



# Northlander

Newsletter • North Country Region • Porsche Club of America  
October 2004 • Volume 27 Number 6



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# Northlander

Newsletter . North Country Region . Porsche Club of America

October 2004 . Volume 27 Number 6

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## On the Cover...

**A Gathering of Friends**

*Photo: Rand Surgi*

## Photo Credits

*p. 4 Tracey*

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The regular Article and Advertising closing date for the *Northlander* is the 10<sup>th</sup> of the month preceding the publication month (i.e. Nov 10 for the Nov/Dec issue). See page 36 for AD rates.

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# CALENDAR

**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](http://www.Porschenet.com/TrackProg.html)

October 10, NER AX Rumble or Season Rain Date. Ft. Devens, Ayer, MA  
Bill Brinkmann. [bill@the-brinkmanns.org](mailto:bill@the-brinkmanns.org)

**October 11-12, NCR DE #4**, NHIS, Loudon, NH, Jerry Austin,  
[driver-ed@ncr-pca.org](mailto:driver-ed@ncr-pca.org)

**October 12, NCR Board Meeting**, Cat 'N Fiddle, Concord, NH, Jim Gratton.  
[president@ncr-pca.org](mailto:president@ncr-pca.org)

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

**November 9, NCR Board Meeting**, Cat N' Fiddle, Concord, NH, Jim Gratton,  
[president@ncr-pca.org](mailto:president@ncr-pca.org)

**November 13, NCR Annual Banquet**, Pat's Peak, Steve Robbins,  
[social@ncr-pca.org](mailto:social@ncr-pca.org)

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

**December 4, NCR 2005 Planning Meeting**, Janet Leach's house,  
10 Orchard Hill Rd, Greenland, NH, 9:30 AM, Brunch served,  
603-433-4450, [vice-president@ncr-pca.org](mailto:vice-president@ncr-pca.org)

**June 24 -July 1, 2005**, 50<sup>th</sup> Annual Porsche Parade, Hershey, PA (Look for  
the Registration info in the November 2004 *Panorama.*)

**Got an Idea for an Event,  
Want to chair an Event ?**

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## **NCR NAME TAGS AVAILABLE !**

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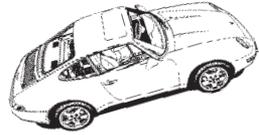
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## FROM THE DESKTOP

**Judy Hendrickson, Layout Editor**



It's been a pleasure to lend a hand with the *Northlander* for the past 2 issues, but I am even more pleased to introduce your new editors: Bill Kallgren and Tracey Levasseur. Bill, a software type, will be the overall Editor, holding the voting position on the NCR Board and responsible for design and layout of the newsletter. Tracey, a journalism and English major in college, will handle proofing and gathering up the articles. I know you will all give them your support and cooperation as they evolve the newsletter to even greater heights. If you have a story, funny or serious, with or without pictures or a picture you think would be a great cover shot, just send it in to [northlander@ncr-pca.org](mailto:northlander@ncr-pca.org), Bill and Tracey will get it. For cover shots, remember VERTICAL shots are best and if digital, take them at the highest resolution possible (300 dpi minimum), full size and send them in CMYK color in either JPEG or TIFF format.

Hello fellow North Country Region members. Since I joined NCR two years ago, I have participated in a number of events, including driver's education and car control clinics as well as attended last year's "Toys for Tots" charity car show. I am awed by the efforts each committee puts into providing such exceptional events. When I saw the call for a new editor, I was excited about the opportunity to contribute to the club which has provided so much to me. With the help of our new Assistant Editor, Tracey Levasseur, as well as the support of an excellent team of writers, editors and photographers I am truly excited to take the helm of the *Northlander*.



If you have not participated in an event recently, I encourage you to get out and meet some of your excellent fellow club members. If you are interested in contributing to the *Northlander*, please do not hesitate. I can be reached at 603-882-1693 or email me at [kallgren@adelphia.net](mailto:kallgren@adelphia.net).

I want to thank the NCR board members who agreed to allow me to work with Bill Kallgren on the *Northlander*. I've edited newsletters for years but nothing of this caliber and never with much help. So it will be an honor to work with Bill to create a publication that's informative, entertaining and worthy of top recognition by the PCA.

Over the past decade that I've worked with other hobby clubs I've noticed that, even though the hobby



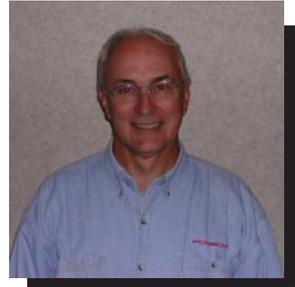
**continued on page 35**

# OFF THE APEX

**Jim Gratton, President**

I believe it was Yogi Berra that said, "It's deja vu all over again!" This was the thought going through my mind as I listened to the weather reports and prepared to go to Lime Rock for the NCR Drivers Education event on September 9. It was 4 or 5 years ago that we went down to Lime Rock under similar conditions. The DE event went on as usual as the remnants of a hurricane provided a heavy down-pour. The remains of Hurricane Frances promised to provide us with the same conditions for this year's event. Jay and I had been planning the trip since early summer. Lime Rock is a beautiful and fun track and the surrounding countryside is very scenic.

Jay has been driving the 924S on a daily basis as he has been working out some electrical gremlins and sorting out a few other mysteries that occur when a car has been parked outside and neglected for a long period of time. The plan was for me to drive from Kennebunk to Londonderry with the truck and trailer, meet Jay, load the 924S on the trailer and drive to the White Hollow Farm Inn and have a leisurely dinner with other NCR trackies. We met at 2:30 p.m., did a few minor things to the car and prepared to load it on the trailer. It was raining quite heavily as the forecasters had predicted. We were outside, but our spirits were high. As Jay went to start the car an electrical gremlin attacked. After two hours of tracing wires we found the culprit and made the necessary repairs. We were drenched! Jay called Matt's mom and dad (who live nearby) who invited us over to their home to put on dry clothes. We left Londonderry around 5:30 p.m. and after an uneventful trip,



we arrived at the inn at 9:00 p.m. A note on the table from Doug McIninch stated, "dinner was at the Boathouse Restaurant." We were beat and decided to pass on the dinner and drinks. The inn was very nice and had a charm of well-to-do days of the 19th century.

