



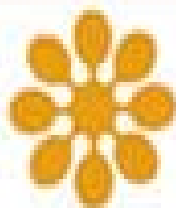
Northlander

Newsletter • North Country Region • Porsche Club of America
April 2005 • Volume 28 Number 4



**How good
can a
Porsche
be?**

**As good as
this one in
Argentina ...**





Porsche's best kept secret exposed!!!

The new 6-cylinder Cayenne starts at just \$42,900.*

As a Club member you know the power of the Porsche brand. You may not, however, realize how well the new 6-cylinder Cayenne fits into your life, your finances, and your garage. The Cayenne gives new meaning to Porsche practicality without sacrificing agility.

Porsche of Nashua has the new 6-cylinder Cayenne now.
Try one before the secret gets out.

Porsche of Nashua

170 Main Durestable Road, Nashua, NH 03060

1.800.NEW.PORSCHE

www.porschenashua.com



PORSCHE

*Base price. Destination, options, title, and taxes not included.



Northlander

Newsletter . North Country Region . Porsche Club of America
 April 2005 Volume 28 Number 4
 Subscriptions \$14/Yr

Upcoming Events

Calendar	3
Tech Session #3 Automotive Electronics	8
Car Control Clinic	10
NCR Photo Book	11
Tech Session #4 Concours Preparation	27
Spring Rally	26
Spring Rally Application	Insert
Make-A-Wish Application	Insert

Features

A Brief History of the 912	12
Zone 1 Tech Tactics	16
The Porsche Experience	17
Blue Ridge Parkway	18
Porsches and F1 at Albert Park	20
Seacoast Culinary Review	24
Million Dollar Baby	28

Departments

NCR Board of Directors & Committee Chairs	2
From the Desktop	4
President's Message	5
NCR Board Werkes	6
NCR Tech Inspectors	30
Autocross	34
The Mart	38
Advertisers' Index	40

On the Cover...

*Period Porsche
 Advertisement
 Approx. 1967*

Photo Credits:

*pp 12, 13
 Steve Robbins*

*p 13
 Porsche Historic
 Photo*

*pp 20-22
 Ephraim Dobbins*

*pp 24-25, 28
 David Churcher*

*p 28
 Edgar Broadhead*

*p 29
 Mark Ettinger*

Asst. Editor

Tracey Levasseur
 207-247-3385

Editor

Bill Kallgren
 603-882-1693

Advertising

Kevin Bobbitt
 603-429-0244

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. March 10 for the April issue). See page 40 for AD rates.

BOARD OF DIRECTORS

President

Janet Leach (H) (603) 433-4450 president@ncr-pca.org

Vice President

Miriam Dunster (H) (603) 659-8592 vice-president@ncr-pca.org

Secretary

Doug McIninch (H) (603) 472-8877 secretary@ncr-pca.org

Treasurer

Pete Petersen (H) (207) 646-5402 treasurer@ncr-pca.org

Past President

Jim Gratton (H) (207) 985-2999 past-president@ncr-pca.org

Membership Chair

Lisa Roche (H) (978)534-0118 membership@ncr-pca.org

Newsletter Editor

Bill Kallgren (H) (603) 882-1693 northlander@ncr-pca.org

Tracey Levasseur (H) (207) 247-3385 northlander@ncr-pca.org

Webmaster

Loosey Blake (H) (603) 429-3402 webmaster@ncr-pca.org

COMMITTEE CHAIRS

Ad Mgr: **Kevin Bobbitt**, (H) (603) 429-0244, advertising@ncr-pca.org

AX: **Colin Blake**, (H) (603) 429-3402, autocross@ncr-pca.org

Car Control Clinic: **Tom Harris**, (H) (978) 671-9266

& James Demers, (H) (603) 340-1006, ccc@ncr-pca.org

Charity: **OPEN**, charity@ncr-pca.org

Chief Instructor: **Peter Faill**, (H) (978) 448-8496, peter.faill@ncr-pca.org

Concours: **Matt Romanowski**, (H) (603) 674-3250

& Jay Gratton, (H) (603) 498-8576, concours@ncr-pca.org

Drivers' Ed: **Scott Martineau**, (H) 603-329-5928

& Bob Pickul, driver-ed@ncr-pca.org

Rally: **Don Johnson**, (H) (603) 569-3337, rally@ncr-pca.org

Safety: **Edgar Broadhead**, (H) (603) 526-6578, safety@ncr-pca.org

Senior "Advisors": **Edgar & Nancy Broadhead**, (H) (603) 526-6578

Social: **Steve Robbins**, (H) (877) 792-7861, social@ncr-pcs.org

Technical: **Matt Romanowski**, (H) (603) 674-3250, tech@ncr-pca.org

Yearbook: **OPEN**, yearbook@ncr-pca.org



CALENDAR

Apr 2, Tech Session #4, Electronics, 1:00 PM, Precision Imports, Manchester NH, Matt Romanowski, tech@ncr-pca.org

