



Northlander

Newsletter • North Country Region • Porsche Club of America
September 2004 • Volume 27 Number 5



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Northlander

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September 2004 . Volume 27 Number 5
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On the Cover...

**Dick Klingaman's
917 Replica**
*Photo: David
Churcher*

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pp. 5, 8, 24
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p. 6,
Matt Romanowski
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Statement of Policy

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

The regular Article and Advertising closing date for the *Northlander* is the 10th of the month preceding the publication month (i.e. August 10 for the September issue). See page 40 for AD rates.



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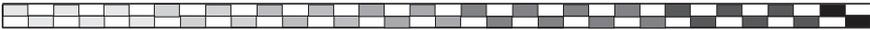
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CALENDAR

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

October 10, NER AX Rumble or Season Rain Date. Ft. Devens, Ayer, MA Bill Brinkmann. bill@the-brinkmanns.org

October 11-12, NCR DE #4, NHIS, Loudon, NH, Jerry Austin, driver-ed@ncr-pca.org

October 12, NCR Board Meeting, Cat 'N Fiddle, Concord, NH, Jim Gratton. president@ncr-pca.org

October 17, NCR Rambly, Seacoast, Matt Romanowski or Jay Gratton, 603-232-5577

November 13, NCR Annual Banquet, Pat's Peak, Steve Robbins, social@ncr-pca.org

November 9, Board Meeting, TBD, Jim Gratton, president@ncr-pca.org

November 19-21, Zone 1 Fall Presidents' Mtg, Latham, NY

June 24 -July 1, 2005, 50th Annual Porsche Parade, Hershey, PA

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;

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

E-mail: jh993@comcast.net



OFF THE APEX

Jim Gratton, President

It has been a busy Porsche month. On Saturday July 24, Steve and Pat Robbins hosted a cook-out at their beautiful home in Henniker, N.H. There were about 30 NCR members enjoying great food, lively conversation and a yard full of Porsches. It was evident that Steve and Pat had put an exceptional amount of time and energy into preparing everything from food to door prizes. Steve's garage was the envy of everyone there. His garage has a hydraulic lift for his C4S, great posters, everything in its place and absolutely spotless. It reminded me of pictures in Griot's Garage Magazine. Nobody's garage is supposed to be as clean as Steve's. At least that's what I tell Deb as I try to rationalize the lack of cleanliness in my own garage. Our gratitude and appreciation goes out to Steve and Pat for putting on an excellent social event.

I want to sincerely thank Bruce Whittier for the effort and time he has put into the past two editions of the Northlander. Bruce has stepped down from being our editor. He will continue to write technical articles for our newsletter. Bruce is presently writing a full technical book on the Boxster in conjunction with the Bentley Publishing Co. in Cambridge, Ma. In last month's Northlander, you saw a "Help Wanted" ad for a new editor. If you believe you have the skills and time we would be interested in talking with you. Our website (ably served by Loosey and Colin Blake) and the Northlander are our two primary forms of communication to all our members. In the interim, Judy Hendrickson has agreed to be our layout editor with a sub-committee of hunter/gatherers assisting with articles,



events, ads, etc. Many of the long-term members of NCR will recognize the format used in the last two editions as the style developed by Judy's late husband Doug.

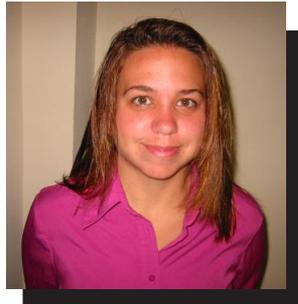
Again, I want to say thank you to Bruce and we look forward to reading his technical articles in future editions of the Northlander. And to Judy who, along with her duties as National Treasurer of PCA, doing a total restoration on her 356SC cabriolet and participating in all our NCR events with her 914-6 or "JLYBN", has found the time to work on the Northlander, a sincere thank you.

"And what's happening with the 924S", you ask? A very quick update will suffice this month. Edgar Broadhead, our safety chair and senior advisor, diagnosed and corrected the fan belt squeal at start-up. The water pump was seized, which MAY have had something to do with the overheating problem. He also solved the problem of poor shifting. Our first Porsche was a 1983 944 that was a joy to own. The shifting was always crisp with nice short throws. The 924's shifting was vague and balky at best. Edgar solved the problem by giving the family of mice their eviction notice and did a good tunnel cleaning. The 924S now shifts like it was designed to. The support we have had from our NCR family on this project has been wonderful. Just add Edgar's name to Bob's, Mark's and Blair's for all their assistance, knowledge and expertise. The

continued on page 36

THE STARTING GRID

Amy Charpentier, Membership



Well, I don't know if it could rain anymore than it already has! What little summer New England gets to enjoy in one short season will soon be over and there have not been many days that I would take the 914 out. With the skies almost always threatening of rain, it makes me appreciate the few days this summer that I have been able to enjoy the 914 without worrying if the skies will open at any minute. With very little of summer still remaining and fall looming large, enjoy your cars as often as possible with the many events we still have lined up for this short driving season. I know that I will be at the annual Toys for Tots car show and the wonderful ramble and I think I may even have a few days of Driver's Ed left to enjoy. So as the dry days fly by, be sure and take advantage of them; get the car out and drive, even if it isn't to an event, but to just savor the New England beauty during the short summer months. Take a drive to get ice cream or to the coast and enjoy the view or to the mountains for some fresh air. I am sure you can think of other "excuses" to get the car out of the garage. Remember- your car has all winter to sit inside-get out and drive!

WELCOME NEW MEMBERS

Steven Carpenter
Center Harbor, NH
1989 928

Barbara Gratton
Jaime Davidson
Henniker, NH
1973 914

Samuel Lurie
Jeffrey Beard
Marblehead, MA
1986 944T

Mark Delaney
Dona Childs-Delaney
Exeter, NH
2001 911

David Johnson
New London, NH
1977 911S

Russell Rocknak
Laura Rocknak
Nashua, NH
1975 911S

HAPPY PCA ANNIVERSARY

Rodney Sigua
Jo Ann Sigua
Bow, NH
2004 911

August

35 Years
Donald Johnson
Sandi Johnson
Wolfeboro, NH
1989 930

25 Years
Nicholas Burchuk
Bill Burchuk
Jericho, VT
1971 914

15 Years
Joseph Markowicz
Peterborough, NH
1981 924



10 Years

Richard Krajewski
Carla Krajewski
N Sutton, NH
1994 968

Mark Nadler
Plaistow, NH
1981 911SC

5 Years

Ephraim Dobbins
Elizabeth Dobbins
Windham, NH
1997 911

Thomas Harris
Susan Harris
Salem, NH
1989 911

Andy Sanborn
Lauri Sanborn
Henniker, NH
1988 930

2 Years

Geoffrey Aldrich
Peterborough, NH
1988 911

Brian Blake
Eileen Sleeper
Epsom, NH
1969 911

Joe Capringo
Bob Capringo
Salem, NH
1993 968

Gordon Jackson
Carolyn Turnbull
Nashua, NH
1986 928S

Michael Ledoux
Sandy Ledoux
Keene, NH
1993 928

Brett Martin
Sol Rosenburg
Salem, NH
1984 944

Theodore Westlake
Daniel Fox Westlake
Readfield, ME
1981 SC

1 Year

William Brawley
Etna, NH
2000 996

Nelson Burbank
Jean Burbank
Greenland, NH
1989 Carrera

Thomas Indoccio
Diane Indoccio
Derry, NH
2003 Boxster

Joe McColgan
Jude McColgan
Hopkinton, NH
1997 993

Thomas Mueller
Barrington, NH
1987 944

Scott Roystan
Leeanne Roystan
Hudson, NH
2000 911

Richard Sperry
Dana Sperry
Goffstown, NH
1986 911

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NCR BOARD WERKES

Doug McIninch, Secretary



July 13, 2004

Cat n' Fiddle, Concord, NH

Four Board members and three Club members met at the Cat'N Fiddle to conduct business.