By 6:45 a.m. we were heading to the track (a very short mile drive). We did the obligatory signing of waivers, found a parking spot and proceeded to unpack in the rain and get the car ready. There would be no need to change the street tires as they were the tire of choice in the rain.

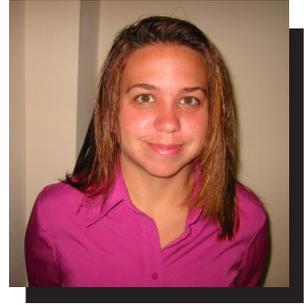
Jerry Austin and Bob Tucker had done a great job of getting everything organized and prepared. Drivers meetings, flaggers meeting, instructors meeting - everything went off without a hitch while we all looked at the rain. The instructors spoke of working on smoothness with their students and everyone backing the speed down to match the weather conditions. Safety is paramount.

Lime Rock had been the scene of vintage racing three days earlier and it was obvious by the film on the track that we were not only dealing with lots of water, but lots of oil that had "leaked" from the vintage racers. It was going to be very greasy on the track. All the participants took the verbal advice and "backed down" the pace of their laps. We had a few spins, but no damage and as the day progressed, the sky lightened and we actually saw the sun (very

**continued on page32**

## THE STARTING GRID

### Amy Charpentier, Membership



Here are anniversaries and new members for September. Enjoy the last few events and activities this month; it'll soon be time to put the car away for winter. Just when you were about to complain that you didn't get in enough driving time this summer season, just be thankful that we have not really been affected by all those hurricanes to the south of us!

## WELCOME NEW MEMBERS

**Andrew Bradley**  
**Kathleen Bradley**  
Hanover, NH  
2003 911

**Bob Corbett**  
**Tracy Brown**  
Derry, NH  
1987 911

**Robert McGrath**  
**Cori McGrath**  
Londonderry, NH  
1973 911

**Andrea Brenton**  
**Chris Brenton**  
Bedford, NH  
1988 944

**Cailin Lahey**  
Merrimack, NH  
2004 911/GT3

**Jason Rallis**  
**Laura Rallis**  
Amherst, NH  
2001 Boxster

**Tania Brice Coffin**  
Keene, NH  
1985 944

**Russell Lawson**  
**Cathy Coe**  
Hollis, NH  
1983 944

**Nicholas Shanny**  
**Kay Shanny**  
Derry, NH  
2004 Boxster S

## HAPPY PCA ANNIVERSARY

### September

**5 Years**  
**Tyler Bzdak**  
**Penny Bzdak**  
Derry, NH  
1975 911

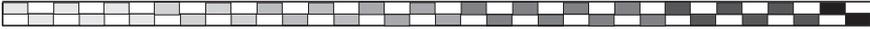
**John Mellen**  
**Carol Mellen**  
Henniker, NH  
1999 Boxster

**Dave Rochette**  
Londonderry, NH  
1984 911

**Dennis Frangos**  
**Kendra Frangos**  
Somersworth, NH  
1988 930

**Andrew Plastiras**  
Weare, NH  
1986 951

**Edward Swiatkowski**  
**Bruce O'Brien**  
Fairhaven, MA  
1991 944S2



## **2 Years**

**Ernest Brochu**  
**Nancy Carlisle**  
Chichester, NH  
1979 911

**Jesse Fenn**  
Grantham, NH  
1984 944

**Michael LaFleur**  
**Nancy LaFleur**  
East Hampstead, NH  
2002 Boxster

**William Lasen**  
Waterville Valley, NH  
1990 911

**Gail Lee**  
**Christopher Loader**  
Sandown, NH  
1984 928 S

**Michael Rego**  
**R John Dingle**  
Amherst, NH  
2002 C-2

**Gerald Rocha**  
**Stephen Rocha**  
Bedford, NH  
2003 Boxster S

**Petra Schaefer**  
**Carl Nosenzo**  
Sunapee, NH  
1983 930 Turbo

**Jay Voleker**  
**Betsy Voleker**  
Bow, NH  
1990 911

**Phil Whittemore**  
Derry, NH  
1986 944 Turbo

**A. Joseph Williams III**  
**Patricia Mansfield**  
Nashua, NH  
2002 Boxster

**Ryan Ziccardi**  
**Richard Ziccardi**  
E. Freetown, MA  
1986 944

**1 Year**  
**Thomas Balon**  
**Kirsten Balon**  
Manchester, NH  
2000 911

**Jay Corcoran**  
**Lynda Brashett**  
Barrington, NH  
1976 911 S

**Alvin Felgar**  
Portsmouth, NH  
1975 914

**Paul Hohensee**  
**Doris Hohensee**  
Nashua, NH  
1967 911

**Anthony Iorofino**  
**Barbara Iorofino**  
North Conway, NH  
1998 Boxster

**Malcolm Lawson**  
**Judith Lawson**  
Boylston, MA  
1983 928 S

**Brian Leclerc**  
Hudson, NH  
2003 Boxster S

**Stephen Scofield**  
Amherst, NH  
2003 911

**Bryan Sullivan**  
**Katie Edes**  
Peterborough, NH  
1988 924 S

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# NCR BOARD WERKES

**Doug McIninch, Secretary**

*August 10, 2004*

*Cat n' Fiddle, Concord, NH*

Six Board members and eight Club members met at the Cat'N Fiddle in Concord, NH to conduct business.

*President's Remarks/Correspondence:* Jim Gratton has received the revised "Incident Report Form" from PCA and has provided it to Edgar Broadhead. Jim has also heard of a new Mid-Atlantic Porsche dealership being authorized.

*Vice President's Report:* Janet reported on receiving all the needed insurance forms with the exception of the August NHIS form. It is expected imminently.

*Secretary's Report:* The Minutes of the July meeting were accepted with one minor change.