Apr 12, Board Meeting, Cat 'n Fiddle, Concord NH, Janet Leach, president@ncr-pca.org

Apr 16, Tech Session #5, Concours Preparation, 10:00 AM, Porsche of Nashua, Nashua NH, Matt Romanowski, tech@ncr-pca.org

May 1, NCR Spring Rally, Don Johnson, rally@ncr-pca.org

May 7 Car Control Clinic, NHIS Loudon NH, Tom Harris, ccc@ncr-pca.org

May 10, Board Meeting, Cat 'n Fiddle, Concord NH, Janet Leach, president@ncr-pca.org

May 20, Zone 1 Concours and Rally, Portland ME, Hosted by Down East Region

May 27-29, Drivers Education NCR, NHIS, Scott Martineau, driver-ed@ncr-pca.org

May 28, Charity Laps at NHIS for Make-A-Wish, Loudon NH, charity@ncr-pca.org

June 3-5, Zone 1 Annual Club Race, Watkins Glenn NY, Peter Tremper at 856-881-7049)

June 11, AX #1 NCR, Ft. Devens, Colin Blake, autocross@ncr-pca.org

June 14, Board Meeting, Cat 'n Fiddle, Concord NH, Janet Leach, president@ncr-pca.org

June 19, AX NER, Ft. Devens, Chris Tuck, catuck@cox.net

June 20-22, Drivers Education CVR, Mt. Tremblant, Canada

June 22-27, PCA Summer Treffer, Stuttgart Germany, www.fastlanetravel.com

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

June 25, Exotic Car Show, New England Viper Club to Benefit Make-A-Wish Merrimack NH. Jeff Torrey (603-382-3795)

June 25-26 48 Hrs at the Glen, Watkins Glenn NY George Beuselinck (845-658-9593)

July 12, Board Meeting, Cat 'n Fiddle, Concord NH, Janet Leach, president@ncr-pca.org

July 17, NCR Rambly, (Details to Follow)

July 23, AX #2 NCR, Ft. Devens, Colin Blake, autocross@ncr-pca.org

July 31, AX NER, Ft. Devens, Chris Tuck, catuck@cox.net

Note: Please watch this space or check the website at www.ncr-pca.org for any changes to the club calendar.

FROM THE DESKTOP

By: Bill Kallgren - Editor



The RAC in ASU was the title of a story I was required to read in my English class in the fifth grade. It is surprising how this story has stuck with me over the next 30 years, I frequently find myself dreaming of the RAC and how this legendary creature had such an impact on the ASU culture. The story was quite vividly and compellingly written and even today I cannot forget it. The ASU culture had developed a strong reliance on the RAC. Almost all daily activities of the ASU hinged in one way or another on the RAC. An involved infrastructure was needed to support the RAC which required well groomed trails to allow fast passage from one village to another. In this culture, the RAC was a direct reflection of the tribesman's status. Owning multiple RAC's or owning particularly well bred or decorated RAC's was of course a sign of particular good fortune and wealth. Once in a while an RAC might run loose and either maim or kill a tribesman but all in all, the culture accepted this as a necessary evil, far outweighed by the benefit provided by the RAC.

The mythical RAC is of course none other than the car. The culture of the ASU is none other than the USA where tremendous emphasis is placed on owning the latest and greatest of automobiles and where vast amounts of money and resources are placed on creating an efficient system of roadways. Of course the tragedy of the story was that once in a while, the ASU tribesman would lose control of the RAC resulting in tragedy. Yet this need not have happened if the ASU had a RAC Control Clinic.

On May 7th, the North Country Region is once again sponsoring a Car Control Clinic. If you have not attended a Car Control Clinic, this is a great opportunity to learn how you and your car will respond when pushed to the limits. How will you respond when a deer or moose pops out on a dark road at night? Will you know just how HARD you can really apply your brakes without skidding? If the car does start to skid, will you know how to regain control? If you lose traction on wet leaves or ice will you lock up the brakes and slide off the road or expertly correct the skid and stay on the tarmac?