President's Remarks/Correspondence: Jim Gratton confirmed that the Germany Region was no longer a PCA Region due to the recent vote predicated upon insurance considerations. That Region's leadership is upset about the vote and the decision.

Vice President's Report: Janet reported that all the necessary insurance forms are being submitted on a timely basis.

Secretary's Report: The Minutes of the June meeting were accepted as distributed after a minor spelling correction.

Treasurer's Report: The Treasurer's Report was accepted as distributed.

Membership: Amy Charpentier was attending the Porsche Parade and was not present. The PCA Membership website continues to be a problem. Accordingly, current membership figures were not readily available. Club membership was estimated to be about 487. It was suggested that Jim Gratton formally address this longstanding (past several years) PCA shortcoming by letter or e-mail to the PCA leadership.

Northlander: N/A.

Advertising: N/A

Website: A third place award was given to NCR. Unfortunately, the PCA awards do not consider the size of the region or whether the website was prepared professionally or by volunteers. We should be quite proud of consistently receiving awards despite competing against Regions with membership that are three to four times larger. Thank you Loosey and Colin.

Safety: N/A.

DE: N/A.

Rambly: The Coastal Tour Rambly has been scheduled for October 17, 2004.

Exotic Car Show: The Exotic Car Show at the Anheuser-Busch plant attracted over 200 exotic cars. Some of them were even Porsches.

AX: The first AX event was rain challenged but still attracted 52 cars. The second AX is scheduled for July 17, 2004. The third AX will be August 14, 2004. We are hosting the Zone 1 AX in the fall.

Social: Steve Robbins has arranged for a NCR BBQ at Ray Marcos' on August 21, 2004. The event checklist for these social events will have to be completed.

New Business: It was unanimously voted that the Webmaster be a voting member of the Board. This will require amending the NCR By-laws. Following this there was a discussion of possible quorum changes in the By-laws.

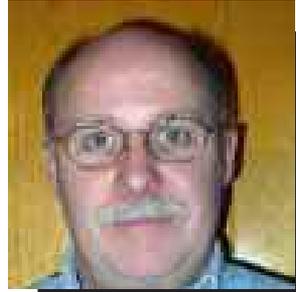
Dave Churcher then led a discussion of his need for material in order to produce a satisfactory yearbook. There were suggestions and offers of help including a suggestion that he look to the material that was assembled for the 25th Anniversary Celebration.

It was decided to move up the annual Planning meeting to December 4, 2004.

There being no further business the meeting was concluded.

TRACK TIME

Jerry Austin, DE Chair



Editor's Note: Hope you joined us at NHIS Aug 23 -24. Don't forget Lime Rock September 9 and NHIS October 11-12. Sign up at the website now. www.ncr-pca.org

Life's journey is not to arrive at the grave safely in a well preserved body, but rather to skid in sideways, totally worn out, shouting “. . .holy sh_t! . . . what a ride!

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RAINER COONEY · JERRY DASCOLI

LETTERS TO THE EDITOR

Hanzy, mien Hanzy:

Last night I had a dream that my regular driving instructor came down with an acute case of malaria brought on by his chronic exposure to the pests during his mosquito cross breeding and hybridization efforts regarding forced induction via biological mechanics. Indeed, as a direct result of his foolishness I found myself at the track in New Hampshire paired with the Lovely Frau.

We set out on the track in her stunning white 911 Turbo and after a couple of laps I looked over at her and noticed that several of the buttons on her blouse had become undone, revealing the better part of two very attractive and quite pert examples of Nordic breeding. She was driving very fast, and I was becoming dizzy, and the effect of all this was nearly overwhelming. All the while this Lovely Frau was standing on the throttle and hammering the gears as if she were conducting the Brandenburg Symphony Orchestra. I'm not entirely sure, but she may have been humming Strauss.

Through my terrible tunnel vision and general state of horrible confusion, I became aware of her right hand on my knee as we pulled back into the pits. We drove past her husband and she gave him the finger, saying to me in a thick German accent, "He'll be polish-

ing your car later." After we parked, she pulled off her helmet with a practiced and rakish abandonment, casually tossing her head back and shaking out her requisite blonde hair ... which set those two vunderbar orbs of pure white Swiss chocolate chortling and rolling like ... well ... need I say more?

I was the lucky kid in the candy store. She moved her hand a little further up my thigh and cooed, "Now you can take me for a ride." I found her pigeon English to be quite beguiling and I was surprised to discover that my breathing was beginning to return to normal. She glanced over at my old and beloved 944 as if it were a quant old cottage with a decent view and declared it, "Marginally adequate."

We rolled out of the pits and the next thing I knew we were blasting around the track in my car and she began to stroke my gear shifter in a most suggestive, and, to be perfectly honest, embarrassing manner. As I tried to wrestle it away from her, while careening nearly out of control going into turn three, she shouted, "Stop the car, snell, and take me right here you Irish clod."

With that she tore open her blouse and the Swiss Alps flourished before me. I banged third gear at the top of the hill and she let out a feeble and very feminine, "Oooo".



Clearly impressed with our rapid progress — downhill — she began to moan and say my name, “Oh....Jo-hann, Jo-hann....Oh, Oh...” “Just before the turn-in point at the carrousel, she casually laughed and tossed her button-less blouse out the window, and it immediately snagged upon my rear wing and was now violently flapping in the slipstream, and inspiring cheers and guttural taunts from the heathen corner workers.

Well, my friend, as you can imagine from your long and trying association with your humble narrator, I blew a high amperage fuse. We flew off the edge of the track and my clothes and the rest of hers were off before the car stopped spinning. Feeling little need for any half-hearted attempts at foreplay, the entire adventure was consummated in record time and let me tell you she was most pleased and grateful by my performance.

At the moment of truth, she bellowed, “Oh, Oh,..OH... LAAAAATE AAAAAPEEEEEEX!” She left claw marks in my carpets and I thank God I still had my helmet on; I think she tried to bite me.

As we laid with our bodies entangled and our helmeted heads occasionally bumping in a most charming and endearing manner, she whispered about setting me up with a place near the Nurburgring in Germany, and getting me a part time job as a factory driver, maybe just with Audi at first, but it’s a place to start.

So, as you can see, this was turning out to be a really good dream but then, all of a sudden, there was the Track Master, sticking his head into my window while surveying the scene and stammering, “Two wheels off, two wheels off! You got two wheels off, you know...”

