Report: Janet reported that all the necessary Insurance certificates have been received and all event notifications were complete.

Secretary's Report: The minutes of the May 11, 2004 meeting were accepted as distributed.

Treasurer's Report: There was no report as the income and expenses for the May events had not closed out. The reports will be distributed at a later date.

Membership Report: Matt Romanowski indicated that the membership figures were not available from PCA due to further computer problems at PCA.

Northlander: N/A.

Advertising: There was a discussion of the need to accommodate the reduced number of *Northlanders* in 2004 and the advertiser expectation that there would be eleven *Northlander* issues. Spot lighting an advertiser of the month for free this year was suggested as a way to accommodate advertiser expectations and the Club's obligation. In a subsequent year there could be a charge for

being similarly highlighted.

Website: There was speculation that it will be difficult for the Website to win a National award this year. The lack of compatible software with the *Northlander* is a complicating problem.

Safety: Edgar Broadhead reported that all events have been safe.

Driver Education: Jerry Austin provided a written report concerning the statistics from the May NHIS DE Event. The three-day event attracted 130 drivers. On Friday 27 NCR Instructors received National recognition/certification after completing the daylong training program. Additionally, 7 new instructors were promoted and 3 candidates remain in the program. In total there are 82 instructors recognized by NCR, of this group 33 are NCR members.

Charity Tour/MAW Fundraiser: Marie Keller reported that the MAW Charity Laps and the Track Sampler produced \$1,395 for MAW. Starr Braniff is the new representative for MAW-NH.

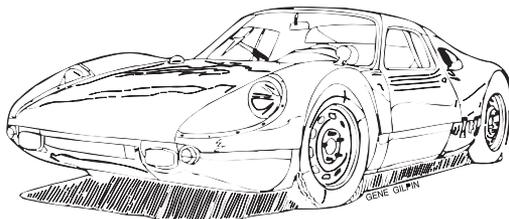
Rambly: The June 6, 2004 Rambly was postponed and will be rescheduled.

Social: Steve Robbins indicated he was arranging a NCR pool party for July 24, 2004.

New Business: There was a short discussion regarding the administrivia of the PCA "closing date/ mailing post mark" for receiving the submission of materials for National Awards.

There being no further business the meeting was adjourned.

Doug McIninch, Secretary



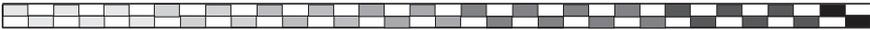


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1995 968 Cab. White w/black top and black leather interior, 6 speed, 60K, in great shape, garaged in winters, all maintenance done by Precision Imports. Selling to buy a 993, \$23,000. Scott Murray, Bedford, NH, cell 603-493-7911, work 603-791-7054. ***

1988 924S. Excellent example. B&B exhaust, GHL test pipe, ATE front rotors, all new fuel lines, pump, adj. new Koni Sports, RD tower brace, new Blaupunkt & speakers, new hood & deck shocks. Black with maroon/gray interior, 99,600 miles, \$4000. Replacing with a Carrera. Larry Synger, Nottingham, NH 603-942-5101, larrys@aol.com ***

1980 928S Euro. Very clean with automatic, checkered/leather seats, medium blue metallic, blue interior, leather dash in excellent shape, good rubber, a must see 928, Asking \$6,500. Chris Runnals, Mirror Lake, NH, crunnals@wmconnect.com ***

1974 Porsche 911 GT4 race/track car. It is almost all fiberglass, 2,100 lbs with a 2.8L twin plug race engine. It does have a current PCA racing logbook with only 4 races under its belt. Very set up for racing or DE's with a cage, 2 Momo seats and harnesses, fuel cell, big red brakes all around, 2 sets of Fikse wheels, Hoosiers & rains, electromotive ignition, all Lexan windows, 915 tranny, center front oil cooler, very fast, very strong. There's nearly \$70K in receipts into the car's build. It was professionally built by pro driver "Don Istook" in Texas. All for only \$25,000. I am currently racing a GT2R 3.8RSR and want to buy a toterhome car hauler for the 04 season. This is a great chance for someone to buy a "ready to go" track car for a fraction of the build cost! I live in Grantham, NH and the car can be viewed anytime,

continued on page 36

The Mart continued from page 35

I do have a lift, so you can really take a good look at it. Greg Brown, Grantham, NH 802-291-3404 or 603-863-5314, gbrown@fcgnetworks.net ****

Boxster Car Cover with lock and bag. Porsche P/N PNA-506-986, lists for \$170, sell for \$100. Like new used twice. Abe Anderson, Bow, NH 603-228-1790, Abe986S@comcast.net ***

944 Parts. LR doors complete \$50, rear hatch glass with spoiler \$50, alternator early \$25, rear carpet black excellent \$50, air compressor \$25, other misc parts. Chris Runnals, 603-569-7940, crunnals@wmconnect.com ***

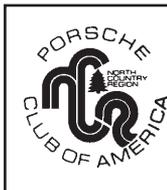
MISC. Weltmeister Short Shift Kit & Robo Tek sure shift for 915 trans \$400 value for \$200. 1989 AC compressor and brackets \$100. Brake calipers (4) \$200. Master cylinder \$50 - new in box. Motive Power Bleeder \$25. Allan MacGillivray, Mont Vernon, NH, 603-673-2030, cell 508-397-9211, mjmacgill@msn.com ***

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