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

*Membership:* Amy reported that the problems with PCA's Membership reports continue. Jim Selders of NER is assisting PCA in ironing out the many bugs in the PCA computer based membership reporting system. *Northlander* administrative problems with the post office concerning NCR's account number, return address, and mailing labels were discussed with helpful suggestions being offered. New member letters and transfers out were also discussed.

*Northlander:* Judy Hendrickson reported that she has, with Colin Blake's help, been able to transfer the *Northlander* to the website and to the publisher electronically. The *Northlander* can now be viewed online. Kevin Bobbitt is to get the original advertiser information to the *Northlander* editor.

*Advertising:* The recent *Northlander* production problems make billing un-



likely at this time. Unless we produce a quality product that is mailed in a timely fashion the advertisers should not be billed. Billing for 2004 is to be put off until a later date (probably December).

*Website:* Loosey reported that she has received the third place trophy for the website from PCA. The *Northlander* is now fully online.

*DE:* Jerry Austin reports by e-mail that the Club Motorsport track will not be running this year and the DE event for September 23, 2004 has been cancelled. The Black and White run groups for NHIS in August are not full. He suggested adding BMW drivers in order to maximize our receipts. An e-mail to CVR was suggested to fill up those groups. This led to a discussion of the economics of our DE events. There was concern about discounts being given. Hiring professional flaggers was also discussed.

*Charity:* Lisa Roche reported that the Toys-For-Tots Car Show will be September 26, 2004.

*Rallies/Tours:* The Rambly-Coastal Tour will be October 17, 2004. Matt and Jay are working on it.

*AX:* The July 17, 2004 AX attracted 72 cars and was extremely successful as evidenced by the very complimentary article by Steve Berry in the August *Nor'easter*. AX #3 and the Zone1 AX are works in progress.

Social: N/A.

**continued on page 32**

## TRACK TIME

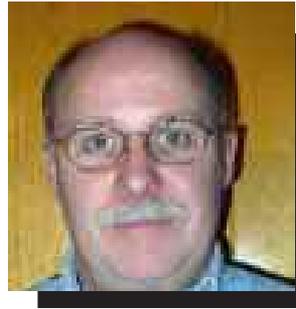
**Jerry Austin, DE Chair**

Again, I am pleased to report that NCR had an excellent DE event at NHIS on August 23 and 24. We had a total of 125 participants, with 70 from our own region. We also had a super turnout from the instructor corps with 37 in attendance, 27 from NCR. Congratulations to Tyson Dube, who was promoted to instructor for NCR, welcome aboard! These events could not happen without the support of our great instructor team. I thank all of the instructors that participate at our events.

This event was the first DE for about 10 NCR members. It was so gratifying to see their smiles and hear their comments about how great the event was for them. Many entered another event within 24 hours of completing this event. I was also amazed at how many of the experienced drivers registered for upcoming DE events within a couple of days of the August event. These registrations are confirmation that the NCR DE team again put on a fabulous event.



I want to thank Pete Petersen, Steve Masters, Peter Faill, Bob Tucker, Bob Pickul, Tom Sheehan, Ed Broadhead, Mark Nadler and Scott Martineau for their hard work and organization to make all of our events run so well. So many people came to me during the event and



expressed their pleasure with NCR and how well we run events. This is due to the work of our DE team leaders and instructors, so I thank all of you.

**Update 9/10:** I was able to insert the results of our Lime Rock DE on 9/9 just before this issue went to the press. The weather forecast was very grim for our event at Lime Rock. Remnants of hurricane Frances were scheduled to dump lots of water on our event (but those who have run with NCR for years know that hurricanes are no deterrent for us!). This caused 35 people to cancel the event, 2/3 of whom were fairly local to the track. This decision was too bad for them because the people that attended had a great day. Jack Saunders came and had a great day; the young wimps could learn a few things from him!

NCR participation in DE continues to expand. Considering that almost all NCR members registered for Lime Rock as a one-day event, with quite a distance to travel; 55 of the 131 registered participants were from NCR. A great showing for a relatively small club.

Also, I want to thank the many NCR members who attended the event without driving themselves. This is true dedication to insure that our events run smoothly. I know that the following came to work/instruct without driving their own car: Becky and Bob Pickul, Steve and Jim Gratton, Abe Anderson, Eric Nichols, Scott Martineau, Matt Rom-

**continued on page 32**

## LETTER TO THE EDITOR

*Editor's note: This is in response to Gary Gardner's letter published in the July/August 2004 issue of Northlander concerning the delivery of his GT3.*

Editor

Regarding letter to the editor from Gary Gardner concerning delivery of his Porsche GT3

Our Boxster was shipped from Zuffenhausen to Newark via the Porsche Factory service.

We personally delivered the car to the shipper as no work was needed on the former Porsche executive car. The car was delivered to the shipper, located across town from the Porsche Factory spotless and with at least 7 coats of wax on it.

I hoped to avoid the required steam cleaning to remove all German dirt so US Customs and Agriculture could accept the car.

Car was put on a transporter and taken to the port where it was cleaned for US inspection. No luck, despite my clean car, ALL cars have to be spotless inside and out, including steam cleaning un-

derside and high pressure hot water blasting all other exterior surfaces. Interior gets thoroughly vacuumed.

Then the car was shipped to the port of entry, in my case Newark, NJ.

About 3 weeks after delivery, the car was ready for pickup at the dock. DIRTY from the air in Newark, no wax at all, but CLEAN otherwise!

Anyway, there is no way for Gary's car to have gotten dirty/bugged in Germany. The car has to be spotless or it will not pass US Dept of Agriculture incoming inspection!

My opinion is that after the car passed incoming port inspection it got dirty, not at Porsche in Stuttgart.

Art Smith, 2001 Boxster S

Bought in Zuffenhausen, driven in Germany, shipped to Newark, now parked in garage at end of 3/4 mile dirt road awaiting sale!