-John Killion, Car 168
JRK944@aol.com

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TECHNO BABBLE

by Bruce Whittier

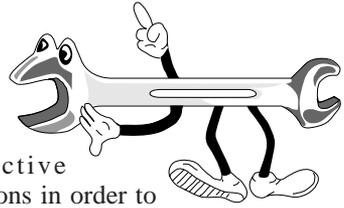
Automobile magazines are full of the latest news coming from manufacturers. However, very strange terms are being used to describe some of the new systems in today's automobiles. I'm sure you've heard of PSM or Porsche Stability Management by now; if not, PSM is an active control system for stabilizing a vehicle at the limit of its driving dynamics capability. One of the systems that makes PSM possible is torque guidance.

What follows is an excerpt from my upcoming Boxster manual.

The principle of torque guidance

The engine torque being produced must correspond to the driving condition desired by the driver (determined via the pedal actuator), and ensure that every component and accessory unit can function. External requirements from the drive train and drive dynamics control systems are additional factors. The fundamental idea of the ME 7.2 system is based on coordinating the demands being made on the engine on a uniform physical level. This can be formulated as torque requirement.

The actual torque requirement is determined from the position of the accelerator pedal (pedal actuator). The speed control unit, the Porsche Stability Management (PSM), if fitted, or the Tiptronic control unit can each transmit their torque requirements to the Motronic control unit in exactly the same way. Protective functions such as electronic rpm controller or catalyst overheating protection system can also be defined so that they limit permitted engine torque. The engine management with E-Gas has the task of coordinating different torque requirements of the individual user and



protective functions in order to calculate the necessary setting interventions for the engine, whereby the ignition angle and the throttle position are the largest control variables available.

The advantage of this design is that individual power consumers can communicate torque requirements to the "coordinator" integrated in the control unit independent of the current operating status of the motor. They do not need to concern themselves with the actual setting intervention and do not require any information about the status of other functions. This excludes the possibility of mutual interference between the individual functions on the level of the control variables. The fact that torque coordination is the only instance which intervenes in motor settings means that map systems and characteristics, the core functions necessary for operation, are solely dependent on the engine. As a result there are no cross-links between the individual function groups, which simplifies the coordination of the new control unit generation.

Torque Coordination

The torque coordinator of the ME 7.2 has two possible control paths for adjusting the inner torque: a fast path involving the ignition angle and/or cutting out individual cylinders, and a slow path involving activating the throttle. The ignition angle path is responsible for dynamically altering the torque. The slow path, also called the induction path, is responsible for stationary operation with optimum lambda.

continued on page 36

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· Brembo · Bilstein · Recaro · Pagid · AP · Alcon · JRZ · Moton · Eibach · Hypercoil · Bosch · Fikse · BBS ·

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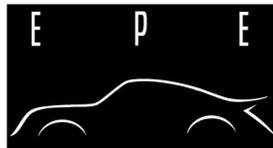
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Many of our clients use their Porsches every day and some only for weekend pleasure. Perhaps you've seen Porsches we service and maintain displaying our *EPE* logo, either on the street or on racetracks around the country. The owners of these cars enjoy the benefits of a "banner rate", a 10% discount on all service labor costs just for displaying that tasteful emblem.

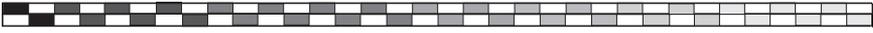
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Jerry Pellegrino

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TECH QUIZ TRIVIA

Selections from the 2004 Parade Tech Quiz as provided by Nancy Broadhead

- About 1930, after Ferdinand Porsche left the Steyr Co., he was offered a job with
a. VW b. BMW c. Fiat d. General Motors
- Before the Porsche design office ever did the first VW design, there were several forerunners. One was a design for a small car with a rear mounted 5-cylinder, water-cooled, radial engine for
a. Zundapp b. Audi c. Studebaker d. Fiat
- The second Porsche design that got yet closer to what eventually became the VW had a “bug” shape and 1500cc rear mounted, air-cooled 4-cylinder opposed engine that was commissioned by
a. Fiat b. Audi c. NSU d. Opel.
- The fiberglass 904 bodies were made by the German aircraft firm
a. Messerschmitt b. Dornier c. Junker d. Heinkel.
- Porsche designed the 928 headlights to lay flat and exposed in order that
a. they would be more illuminating in tunnels
b. they would be kept cleaner
c. the car wouldn’t be mistaken for a 924
d. Porsche could not be accused of copying the Corvette.
- On the first 356, a mid-engined roadster, the engine was mounted in front of the transmission and the rear spring plates were reversed becoming leading arms instead of trailing arms as on the VW. What did this do to the rear suspension geometry?
a. Caused the rear wheels to toe-out on jounce
b. Caused the rear wheels to toe-in on jounce
c. Caused increased rear tire wear
d. Nothing, but they had to reverse the caliper mounting.
- The 912 outsold the 911 two to one in 1965.
a. True b. False
- The electronic fuel injection as used on the 914-4 was developed under patent rights granted to Bosch by
a. Fred Schwab b. Hilborn c. Spica d. Bendix.
- The 924 engine and transmission came from
a. the Audi 100
b. the VW Golf
c. the water cooled Karman Ghia
d. the NSU.
- The wheelbase has changed with the 996; it is now longer than the 993 at
a. 87.0 inches b. 89.4 inches c. 92.6 inches d. 96.2 inches.

Answers on page 38

CONFESSIONS OF A PARADE JUNKIE

by Don Johnson

Parades (The Porsche Parade) are definitely addictive to the true Porscheophile. Sandi and I joined PCA in 1969 and, including this year's event in Fort Worth, we have attended 33 Parades. We lived in Kansas City (Missouri not Kansas) before moving to NH and this had an advantage since nearly every Parade location was less than a three-day drive.

Our first Parade was the Boston Parade in 1970, headquartered in Newton, MA. We were the only couple who attended from the Kansas City region and that was actually fortuitous since we were forced to mix with people from other regions and learn the ropes by participating in the various competitive and social events. We didn't realize it until much later, but many of the friends we made in 1970 are still friends to this day. Who was the Parade Chairman in 1970? The answer is Charlie Dow who

is still active in PCA and rarely misses an NCR event. The schedule during the week has not changed radically since our first Parade in 1970 and I personally don't believe it needs changing. The Welcome Party was a lobster and clam-bake on the banks of the Charles River. The Concours was on a lovely grassy area and the autocross was on a large airport runway/apron. The Goodie Store was a small van with T-shirts and a few trinkets available for sale. Today the Parade Goodie Store sells several hundred thousand dollars worth of merchandise during the week. The Rally (TSD of course) traversed through rural Massachusetts and ended at Sturbridge Village where Parade entrants spent several hours touring the village. That rally was the first and last Parade Rally Sandi & I did together. We learned that husbands and wives rarely do well on TSD

continued on next page

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Confessions . . . continued from previous page

rally teams, especially the Johnsons. At one point Sandi was threatening to jump out of the car – I don't recall exactly why, though. Needless to say the rest of the week was great – fun parties, nice banquets and best of all constantly surrounded by several hundred pristine Porsches of every age, color and style. The 911 had only been in production for 5 years, so the 356 was still very prominent. One nice feature that is no longer done was a team of factory technicians on site, with a van full of diagnostic equipment. They would test drive your car and advise you of possible problems and, if it was something minor, they would hook it up to the test equipment and make the necessary adjustments.

We returned to KC all fired up and started talking about the 1971 Parade, which was going to be in Sun Valley,

Idaho. Kansas City region had 9 cars registered for that Parade and we caravanned across the plains to Sun Valley. We brought food and had picnic lunches at roadside parks and each night on the road was a party at the motel. Fortunately, there were no mechanical problems along the way. One of the members of the region had a 912 Targa soft window and had entered it into the Concours. We were part of the cleaning crew and were very pleased when the Bensons received a Concours Trophy.

I will digress for just a moment and point out another great benefit of attending a Parade. We have been to 33 sites in all parts of the USA and 1 in Canada, places that on our own volition, we would probably never have visited. We have traveled from Florida to Oregon and from San Diego to Portland, Maine. A prime example was the 1971 Parade in Sun Valley. Sun Valley, particularly at that time, was a fabulous place; we could not have had a more enjoyable time – the mountains, lakes, forests, Olympic skaters in training, etc. The hotel did not have a banquet room large enough to accommodate everyone, so the banquets were held on the grounds (it never rained). The rally, which took folks up through the Sawtooth Mountains, was difficult because of the distraction of the scenery that is surpassed in very few other places. The Autocross was quite unique; the organizers convinced the state to shut down a length of 4-lane highway that was a by-pass on one side of the city for the 3 days needed for the event, and as a bonus, they allowed the organizing Committee to use a section of a two-lane highway twisting up a nearby mountain side to run a real live hill climb. The highway patrol would

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stop the traffic, and a group of cars would run and then they would release the traffic until the next group was ready to run. There were a lot of tourists in campers and travel trailers that were not too happy with the group. Sun Valley will always be rated as one of the best Parades with many PCAers.

The Kansas City region continued to send significant numbers of cars to Parades, usually caravanning. Another notable location was the Parade in Minnesota. Parade headquarters was at Madden's Resort on Gull Lake near Brainerd, Minnesota. This was fun and very much like being at summer camp. Some of the accommodations were small cabins in the woods and breakfast was held in a dining hall, very rustic, with all of the modern conveniences.

Then there was the Parade at the Playboy Club in Lake Geneva, Wisconsin (Chicago was the host region). There was a good turnout for this one (wonder why)!! Playboy Bunnies were everywhere ready to take care of you. There may be some that read this who have never had the privilege to see a Playboy Bunny up close and personal. Of course, not everything was like paradise; Wisconsin had a record-breaking heat wave during the week, the air conditioning broke down and they had to turn off the water for a few hours the day of the final banquet.

There have been tribulations; we drove to our first San Diego Parade through Texas, Arizona and New Mexico with temperatures well above 100 degrees in an un-air-conditioned 911 and by that time our daughter, Heather, was old enough to go with us so she was folded up in the back seat. Then there was the caravan to Snowmass, Colorado. There were 4 or 5 cars traveling together, as I

recall. All but one of the cars were 911s. The other car was a 356. Two of the 911s were equipped with the new (at that time) high-pressure roller electric fuel pumps. It seems that these pumps, after 40,000 miles and under high ambient temperatures would just quit, and they did on both cars. Everyone would stop on the shoulder of I-70 in western Kansas, where it was over 100 degrees and the pavements was 140 degrees and semis were whistling by at 80 + mph. We found that if we soaked a towel in ice water from one of our coolers and crawled under the car and wrapped it around the fuel pump, we could make it another 100 miles, and then the process was repeated again and again. We made it to Burlington, Colorado, then waited for the sun to set and drove to Denver with no problems. Driving from Denver to Snowmass early the next morning was much cooler and there were no problems. Chuck Stoddard was at the Parade and with spare fuel pumps for both cars.

One of the most successful (I'm highly prejudiced) Parades, and yes, for those of you who were there, it was hot, was at the Marriott Tan-Tar-A Resort at Lake of the Ozarks, Missouri. I was the Chairman of that Parade and have a great video of the Hendricksons cleaning their car in the underground garage. Most people stayed in the many condos on the Lakeshore. Boating was popular. The Concours was held on the golf course at Tan-Tar-A and the Autocross was on a huge parking lot attached to the Worldwide Church of God.

To be continued in the next issue.

And look for a social at the Johnson's to discuss the 2005 Parade at Hershey, PA and to watch some exciting videos of past Parades.

PROPOSED BYLAW CHANGE

The NCR Board of Directors has proposed the following bylaw change. Voting will be held in conjunction with the annual election in November.

Amend Article VI d) to read as follows so as to add the Webmaster as a voting member of the Board of Directors:

Article VI d) The Board of Directors shall consist of the elected officers, the past President, the Newsletter Editor, the membership Chairperson and the Webmaster.

Amend Article VI o) to read as follows in order to allow the President to vote in person or by proxy in the event of a tie vote.

Article VI o) Each member of the Board of Directors shall have one vote, except the President who will vote, in person or by proxy, only in the event of a tie vote.

2005 PARADE PHOTO CONTEST



Are you the proud owner of a killer Porsche garage? Do you have a Porsche trophy room, place or space? If so, you'll want to start snapping photos for the very first "Killer PCA Garages" and "PCA Trophy Rooms, Places and Spaces" photo display. Photos will be judged (a brand new category) at the Hershey Art Show. Send in your 4 X 6" or 5 X 7" photos (include yourself in photo or separate photo of yourself, if you like) to: Janet Ledesma/Hershey Photo Display, 10216 Hunt Club Lane, Palm Beach Gardens, FL 33418

OH, WHAT A DAY!

text & photos by David Churcher,
Tasdevil@metrocast.net

Do you remember those days when you were a kid and woke up to realize it was your birthday or some other great day you had been waiting on? I had one like that yesterday. Guess I am still a kid. But, hey, when you have an invite to come and look at a Porsche 917 replica it is a

thingy. Sheesh ... renumbered exits and highways. We were off course and my mood was going the same way.

However, all ends well. By 1 PM we arrived at Dick Klingaman's house and Dick passed me a beer. All was well. We began to talk Porsches and projects. Cilia is into houses so Dick and Ciel

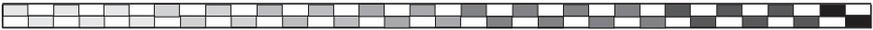


special day.

Cilia and I climbed in to the nicely polished 911 with a thermos of tea and a bag of cameras about 10 AM and marveled at the glorious weather and the anticipation of a great day. Then it rained. A lot. Then we were in traffic in Maine behind boats, and sailors going to yard sales. And then it rained again. And then we found the Maine Highway Department is really serious about this "can't get there from here"

talked wood and plumbing. I pondered why a Porsche enthusiast had just mowed his lawn wearing a Ferrari T-shirt ... the answer came shortly thereafter. It was a Porsche day but Ferrari was lurking.