## NEWEST NCR MEMBER ARRIVES

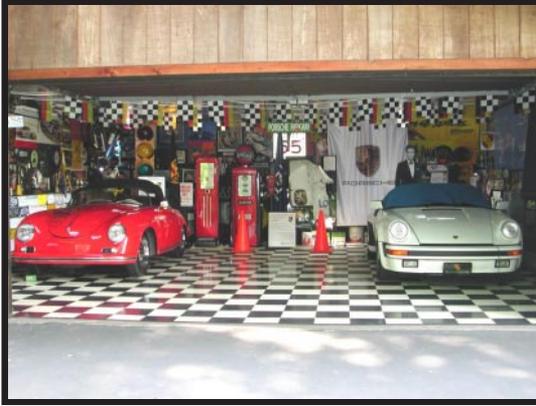
Connor Andrew Bobbitt joined *Northlander* Advertising Manager Kevin Bobbitt's family August 22, 2004. Mom, Dad and big brother, Ryan, are doing fine.

The most amazing aspect of this birth, to me, is that they moved from their condo in Nashua to a new home in Merrimack the week the baby was due! What stamina and drive!

Congratulations! And welcome Conner!



## 2005 PARADE PHOTO CONTEST



**A**re 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

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# WHO BUILT THE AUTOBAHN?

reprinted from the Sept 2004 Zuffenhausen News,  
newsletter of Southern Arizona Region

Hitler planned and built the Autobahn. Or did he?

In reality, the first section of what would later become the legendary German autobahn network was constructed and built before Hitler came to power. Construction on the Köln-Bonn Autobahn began in 1929.

During opening ceremonies on August 6, 1932, none other than Konrad Adenauer was on hand to inaugurate the 20 km (12 mi) section of autobahn running between Cologne and Bonn.

Adenauer, then Oberbürgermeister (mayor) of Cologne, proclaimed: "So werden die Straßen der Zukunft aussehen." ("This is how the roads of the future will look.") Adenauer supported the autobahn project partly as a way to create jobs during hard economic times. Later he would become West Germany's first Bundeskanzler (Chancellor, from 1949 to 1963).

## AVUS AND THE WORLD'S FIRST AUTOBAHN

But the Cologne-Bonn superhighway was not the world's or Europe's first superhighway. The credit for that goes not to Hitler but to Benito Mussolini.

The 80 mile autostrada from Milan to Varese was the world's first limited access motorway. Designed and developed by Piero Puricelli, the Italian autostrada opened to traffic in 1924. Unlike the later autobahn, the Milan-Vereese expressway was a toll road and did not have divided lanes until later. But the earliest precursor of the autobahn was German. Construction of the "intersection-free" AVUS (Automobil-Verkehrs-und Übungs-Straße) began in Berlin in 1912. Not fully completed until 1921, the AVUS was essentially a closed race and test track. The industrialist Hugo Stinnes later purchased the roadway and expanded it to four lanes running a distance of almost 20 km (12 mi). Only much later did the AVUS connect with Berlin's public road network. Today it is part of the A115 autobahn.

*(NCR Editor's Note: You are wondering what this has to do with Porsches? Well, AVUS was the site of the first German Grand Prix—for sportscars—which was won by the Mercedes of Ruedi Caracciola. This Mercedes was a stripped down version of one of Ferdinand Porsche's SSK sportscars. Ferdinand was Ferry Porsche's father and Ferry, of course created the cars bearing the family name beginning in 1948 with the 356 001 and the Gmund Coupes.)*

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TO THE SHOP,  
TO THE TRACK.

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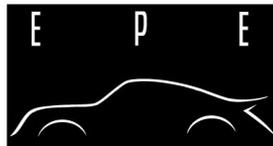
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Happy Motoring  
Jerry Pellegrino

\*Of course Tech Inspections for track events  
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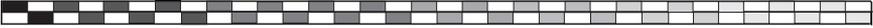
**SATURDAY, NOVEMBER 13, 2004**

**PAT'S PEAK**  
[www.patspeak.com](http://www.patspeak.com)  
**HENNIKER, NH**

Menu selections are being finalized but there will likely be a choice of steak, fish or vegetarian. We will also have suggestions for accommodations in the area for those who would like to make a night of it. These additional details and the reservation form will be mailed to all members along with the ballot for elections and the proposed bylaw change and will be posted at [www.ncr-pca.org](http://www.ncr-pca.org) soon. Questions: Steve Robbins, [social@ncr-pca.org](mailto:social@ncr-pca.org)

**SOCIAL HOUR 5:30—7:30 PM**  
**DINNER 7:30—9:00 PM**  
**AWARDS 9:00—10:00PM**

Directions: From North and East — I-89 N to Exit 5 (a left hand exit). Follow Route 202/9 westerly. Take the Henniker exit. Follow Route 114 south. Go straight through the center of town for approximately 2 miles and look for Pat's Peak on your right. From South — Everett Turnpike North to I-293 North. Take Route 101 West to Route 114 North. Look for sign on the left. From West — Route 9 east to Henniker. Take the Henniker exit. Follow Route 114 south. Go straight through the center of town for approximately 2 miles and look for Pat's Peak on your right.



# TECH QUIZ TRIVIA

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

1. During what year did 911 bodies become fully galvanized for rust protection?  
a. 1969                      b. 1976                      c. 1986                      d. 1998.
2. The 'Sonderwunsch' department is where  
a. new cars are washed and detailed before delivery;  
b. Porsche conducts their destruction tests on cars;  
c. military vehicles under development are tested in swampy conditions;  
d. cars are customized as per owner request.
3. The 911 Targa was named for the Sicilian race course, but Targa in Italian also means  
a. folding                      b. removable cover                      c. shield                      d. windy.
4. Porsche has never made a 911 with a rear hatch opening.  
a. True                      b. False
5. Wheel offset is defined as the distance from the back edge of the wheel to the mounting surface.  
a. True                      b. False
6. Even with its front mounted engine the 924 had a greater percentage of weight on the rear axle.  
a. True                      b. False
7. The sheet-metal body stampings for the Boxster are made by  
a. Porsche                      b. VW                      c. BMW                      d. Reutter.
8. The angled double-jointed steering column was used primarily  
a. for safety reasons, in the event of a frontal crash it will collapse;  
b. to allow for right & left hand drive;  
c. to counter-act "bump steer";  
d. because Ferry Porsche insisted the new car should have room for golf clubs in front.
9. More 914s were built than 356s.  
a. True                      b. False
10. By the end of 1965 the 356C and SC were so refined that their warranty cost per year was about \$10.00.  
a. True                      b. False