Dick and Katherine were wonderful hosts for the day. We talked of many things other than Porsches We covered Egypt, fish, tiramisu, projects, and Ferrari? Oh yes ... there are a couple in the barn with the Porsche. Projects? Yes. Dick underscores the adage: if you want something done, give

The Porsche Dick has is the Gulf look-a-like 917 we saw at the NHIS in June. Well ... if you were there you did. I was in Germany. But on my return I went looking for the owner of this beauty.

it to a busy man. He also underscores the adage: work hard and play hard.

It was a wonderful day. Cilia drove the 911 home and I pondered the 917 and said to myself, again: it is not just the cars. It is the people.

Thank you Dick and Katherine. Oh, what a day!

Editor's Note: For full color/larger views of these photos and more go to:

<http://www.ncr-pca.org/2004/917/>



I first thought it was one of the US made replicas. But no. It's Australian! Oh, I am so proud to be Australian. My countrymen have made a replica so good even Hans Mezger would be fooled. He designed the 917. Yes ... this car is that good.



2004 PARADE DIARY

by Bob Gutjahr, Chesapeake Region

Editor's Note: Bob wrote this piece for Potomac Region's Der Vorganger and while he wrote this piece with a Zone 2 orientation, there are many familiar Zone 1 characters and Bob is always an enjoyable read. A couple of our North Country members are also mentioned. Manny Alban is the Zone 2 Rep and nominee for PCA Secretary for 2005-2006 and he and Bob Gutjahr are the 2005 Hershey Parade Chairmen.

In the early morning hours of Friday, 2 July 2004, Manny Alban, trail boss extraordinaire, rounded up his dogies for the 2004 Porsche Parade cattle drive. We started at Front Royal, Virginia where six Detroit hulks of gas-gulping iron and their towed charges, along with one lonely 944S2, lined up for what became a 80-85 MPH and 10-13 MPG trek to Fort Worth, Texas. Cowpokes included the aforementioned trail boss and his son Derek, Henry Hoeh from Metro New York Region, Pete and Bettye Tremper from Schattenbaum Region, Tim Costa, his step son Travis and Stu Fine from Chesapeake, Ellen Beck from North Country Region, and yours truly. If you have never seen the classic motion picture 'Red River', in which John Wayne drives his cowboys and cattle to the brink of exhaustion, rent it soon to gain an appreciation for how our fearless leader relentlessly drove us south through the Shenandoah Valley, southwest and west across the Great Smokies of Tennessee and then on into the night until we pulled up 1100 miles later on the west side of Little Rock, Arkansas. Kids went hungry, bladders were bloated, rumps were rumped, and sleep was deprived as Boss Manny got us to the town that first played to the political and personal desires of Slick Willie himself. CB chatter amongst the dogies was incessant. And, like any talk radio station, some of the

comments were quite perceptive and memorable, some humorous and witty (hard on the bladder, don't you know), and some were totally sophomoric and asinine. But despite the rains, the flying pig in Knoxville, Pete Tremper's blown tire in SW Virginia, the tasteless fast food, the boredom of mile after mile of interstate, and the tediousness of hours of mindless gossip on the CB, we made it through the day and a better part of the night, putting up at a Hampton Inn (Explanation from Manny: You know what you're getting, which, translated, means you're just too tired to really tell one from the other when Manny is cracking the whip.) for an evening's all-too-brief respite.

Then it was up again early on Saturday, and our trail boss, smelling the finish line, drove us for six hours the next day until we arrived in Fort Worth, none too much flustered for wear and rarin' to go. Dennis Howard and his family joined us for this segment, his Excursion plowing away the air like a battleship for the rest of us smaller craft. Half the group went directly to the hotel and half went to the Texas Motor Speedway, where we parked our trailers, had our Parade tech inspections done, and generally surveyed what was to become the focal point of Parade activities throughout the week. The contingent met up at the Fort Worth Renaissance Worthington, a beautiful downtown ho-

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AUTOCROSS

by Colin Blake, AX Chair

Event 3 – August 14

I don't know how we escaped the bad weather, but we did. Maybe it was in return for the lousy weather we had for our first event. Whatever the reason, 80 degrees, dry, and a breeze, what a great day. Turnout was incredible; we had another record crowd with 75 drivers participating in today's event.

The timing system gremlins came back to haunt us in the morning and this unfortunately meant that we lost some time. We still got 4 morning runs in but they took longer than expected, and so we only made 3 in the afternoon to ensure that we got finished at a reasonable time.

The course at this event once again made the full loop of the Devens runways. The first two-thirds of the course was fairly fast and open but the trip back along the main runway was more challenging and certainly had to be taken a lot slower.

Our fourth and final event of the season is on Saturday, September 18th. During the event we'll make the drawing for the free set of tires, courtesy of NTB of Portsmouth. Anyone who competes in at least 3 of our autocross events is automatically entered into the drawing. Hope to see you all then.

Going into the final event there are several interesting battles for class championship titles. Mark Schnoerr already has class 1 sewn up, but class 2 is going down to the wire between Lisa Roche (17pts) and Joe Kraetsch (15pts). In class 4 Neil Halbert needs a fourth or better to take the crown, otherwise David Beningson is in with a chance. Class 5 is already decided and goes to George Rouhart (with wife Betsy currently running in second place). It's neck and neck



in class 6 with Judy Hendrickson and Fran O'Day both on 15 points. Class 7 will go to Gerry Fitton just so long as he competes in the final event (remember, you have to have entered at least three events, and only your best three places count). Class 8 is assured by Tom Frisardi. Class 9 is a battle between Ollie Lucier (19pts) and Colin Blake (17pts), with Chris Jacques (13pts) certainly not out the running either. Class 10 will likely go to George Skaubitis (15pts), but there is a chance that Joe Wilson (10pts) could take it if George chokes. Class 11 looks pretty certain it's going to Linda Kogan, but theoretically it could still go to Ron Mann, Fred deNapoli, Hank Black, or Scott Eggimann. Class 13 will be taken by Steve Berry just so long as he shows up for the final event, otherwise it goes to Jay Gratton (if he shows). Class 14 is a 4-way race between Robert Meeker (16pts), Charles Stromeyer (15pts), Phil Kogan (13pts), and Mark Skala (12pts). All four drivers will have to drop their lowest score except for Phil who missed one event. Class 15 will be taken by Bruce Christensen if he competes in event number 4, otherwise it goes to Scott Martineau if he competes. And finally class 16 looks like it's going to Mike Stukalin in the red Miata; he has 18 points and his closest rival is Mark Gallagher with 12.

Results and photos from all the events as well as the Season Championship standings are at <http://www.ncr-pca.org/autocross/results/index.htm>

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

Summary Results, Event 3 -August 14, 2004

Total Entries: 75

'1' Total Entries: 4	Car Model	Time	Diff.	From 1st
1T Schnoerr, Mark	914 1974	85.942	-	-
2T Darminio, Chris	914 1976	86.137	0.195	0.195
3 Schnoerr, Sigrid	914 1974	87.850	1.713	1.908
4 Winslow, Philip	914 1974	92.679	4.829	6.737

'2' Total Entries: 7	Car Model	Time	Diff.	From 1st
1T Kraetsch, Joe	924S 1988	94.210	-	-
2T Lay, Brian	944 1987	95.654	1.444	1.444
3T Roche, Lisa	944 1989	98.053	2.399	3.843
4T Gagnon, Marc	944 1987	98.378	0.325	4.168
5 Case, David	944 1987	99.651	1.273	5.441
6 Yomtov, Barry	944 1987	100.766	1.115	6.556
7 Saunders, Jack	944 1987	125.244	24.478	31.034

'4' Total Entries: 3	Car Model	Time	Diff.	From 1st
1T Halbert, Neil	944S2 1990	91.404	-	-
2T Beningson, David	944T 1987	93.892	2.488	2.488
3 Lurie, Samuel	944 Turbo 1986	101.750	7.858	10.346

'5' Total Entries: 4	Car Model	Time	Diff.	From 1st
1T Rouhart, George	968 1993	90.833	-	-
2T Gurski, Tom	968 1993	93.590	2.757	2.757
3 Rouhart, Betsy	968 1993	96.534	2.944	5.701
4 r Goyanes, Claudette	968 1993	107.506	10.972	16.673

'6' Total Entries: 2	Car Model	Time	Diff.	From 1st
1T Hendrickson, Judy	914-6 1971	94.256	-	-
2 O'Day, Francis	914-6 1971	98.116	3.860	3.860

'7' Total Entries: 3	Car Model	Time	Diff.	From 1st
1T Laws, Brian	911SC 1982	91.570	-	-
2T Laws, Brendan	911 SC 1982	99.052	7.482	7.482
3 Fitton, Gerry	911SC 1981	100.307	1.255	8.737

'8' Total Entries: 4	Car Model	Time	Diff.	From 1st
1T Frisardi, Tom	911SC 1983	89.134	-	-
2T Rokel, Peter	928 1979	97.561	8.427	8.427
3 Schaefer, Mike	911 1985	101.300	3.739	12.166
4 Davidson, Jamie	911 1985	106.145	4.845	17.011



continued on next page

AX Event #3 continued from previous page

'9' Total Entries: 9		Car Model	Time	Diff.	From 1st
1T	Blake, Colin	Boxster 2003	87.051	-	-
2T	Jacques, Chris	Boxster 2001	87.112	0.061	0.061
3T	Lucier, Oliver	Boxster 1998	87.295	0.183	0.244
4T	Starkweather, Julie	Boxster 1997	88.447	1.152	1.396
5	Blake, Loosey	Boxster 2003	90.418	1.971	3.367
6	Leach, John	Boxster S 2000	91.767	1.349	4.716
7	Smith, David	Boxster 1998	93.579	1.812	6.528
8	Osche, Greg	Boxster S 2001	94.019	0.440	6.968
9	Leach, Janet	Boxster S 2000	100.185	6.166	13.134
'10' Total Entries: 4		Car Model	Time	Diff.	From 1st
1T	Kessel, Eric	911 Carrera 2 1990	93.084	-	-
2T	Skaubitis, George	911RSA 1993	94.558	1.474	1.474
3	Wilson, Joe	911 RSA 1993	100.361	5.803	7.277
4 r	Cole, Janus	964 1989	106.524	6.163	13.440
'11' Total Entries: 9		Car Model	Time	Diff.	From 1st
1T	Kogan, Linda	996 2000	87.334	-	-
2T	deNapoli, Fred	996 1999	87.385	0.051	0.051
3T	Mann, Ron	996 2000	88.383	0.998	1.049
4T	Eggimann, Scott	993 1995	93.172	4.789	5.838
5T	Black, Hank	993 Coupe 1995	93.897	0.725	6.563
6	Tallo, Paul	993 C4S 1998	94.646	0.749	7.312
7	Mason, Robert	911 C4 Cab 2001	94.941	0.295	7.607
8 r	Keimach, David	Carrera C4S 2004	99.667	4.726	12.333
9	Benz, Chuck	996 Cab 2000	99.993	0.326	12.659
'13' Total Entries: 3		Car Model	Time	Diff.	From 1st
1T	Berry, Steve	944S2 1989	85.996	-	-
2T	Romanowski, Matt	914 1972	87.371	1.375	1.375
3	Gratton, Jay	914 1972	92.214	4.843	6.218
'14' Total Entries: 12		Car Model	Time	Diff.	From 1st
1T	Bogue, Ed	911E 1969	83.151	-	-
2T	Meeke, Robert	911C4 1990	83.626	0.475	0.475
3T	Kogan, Phil	993 Turbo 1997	83.838	0.212	0.687
4T	Stromeyer, Charles	993 Turbo 1997	85.415	1.577	2.264
5T	Skala, Mark	914-6 1970	86.043	0.628	2.892
6	Pratt, Mike	914-6 1970	91.944	5.901	8.793
7	Fisher, Henry	930 1976	92.165	0.221	9.014
8	Bogue, Mike	911E 1969	93.766	1.601	10.615
9 r	Rosenblum, Scott	944 Turbo S 1989	96.349	2.583	13.198
10	Jan, Bill	911 1976	97.093	0.744	13.942
11 r	Rosenblum, Bob	944 Turbo S 1989	100.088	2.995	16.937
12 r	Colwell, Ed	944 Turbo 1988	100.961	0.873	17.810



'15' Total Entries: 2		Car Model	Time	Diff.	From 1st
1T	Christensen, Bruce	GT3 2004	89.182	-	-
2	Martineau, Scott	944T 1986	91.152	1.970	1.970
'16' Total Entries: 9		Car Model	Time	Diff.	From 1st
1T	Stukalin, Mike	Mazda Miata 2000	83.706	-	-
2T	Lawson, Malcolm	Mini Cooper S 2004	87.850	4.144	4.144
3T	Gallagher, Mark	BMW 325is 1987	89.954	2.104	6.248
4T	Lawson, Judith	Mini Cooper S 2004	94.014	4.060	10.308
5	Porter, David	Honda CRX si 1988	96.080	2.066	12.374
6	Levin, Russ	Subura WRX 2004	97.457	1.377	13.751
7	Skaubitis, Christine	Mini Cooper S 2003	99.766	2.309	16.060
8 r	Beard, Jeffrey	Subaru WRX 2002	102.084	2.318	18.378
9 r	Lahey, Cailin	Honda Civic SI 2004	111.424	9.340	27.718

Top Time Of Day

Raw time: Class 14, Bogue, Ed, 83.151

Pax: Class 1, Schnoerr, Mark, 66.691

Editor's Note: See photo page 36



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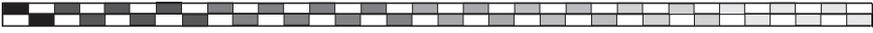
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2004 Parade Diary continued from page 22

tel in Fort Worth with first class meeting facilities. Downtown Fort Worth, much like the Inner Harbor area and Fells Point, is built up with nice hotels, the latest bistros, and charming shops and museums.