**answers on page 34**

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# CONFESSIONS OF A PARADE JUNKIE — PART 2

by Don Johnson

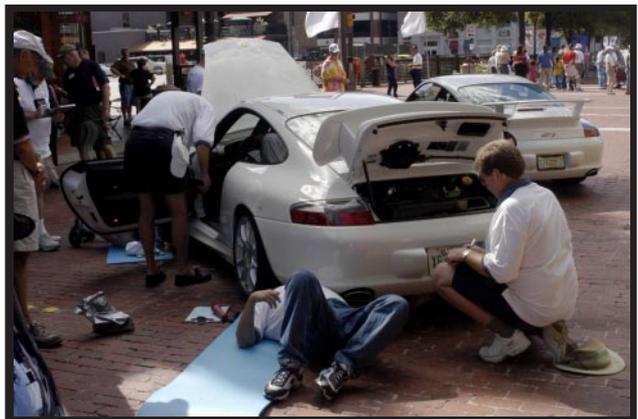
I believe I mentioned that a big part of parades, for us, was exposure to people and places all over the country. Some people are really into scenery – certainly lots of that – and racetracks. If you like to drive on famous racetracks we have seen a bunch including Pocono, Road America, Portland International, Blackhawk, Riverside (sadly, now a housing development) and Laguna Seca.

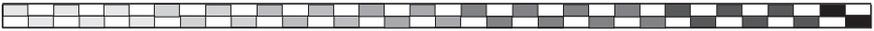
Have I mentioned the cars? After all, that's what it's all about. The Concours has always been the most popular part of parades. I don't consider it the Crown Jewel of the week, but a true Porscheophile cannot help but be moved by the sight of several hundred pristine Porsches lined up on a soft green sward still glistening with dew, as the sun comes up reflecting off all that Zymöl®. There will be models that you have never seen before and exotic colors you have never heard of and owners going through strange gyrations to prevent the tiniest particle of dust from striking that perfect surface. Watching judges squirm underneath a car to check for dirt on top of a shock absorber is always entertaining, or trying to get three-fourths of their body wedged into a 911 engine compartment to check for oil residue

on a speedometer cable is educational at the least.

Some people feel the lunch is the high point of the day – traditionally supplied by Porsche. There have been changes to the lunch due to economics and what the committee can afford. I recall a Parade (I say it was Reno, Sandi insists it was Aspen, CO) where we had a box lunch of cracked crab and a split of wine. Those were the good old days! We continue to get nice Concours lunches but the cracked crab was most memorable.

I have always felt the Concours site has a lot to do with the success of the event. Many Concours have been held on golf courses, and I am a fan of green grass. One of the most spectacular sites was in Asheville, North Carolina where the cars were arrayed on the front lawn of the Biltmore Mansion. It was spectacular! A similar impression was achieved at the Aspen Parade ('78) where the Concours was in a small valley – more like a large green lined bowl, one





could walk up on the edge and look down on these sparkling jewels.

Speaking of Asheville ('81), there were several memorable aspects. It was quite successful, even though there was virtually no sponsor money due to some bad experiences at the previous parade. The rally went through the Blue Ridge Mountains and along the Blue Ridge Parkway, great scenery. The Presidents' Reception was held at the governor's summer home on top of a mountain with spectacular views. The autocross chair had the worst luck. The course had been laid out with great care on a runway at the nearby regional airport. The night before the first day of autocross, an FAA official from out of town arrived and said "no way," too distracting for planes landing.

This all happened while an awards banquet was being held at the hotel. The local and national chairmen left suddenly and called an emergency meeting of the Asheville Chamber of Commerce. Working all night they located a shopping center parking lot that could be cordoned off. The autocross chair and his crew made a new layout and put out the pylons by their cars' headlights, while another group printed up flyers explaining the change of plans and listing new run times. Before daylight they slipped the flyers under every attendee's hotel room door. The autocross ran smoothly the next day. That was also one of the years that Peter Schutz, president of Porsche AG, attended. He thoroughly enjoyed the autocross.

At the other end of the spectrum is San Diego ('77); they have a way with sponsors. The door prizes never stopped, they gave away a car (maybe two cars), and they gave away handfuls of cash at the banquets. (We won nothing – zip) On one of the parade days we all went to the Sea World Water Park, they had rented the park for the entire day for our

exclusive use. After a sumptuous buffet dinner on the grounds with Shamu (that is some kind of whale) looking on, we were all (1200 people + or -) summoned to the center of the darkened park where there was a very large fountain pool. I don't remember if there was music but suddenly spotlights came on, the fountains were shooting up all over and there in the center of the pool sitting on top of the water was the 928; the first public showing in the United States. Now that was fun!

Most people look forward to Colorado parades: the mountains, cool weather etc. The '88 parade in Colorado Springs was at the Broadmoor, a great hotel that worked very well for us. Unfortunately, it is out of the price range parade committees can consider these days. But in 1988 we had a great time. The Broadmoor, at the time, hosted Olympic Ice Skating hopefuls, and their very large ice rink was always busy with young skaters doing impressive routines on the ice. One evening they put on a formal show for us.

Parades are not always at resorts or rural hotels; some have been in downtown areas such as in downtown Fort Worth ('04). We had a good time in Fort Worth, but I am one of those who prefer the resort setting. I like to have my car parked right outside my room, not 4 blocks away on the 4th floor of a garage. Some city parades have been more successful than others. Appleton, Wisconsin ('84) is a relatively small town and we were housed in a series of motels up and down Main Street, so access to the car was no problem. I don't recall where the Concours banquet was held, but the rally banquet was on the top floor of the municipal parking garage. It was billed as a pig roast, which turned out to be sliced pork loin roasts. It was a good evening for us because my driver and I

**continued on next page**

## Confessions . . . continued from previous page

placed second just behind the late John Clever (a perennial winner of rallies).