Registration on Saturday afternoon went smoothly. The Fort Worth Parade staff was organized and prepared to receive us, and we were mustered in with nary a glitch from our preregistration materials. Lynn Eckels, Registrar for the 2005 Parade at Hershey, received kudos from the Mavericks for her able assistance to the FW Registrar crew. Also taking copious notes and impressing both the FW and National Parade Staffs was our Couple in Gray, Dave and Diana Love- Chesapeake Region dual members who are the Treasurers for Hershey. Saturday afternoon of Parade week is a great chance to see old friends, to check out the cars, and to visit the Goodie Store and Hospitality. This day holds the most excitement for Parade goers- the week of Porsche activities is ahead of you with so much to do and so little time to do it. It's like the first day of school and the start of spring training all rolled into one. Many of the hundreds of Porsches at the Parades could be viewed in the hotel's parking garage, which was free for us for the week.

Sunday was an opportunity for most to sleep in, redeplete one's wallet at the Goodie Store, and enjoy Fort Worth. Everyone from Chesapeake emerged this day, to include the airline contingent (mostly those wives/children and significant others who knew better than to ride with Manny) as well as long-time member Bob Rassa (who's never given up his Chesapeake membership despite living in LA these many years) and the Gilbreaths (who now live in Florida). The Welcome Party, tentatively sched-

uled for outdoors, had to be held inside the hotel due to rain damage, but, regardless, it was a fun evening. Some of the National Awards were presented, to include the newsletter and website awards. The PowerPoint audiovisual presentations were truly stunning and added a great deal to the festivities this night and for the remainder of the week. Sadly enough, the PowerPoint was much better than the anemic fireworks shot off that night in FW, which we observed from the hotel rooftop.

Monday, 5 July was concours day, and for the first time in Parade History, a concours was arranged around the closed off streets of a major American city. We were blessed with blue skies and tolerably warm temperatures. 72 cars graced the show, with a very nice display of historic 911s- all from Texas. Chesapeake's Ron and Linda Gordon, who will head our concours scoring for next year, were seen in the thick of calculators and scoring sheets. Unfortunately, the factory did not send one car to FW for the Parade. Nonetheless, the crowds were large, the traditional lunches very tasty, and the myriad restaurants were doing a great business, despite the 5 July holiday. My favorite car was a gorgeous 1959 356A Carrera coupe done by Bill and Bob Jones- who at one time had a nationally-known restoration business in San Antonio but have scaled back their activities in recent years. The coupe had Rudge wheels, a like new tool and travel kit, and perfect black paint. I was told it was hastily assembled and had some incorrect pieces, but it won People's and Judge's Choice. The concours banquet that night served wonderfully tender filet mignon, and everyone was quite happy with the upbeat MC job done by Mark Shevitz, who kept the

continued on page 34

NCR CHARITY LAPS EVENT A GREAT SUCCESS

by Marie Keller, Charity Committee,
photos by Ed Broadhead



cars and shared their love of Porsches with the kids and their families. Many big smiles were seen on both sides of the cockpit, accompanied with occasional laughter. For those PCA members interested in more thrills there was a track sampler event available during the normal run groups throughout the day. An additional \$15 (or \$25 if not participating in the Charity

North Country Region of PCA hosted several driving events in support of the New Hampshire Make-A-Wish Foundation on Saturday, May 29th. PCA members and their guests were invited to drive their Porsches on the NHIS track at parade lap speeds. Friends and family were welcome as passengers. The charge for this activity was \$25 per car for a 45 minute session on the track. All proceeds were matched by NCR funds and donated to the NH MAW Foundation. Six Make-A-Wish kids and their families came out to enjoy the sights and sounds of Porsches on the track. Instructors lined up along the pit wall with their

Laps) would buy a 20 minute session with an instructor driving at speed. The Charity Laps and the Track Sampler have become a very popular annual event both for NCR members and for the NH MAW. NCR donated well over \$3,000 to the NH MAW Foundation. It is an event attended only by winners!



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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
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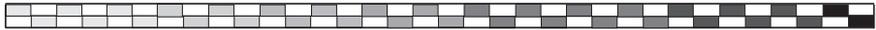
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door prizes and the speeches (all of which were forgettable) moving. The evening actually was finished a little early, which is a minor miracle when one looks back at the history of this event. No Chesapeake Region awards for the concours banquet, although Riesenotter Region took Region of the Year.

Tuesday was rally day, and, by far, this was the best Parade rally in decades. The day was overcast, with some misting in the afternoon, but cool. A simple, straight-forward tulip rally featured clear directions and traps based strictly on time differentials. You could have run the rally without a watch and still had a good time- four hours were all it took. The rally master did his best to give you some nice scenery, which around this part of TX consisted of ranches, a wild-life park with real live buffalo, a lake area, and some interesting railroad vistas. We concluded the rally at Texas Motor Speedway, and discovered that the last and longest leg was thrown out because the checkpoint never got its clock. The ice cream social in the snack bar of the speedway was somewhat anticlimactic, and we were happy to drive the 25 minutes south from TMS to get back to our hotel room. (Texas' Bluebell Ice Cream is one of the best ice cream companies in the U.S, but it sure wasn't at TMS that day.) Posted results indicated Dennis and Justin Howard finished in 23d and Ellen Beck and yours truly took home 20th. We would have placed third had I not blown the transitional leg when I miscalculated our departure time. Tuesday night was billed as the Zone 13 party, a fraternal celebration of Zones 1 and 2 at a place called the Flying Saucer. Beer flowed, a mariachi band played, and Manny demonstrated once more how insomniacs thrive on

three hours sleep a night. I skipped the party and went to bed. The Chesapeake Revelers who partied with Manny felt the sting of their indulgences the following day. Of course, folks like Ron Gordon were abducted by aliens for most of the week and made the Flying Saucer their home away from home. The beer and ambience were that good.

Wednesday began two solid days of intense activity at the track. Driver Education was on the agenda for Ellen and me, and words cannot describe the fantastic rush of driving on the banking of a super speedway. TMS is a classic 1.5 NASCAR oval, and Maverick Region slows the cars down going into first turn with a small chicane that forces fourth gear and jink of the wrists from left to right. The infield portion is not as simple as it looks, with a lot of late apex corners. But four sessions on the track had us all grinning by the end of the day. My instructor, West Dillard from Hill Country Region (my first region in PCA), was superb and knew the track like the back of his hand. While some drove on the track, others were negotiating cones at the autocross course just south of the Speedway on one of its larger (and pole-free) parking lots. Implored by Henry Hoeh to come out and play, Manny skipped one of his DE sessions, got in line at the autocross, and without a walkthrough, still managed an 84.97 to take fifth in his class. Although the day was hot and interrupted with a thunderstorm that sounded like the Wrath of God, the garage area provided plenty of shade and comfort between sessions. With nary a minute to spare, Ellen and I packed up after our last DE run group session and zoomed back to the hotel for the Tech Quiz, which was held open for the folks coming from TMS. The quiz was very enjoyable, and featured a num-



ber of questions on PCA and PCA people. We finally showered after the quiz and attended the rally banquet that night, which featured Texas fried chicken and mashed potatoes. Since I was running the following morning, I carbo'ed up with three deserts. Entertainment was largely provided by the Parade Kids in attendance, who queued up with great excitement for all the door prizes given away specifically for them. Mark Shevitz didn't wear a red suit, but the kids sure treated him like July's version of Santa Claus. Manny's son, Cole, won a pedal car, which will soon become part of his father's extensive Attic Boutique Collection of Porsche memorabilia.