Every parade has a different flavor, yet there are those who feel the format is stale and needs to be changed. But to most repeat parade goers the word is “if it ain’t broke don’t fix it.” Each parade is different because of the unique location, the people putting it together and the flavor each committee imparts to it. There was Traverse City, Michigan (’89), another part of the country I would have never experienced but for parades. Traverse City is known as the Cherry Capital of the world, and we ate cherries every conceivable way; all good.

California parades always have their twists; at Costa Mesa (’85), the Concours banquet was black tie. Fortunately, our region (Kansas City) had an active member who owned the largest chain of formal wear shops in the city. So we all had a tux when we got to Los Angeles. It was very hot and we enjoyed pointing this out to the Californians that complained about the heat in Missouri two years before. The autocross was at Riverside Raceway, and it was 110 degrees when we were running. The Concours was on the very lush grounds of the hotel, but there was more than dew to contend with on Concours day – right after the cars

were all neatly placed in their spots, the sprinklers came on; someone had forgotten to turn off the timer!

There are a million stories, and we have a library of videos of past parades (professional videos). We are anxious to have as many people as possible attend next year’s parade, the big 50, in Hershey,



Pennsylvania; an easy drive from New Hampshire. So, in early January, prior to the registration deadline, we will be hosting an informal parade party at our house in Wolfeboro. There will be food, drinks, videos (you might even see an NCR member or two in the videos), a chance to ask questions and have a good time. As soon as we can finalize a date we will get that out to the membership. So watch your *Northlander* and the website.

MICHAEL GRISHMAN

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# 2004 PARADE — NCR TROPHIES

**Public Service Awards — Honorable Mention**

**Website Contest — 3rd Place**

## Concours

Judy Hendrickson, 3rd, Preparation Touring - 993



## Rally-Unequipped

Ellen Beck (D) & Bob Gutjahr (N), 20<sup>th</sup>, score 360

Henry Hoeh (D) & Judy Hendrickson (N), 42<sup>nd</sup>, 725

Total entries: 78, Top Score in Unequipped class - 127

(D) Driver (N) Navigator

## AX

Ellen Beck, 1<sup>st</sup>, 86.700 (944S2)

Judy Hendrickson, 1<sup>st</sup>, 89.465 (993)

Matt Romanowski driving Judy's car, 2<sup>nd</sup>, 88.348

FTD-Men: Tom Provasi, 74.942 (modified 914)

FTD Women: Sandi Provasi, 79.125 (modified 914)

## Tech Quiz

**Early 911/912 to 1977**

Ed Broadhead, 1<sup>st</sup>

Nancy Broadhead, 2<sup>nd</sup>

**Late 911 (964/993)**

Judy Hendrickson, 1<sup>st</sup>

**924/944/968**

Ellen Beck, 2<sup>nd</sup>

**914**

Matt Romanowski, 10<sup>th</sup>

**Mid 911 (1978-1989)**

Don Johnson, 6<sup>th</sup>



# AUTOCROSS

by Colin Blake, AX Chair

The fourth and final autocross of the 2004 season was held on Saturday, 18 September. Well, technically it wasn't held; it was rained off, and, so officially, the season consisted of only three events. This means that for the season championship you only had to compete in two of the three events, and your best two finishes count. Final 2004 standings are on the website and the class winners are:

- Class 1 - Mark Schnoerr
- Class 2 - Joe Kraetsch
- Class 4 - Neil Halbert
- Class 5 - Georges Rouhart
- Class 6 - Francis O'Day
- Class 7 - Gerry Fitton
- Class 8 - Tom Frisardi
- Class 9 - Oliver Lucier
- Class 10 - George Skaubitis
- Class 11 - Linda Kogan
- Class 13 - Steve Berry
- Class 14 - Phil Kogan
- Class 15 - Bruce Christensen
- Class 16 - Mike Stukalin

Anyway, back to the fourth event. Despite the heavy rain and the miserable forecast, we still had about 35-40 drivers show up. They were all keen to drive and didn't want to go home and stay dry. It was far too wet to run a regular event and instead we opted for a "fun day". Phil Kogan set a skid pad in one area and a figure 8 in another, and Chris Darminio set a mini autocross course.

We split the people into three groups and sent them out to the various "exercises". None of the exercises needed any course workers, so all the drivers were able to stay in their cars, heaters on, and



dry. Even the mini autocross course was worker-free since the rule was if you knocked down a cone you had to stop and pick it up yourself.

After everyone had spent about an hour at each exercise it was obvious that the rain wasn't going to ease up, so we called it a day. Despite the weather most people still had fun, and just about everyone learned something about driving in the wet.

Thanks to everyone who showed up and proved that you don't have to have a sunny day for an autocross event. But having said that, I think we've had more than our fair share of bad weather this year and I'll do my best to order up some sunshine for next year. See some of you at the Zone 1 event and hopefully the rest of you in 2005.

*Editor's Note: Pete Petersen won the NTB drawing for the tires. A GIANT Thank you to Porsche of Nashua for sponsoring this year's AX Series.*



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# DAYTONA TO NEW HAMPSHIRE IN A '69 911

story & photos by Chris Bennet

**T**hanks to my buddy Bill (Ed. Note: Kallgren, your new editor), I'm having an adventure driving his '69 911E from Daytona to NH.

**Wednesday Aug 18<sup>th</sup>:** Arrive in Daytona.

Per (the previous owner) picked me up at the airport and took me to the car. I'm not sure who the chubby guy in the green shirt is.



I get lost easy so I had Per draw me a map. I left his driveway and drove for about a minute. I'm thinking, "I don't remember it being this far from the street when we drove into this development." I stopped at a stop sign to try and figure out what was going on and while I was sitting there Per appeared next to me. "Have you been chasing me all this time or did I loop around?", I asked. Turns out I'd missed a turn and was looping around and around his development. Doh!

Daytona was just recovering from a hurricane. The beach looked nice.



Once I got back to the hotel the car's battery gave up the ghost. Per came right over and we got a new battery. We concluded that Optimas suck. (More on this later.) He also gave me a fire extinguisher and a cooler for the trip. Now **that** is service!

**Thursday Aug 19<sup>th</sup>:** Leaving Daytona.



The plan was to leave Daytona and drive to my brother's in Sumter SC. When I stop, the car wants to idle at 4000 rpm. I try calling my MFI knowledgeable friends without success.

At some point I go to pull up the emergency brake or the hand throttle and accidentally pull up the heater lever.

I push it back down but it's too late. It doesn't close all the way. My day becomes even hotter.

When I filled up somewhere in northern Georgia or SC the car wouldn't start. Dead battery. I push it away from the pump down a gentle incline and jump start it. After this I notice that I was lucky – this country is really flat and that was the only gas station with an incline for probably 100 miles.

I make it to about 100 miles from my brother's and manage to coast part way up an off ramp.



My brother arrives in a couple of hours with a fresh Optima. He has a cool rescue vehicle.



**Friday and Saturday:** Chillin' with my brother.

Friday we (OK, my brother) figured out that one of the female spade connectors to the regulator had pushed back out of the connector so the field wasn't energizing. (No Power Captain!). The nice color wiring diagram the previous owner included with the car was key to solving this. I take the opportunity to push the heater valve all the way closed and check out the throttle linkage for binding. I notice the engine is remarkably dry.

Saturday the brothers Bennet worked



on figuring out the high idle. I found that the microswitch wasn't working and my

brother was able to repair it. That helped some with the popping but the idle was still on the high side.

My brother noticed that the linkage between the throttle linkage and the MFI pump was such that the pump wouldn't fully turn off. We adjusted that and the idle seemed OK now. We'll see if it works once it gets really warmed up.

**Sunday Aug 23<sup>rd</sup>:** Back on the road again.

Here I am leaving my brother's. He ran down the driveway and gave me my camera back before I really left.

The car is running great. It still wants



to idle at 2000 and snaps and pops a little but that's better than idling at 4000 rpm like before. It's a cool day and the temp gauge doesn't reach 100 centigrade until afternoon.

It looks like it is going to be a boring day – and a boring trip update. I'm actually hoping to get pulled over by the cops so I can take a picture of it. That would spice things up.

I consider stopping someplace "interesting" for lunch. The earlier billboards for this place said "Great Food".

I stop at a Cracker Barrel store to get



**continued on next page**

25 Northlander

## Daytona to NH . . . continued from previous page

another book on CD and when I come out the car won't start. I check the battery and it is fine. I push the car backwards up the slight incline of the diagonal parking space, let some cars drive around my nose and then push the car back into the parking space to start it. I'm thinking "If I don't hit the brakes in time I'm going to cream the front spoiler on the curb at the end of the parking space." The car starts.

I drive down the street to a Burger King and park the car. I try to start it and it won't. I push start it again and park it out back where there is more room to push start it next time. I check battery voltage and charging.

Ironically, now that I want it to idle at 2000 rpm to test the charging system, it wants to idle at 1100. I get it close with the hand throttle. I call my brother and pick his brains.

I eat my lunch and study the wiring diagram. I push the car and start it. I'm getting pretty good at it now.

I drive over to the gas station, park on an incline, grab a drink and come out. It starts fine. I drive to the pumps, gas up and it starts fine again. I'm thinking it is an ignition key switch problem or one of the starter relays. I don't have enough hands to start the car and check the relay voltages at the same time.

With an idle of 2000 rpm there has been no way to check the oil. I've been watching the oil level gauge all week and I've detected a change in its bounc-

ing level so I think it is safe to add some now. Remind me to put oil in the car in the morning. :-)

**Aug 24<sup>th</sup>:** The final push (start) home.

The friend I'm staying with in Virginia (right next to DC) has a truck that's not working so well so we spend some time working on it in the morning before I leave. We go to the store for oil and a mirror and I put in a quart.

I don't leave until almost noon.

I stop at a rest stop and when I come out the car won't start. I take the opportunity to tap the starter relays and retry. No dice. I push start it and resume my journey.

I hit traffic at the George Washington bridge and inch along for an hour while the temp gauge climbs. This was the hottest it ever got during the trip. I think the plugs are loading up so whenever I get the chance, I let it clear it's throat with a burst of throttle like some de-mented ricer before I hit traffic again.

I make a few more stops and one more





push start on the way home. Fortified by Mt Dew and food that should have a Surgeon General's warning on the label I push on.

Once my book on CD ends I drop some acid and the Little Red Porsche and I speed on through the night towards home.

The End



*Author's footnote:  
Optima Batteries - They Don't Suck  
My brother is responsible for the maintenance for all of the Air Force's trucks and heavy equipment for the Middle East. Before that he was responsible for a fleet in England. He switched his whole fleet there (343 vehicles) to Optimas as their batteries died. He didn't have any failures with the Optimas.*

*Here is the key though. When an Optima "dies" and you connect it to a charger it will look like an open circuit. A "normal" battery would peg the meter (like a short) under the same conditions. He found that by leaving the "dead" Optima on the charger for several hours it would slowly revive and then take a charge. He estimates that he has revived around 50 batteries this way.*

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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.

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**Peter Fail**  
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**Corey Jacques and Richard Albanese**  
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**Jerry Austin**  
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# TECHNO BABBLE

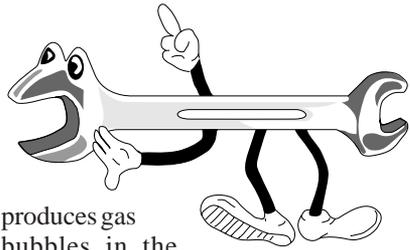
by Bruce Whittier

## *Brake Ramblings*

An automotive braking system is made of more than just brake pads and rotors. It also consists of a few other parts that are just as important, parts like the vacuum booster that transfers the driver's foot pressure to the master cylinder; the master cylinder that produces the hydraulic pressure and the brake lines and hoses that carry the hydraulic pressure to the brake calipers; and the brake calipers that put the squeeze on the pads and rotor.

Brake pads and rotors make up the friction end of the brake system. They are equally as important when it comes to being serviced. When inspecting the brake pads it's simple to see if they are bad, but the brake rotors need a careful inspection by a trained eye. Many Do-it Yourselfers think if the rotors look good, then it's OK to reuse them. This is especially true when it comes to a vehicle that has been used for any kind of track event.