Thursday morning's 5K Run was a day of reckoning for Manny and me. It was only the second time I had run since my hernia operation, and it was the first real opportunity Manny could show his PCA friends how his newfound fitness has taken the form of competitive domination. I ran like an old Gmund coupe with half of a carburetor and still managed to win my class because I was the only one in it. Manny, on the other hand, started steady, picked up the pace, and blew the entire field away, coming in first overall. Quite an accomplishment for someone who last year weighed 55 pounds heavier and looked like an Ecuadorian version of the Pillsbury Dough Boy. Sleek Karen Gilbreath was the class of the woman's field and whistled by me in the last half mile. Right after the run, Ellen and I zoomed up back to TMS to ensure the car got into staging for our autocross class. Our rushing about proved needless, since the autocross was two hours behind schedule and we had plenty of time to bake in the sun and wait

for our runs. We finally went out at mid afternoon, and Ellen smoked both the ladies and men's class in P9, breaking the lights with an 86.779. I finally put together a good run my last time out, and won the men's class, albeit one second behind the Bexster. In the Turbo class, Dennis and Justin Howard stomped the competition, finishing 1st and 2d, respectively. Late that afternoon, the Mavericks held a chips and dip reception for the Tech Quiz results, and Chesapeake truly shined through all that cheese and guacamole. Paul Gilbreath took home a second in the mid 911 class, Manny took a third in Club Racing, and I also got a



Judy Hendrickson

*Three Firsts in the AX -
Judy Hendrickson, Bob Gutjahr & Ellen Beck*

third in the very tough 356 class. Ellen took home a second in the ladies class for 944s.

Friday was a recovery day of sorts. Sleep, laundry, and many meetings on Parade 05 dominated the agenda. Chesapeake Region members were pulled in many directions on this day and throughout the latter half of the week, for that matter, answering countless questions about the Parade in the general excitement about Hershey that continued to build as FW concluded. Friday was also the 'official' start of Parade 05, when our t-shirts debuted at the 'Going Out of Business' sale at the FW Goodie Store.

continued on page 37

Techno Babble continued from page 12

In order to realize the nominal torque, consumption coordinates, control variables and emission values are taken into consideration, so that optimum activation is the result.

Path 1 (fast path)

The synchronous crankshaft path summarizes all the setting interventions, which influence torque irrespective of induction:

- Ignition angle
- Cutting out cylinders
- Injection time

Path 2 (slow path)

The induction path controls the following variables which influence the result:

Throttle angle, and therefore the air mass sucked in by the engine

Air mass required for a certain level of torque is determined using a computed model, and then made available via the throttle. Under the given circumstances, fuel injection quantity and optimum ignition angle are realized via this path.



*Trophy winners from AX #3 August 14, 2004
photo by Ed Broadhead*

Off the Apex continued from page 5

expression, "It's not the cars, it's the people", could not be any more profound as Jay and I work to bring the 924S to a fun car for us to use on the track and the street. Cheers!

Sales were incredibly brisk- at one time there was line of 30 people waiting to buy the shirts. (If sales and questions are any indication, EVERYONE is coming to Hershey next year for our little party.) The 2005 Parade T shirt store moved its operations to the FW Stockyards for the worker party on Friday night, and even more shirts were sold. The stockyards is a neat area of old Fort Worth that is being rebuilt with new commerce and attractions. Our party was in a huge converted stockyard room and featured delicious barbecue, Texas Two Stepping and door prize giveaways that were gone before you could say "all this volunteer work and nothing to show for it".

Saturday was the last day of Parade and the second day for Club Racers to strut their stuff at the Speedway. By all accounts, everyone enjoyed the racing. Manny narrowly survived a shunt with a car that stuffed itself into the tire wall coming off the banking. Tim Costa was not so lucky, sideswiping the chicane in the first turn. Tim was fine, and his Petrol Blue 911SC will live to fight another day. When it was all said and done, Manny finished 2nd in his class in the Club Race and Michael Vietz finished 3rd. Michael also obtained his club racing license at this race- congrats!

Even as we made preparations for our Sunday departure, the Region came together for our presentation to the World on Hershey 2005 Saturday night at TMS. Manny and I had a 30 second rehearsal, and then all of us drove up (again) to TMS to outfit the lovely dining room (which overlooked the Speedway as part of the luxury box suite complex known as the Speedway Club) with Hershey Kisses and refrigerator magnets. With everything in place, the huge crowd was let into the room for the Victory Banquet and autocross awards. It was a lovely

evening, and one of the most memorable quotes came from none other than Eleanor Bobbitt, who said, upon entering the room, "Omigod, the place smells like chocolate." Indeed. The view from on high overlooking the Speedway as the sun set was spectacular. We all basked in the glow of autocross successes, and watched with incredulity as the new 997 was debuted on video. It is an incredible machine, and half the people in the room were ready to write a check for one right then and there. Finally, it was show time as Parade 05 was introduced and Manny and I took the stage. After a bit of tomfoolery involving Jan Mayo, the Fort Worth Parade Chair, we queued up the very slick and very watchable DVD presentation on the massive screens. A hush fell over the crowd as they took in the video, rapt, and politely applauding in all the right places. Lots of smiles and applause at the end. Thanks go to Todd Bernard, who made this happen!

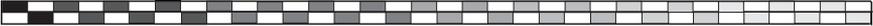
We returned back to the hotel that night for a very short summer night's sleep. Judy Hendrickson and her F150 joined Ellen and me for the trip out of town that morning, while Manny and the boys left from the Speedway and DFW. We all came together in Texarkana, and then it was more of the same CB chatter and shenanigans throughout the day. We took leave of one another in Knoxville, and for all of us, home the next day.

Hope to see you next year at Hershey where:

1. The entire Porsche world will descend upon Hershey for a week long celebration of the marque.

2. You'll see upwards of 300 cars in the concours, over 75 cars in the historic car display, and 400 or so cars in our low

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From Ferry Porsche: Cars Are My Life

- d. General Motors (p.36)
 - a. Zundapp (p.40)
 - c. NSU (p.42)
- From The Complete Book of Porsche, Chris Poole*
- d. Heinkel (p.278)
 - b. they would be kept cleaner (p.192)

From Excellence Was Expected, K. Ludvigsen

- a. Caused the rear wheels to toe-out on jounce (p.44)
 - a. True (p.413)
 - d. Bendix (p.560)
 - a. the NSU (p.814)
- From Panorama*
- c. 92.6 (Nov 1997, p.13)

2004 Parade Diary continued from page 37

key car show. As a matter of fact, we want you to drive up and participate in the show, even if you cannot register for the full week of the Parade.

3. You'll attend the first ever National Parts and Literature Swap meet, the first ever family gimmick rally through the Amish country of Lancaster County, the first ever National Tech Day (known as Porsche Club Academy Day).

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8. You'll gain a new appreciation for Porsche and PCA history at our 15,000 square foot museum throughout the week, by taking the fun-filled Tech Quiz on Friday, and by soaking up all those historical cars on concours day.

9. You'll know why Hershey and Hershey Park is known as the Sweetest Place on Earth.

10. And, finally, where you'll be able to drive 90 minutes to Hershey without having to listen to Manny on the CB. And you can go to the bathroom any time you choose.



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