Brake fluid can become contaminated by moisture, which can lead to corrosion in the hydraulic system. Moisture also allows the brake fluid boiling point to drop and when the fluid does boil it



produces gas bubbles in the brake fluid. It may be that liquids don't compress, but these little gas bubbles love to compress. So instead of the driver's foot force being used to stop the vehicle, it's instead being used to compress the gas bubbles in the brake fluid.

In the past, it's been suggested that silicone brake fluid is a way to prevent the above problem. Now it seems that the rapid valve cycling of The Anti-Lock Brake system hydraulic valve can cause silicone fluid to foam. It's best to stick with what the Porsche owner's manual recommends when it comes to brake fluid.

I have to throw in a few words about some other brake system parts like hoses, lines and calipers. These parts work in an extremely harsh environment. Mud and road grime make up their every day world. The cold of winter and the heat of summer coupled with nearly constant stress and vibrations are just part of their every day life. Next time you have the wheels off your Porsche give these parts a close look, just like the pads and rotors.

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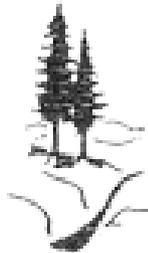
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## Off the Apex continued from page 5

briefly). The track started to dry in many areas and the last few runs of the day were most gratifying with the drying conditions.

If you have never done a DE event, this is the track to start on. It is a relatively short track (1.62 miles) with eight turns. Jerry and his crew did a great job, and Bob Tucker (assistant chief instruc-

tor) did a fabulous job filling in for Peter Fail.

As our famous AFLAC commercial spokesman, philosopher(?), and former catcher for a no-name team from New York, Yogi says: "It ain't over until it's over!" Those of you who missed Lime Rock, missed a great day. But there's always next year. Damn Yankees!

## NCR Board Werkes continued from page 8

*New Business:* Downeast Region has determined that they will not be able to host the Zone 1 Rally and Concours. After discussion it was resolved that NCR will not fill in to take the leadership role.

The By-law amendment that the Board approved at the July meeting was reviewed with a copy provided to the nominating committee for distribution

to the membership with the ballots for the Annual Meeting/Banquet. The membership will vote on the By-law amendment as part of the balloting for the election of officers.

The Nominating Committee is composed of Amy Charpentier, Lisa Roche, and Don Johnson.

There being no further business the meeting was adjourned.

## Track Time continued from page 9

anowski, Ed Broadhead, and Mark Nadler. I apologize if I forgot to mention anyone else. The NCR Track Team really appreciated this extra effort. The event would not have happened without you.

We have only one DE event remaining in 2004. This will be at NHIS October 11 and 12. Monday, October 11 is Columbus Day so you may already have the day off from work. If you have not registered for this event yet, go to the website and register today.

Finally, I want to make it known that I have informed the NCR Board members that I plan to step down as DE Track Chair and Registrar at the end of this year. If any of you have interest in assuming either function, please contact

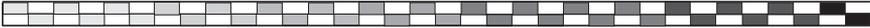
me and I'll be happy to give you all of the details. I do plan to stay very involved with the NCR DE program and will



*Alan Cady leads a group through the bowl at NHIS in his GT-2*

assist the DE team and especially the DE Track Chair and Registrar.

See you at the track! Jerry.



## **CALL FOR ELECTIONS**

The NCR By-Laws state as follows:

*The Nominating Committee shall nominate at least one candidate for each office in the Club for the following year, obtaining the consent of each nominee to serve if elected.*

*Additional nominees for any or all offices may be proposed by the members. Such nominees must be received by the Nominating Committee at least 45 days prior to the annual meeting (Editor's Note: 9/29/04). Such nominations will include a signed statement from the nominee or nominees that he/she will perform the duties of office if elected.*

*The final list of nominees shall be mailed to the membership in the form of a ballot. Said ballot may be brought to the annual meeting or mailed in sufficient time to be received prior to the annual meeting.*

The positions the Nominating Committee will be filling are: President, Vice-President, Secretary and Treasurer.

The Nominating Committee for 2005 Officers is headed by Amy Charpentier, (603) 512-2279, membership@ncr-pca.org, and assisted by members Don Johnson, (603) 569-3337, rally@ncr-pca.org and Lisa Roche, l.roche2@verizon.net.

If you have any interest in serving in one of the elected positions, please contact Amy, Don or Lisa. If interested in serving or assisting with one of the appointed positions listed on page 2 of the *Northlander*, please contact Janet Leach at (603) 433-4450, vice-president@ncr-pca.org.

*Check the website for the names of the nominees. Ballots will be mailed to NCR members.*

## **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, subparagraph 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 V,I subparagraph 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.



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## From the Desktop continued from page 4

is different, the clubs' issues are pretty much the same. One such issue is communication. In the 21<sup>st</sup> century we have so many forms of communication, the likes of which just 15 years ago we couldn't imagine. With all these e-mails, cell phones, instant messaging and faxes you would think every human being would be informed. But no! We're only as informed as we want to be. That is, if we choose not to read the message we simply hit the delete button. If we don't have time to read the newspaper we just toss it away. If the *Northlander* is too boring, not timely or just too repetitive it will meet the same fate. That means Bill and I have an awesome responsibility on our hands (or our desktops as it were). We have to gather, proofread, layout and publish a monthly newsletter that will make every NCR member want to read it cover to cover, be inspired to come out

to an event and join in the fun and then rush out to the mailbox the following month in anticipation of the next *Northlander*.

Can we do it? A lot of the work Bill and I have ahead of us is dependent on you, the membership. Don't be shy, if you have material you believe is of interest to your fellow NCRers, send it to [northlander@ncr-pca.org](mailto:northlander@ncr-pca.org). If you already write a column for *Northlander*, and you know who you are, remember the deadline is the 10<sup>th</sup> of each month. The sooner we get submissions, the easier and cleaner the following month's *Northlander* becomes. And the more interesting and accurate submissions we publish, the more members will likely read the newsletter and come out to an event. Now that's successful communication!

Tracey :)

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