Tom Harris, James Demers and the entire Car Control Clinic committee have worked hard to put together a driver program aimed at the novice. The cars we purchased have FAR superior capabilities than the drivers who control them. Through the car control clinic, drivers are allowed to push their automobiles to the limits in a safe and controlled environment all the while learning what they need to do, as drivers, to maintain control if the car loses traction or an emergency develops. The car control clinic is also an excellent pre-cursor to the club's Drivers Education program. Sign up today at www.ncr-pca.org or call Tom Harris or James Demers if you are interested in participating in this excellent event. This event sold out last

continued on page 9

FROM THE PRESIDENT

By: Janet Leach - President



I'll admit it was hard getting this column started this month. Just like a fine car that has been sitting idle and the engine won't turn over. It's not that life hasn't been busy, but I'll be glad when we get into the heart of the driving season. Maybe it's been too busy. This winter, there have been skiing and golf trips, and for this month's Porsche getaway, Miriam and I attended the Zone 1 Spring Presidents' Meeting in Springfield, MA on Friday, March 4. This meeting was planned to coincide with the 25th Annual Tech Tactics on March 5 and 6, since many who attended the Presidents' Meeting are also involved with the session. Logistically, it was a good move, as our meetings are usually held in Latham, NY, just outside of Albany. Our drive was much shorter coming from the Seacoast, but it did involve taking a vacation day away from work. Oh, the sacrifices we make... Last November's meeting was my first opportunity to meet other region presidents and representatives from Zone 1. I'd say that Miriam and I stood out in the crowd in many ways: we are the only redheads, the only female president/vice-president team and our on-track experience with DE and Club Racing is minimal. My DE and track exposure at NHIS consists of one day with an instructor and the Make-A-Wish Charity Laps. I did enjoy hearing the stories from those present about their trips to Sebring, FL and other tracks. Suffice it to say, when it comes to DE, I am content to live (or drive, for that matter) vicariously through others.

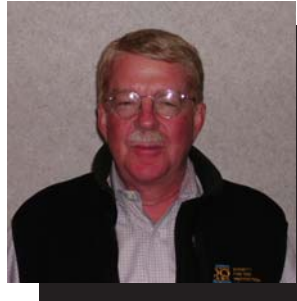
Manny Albin, National Secretary and Porsche Parade 2005 Co-Chair addressed the Zone 1 group, giving us an update and some insight into this year's parade planning. He and co-chair Bob Gutjahr, are from the Chesapeake Region, and Manny is a former Zone 2 representative. We in NCR are very familiar with Bob as he has been very supportive of our region; he has attended several of our social and driving events and emceed our first ever Yankee Swap Meet. However, this was the first contact Miriam and I had with Manny. He entertained us through both lunch and dinner with many stories. With Bob and Manny leading the Parade, it should be a great time and I believe with their staff, no detail will be overlooked.

In this issue, Olivia Saunders has written a first-hand account of NCR's first ever Seacoast Progressive Dinner on February 19. All enjoyed appetizers at Ellen Beck and Bob Gutjahr's, then everyone traveled to our house for the main course. Now, I've prepared dinner for up to 8 people, but a group of 21 is a different story. Things weren't quite ready when everyone arrived, so I was glad that all were patient and somewhat fascinated to watch the goings on in the kitchen. Miriam, John and I kept our cool, though, and got everything together. I'll let you read Olivia's article for the rest of the story. We are ready to host again if NCR plans to have another progressive dinner next year.

Enjoy Spring! Daylight savings time is just around the corner... 

NCR BOARD WERKES

By: Doug McIninch - Secretary



On February 8, 2005 the eight Board members and 10 Club members met at the Cat'n Fiddle in Concord NH, to conduct business.

President: Janet Leach welcomed all present and reviewed the various correspondences that she had received as President.

Vice President: Miriam reported all documents except for 2004 Tech and DE waivers are in place. She asked that all chairs to send their 2004 documents as soon as possible. She also requested that the 2005 chairs turn in waivers at the board meeting immediately following an event.

Secretary: The minutes of the December 2004 Planning Meeting were approved as distributed. A quorum was missing at the January meeting and no actions were taken other than to discuss financial matters in a general fashion. It was noted that the January meeting was intended to be of a limited nature for voting Board members only in order to review the club's financial planning.

Treasurer: The current cash flow report had been e-mailed to the board. The report was approved as distributed. The budget still awaits formal presentation and approval.

Membership: PCA reporting of membership figures is not timely. The PCA figures as of December 2004 showed that there were 487 NCR members.

Northlander: Bill Kallgren discussed the various *Northlander* projects that are underway. The February issue was very well received and applauded.

Advertising: N/A.

Website: New drop down enhancements have been added to the calendar section of the Website

NCR News: Colin reviewed the purpose of the NCR News. It's not to compete with the *Northlander* or with the Website but to act as another medium of timely communication. Its scope and breadth was reviewed.

Safety: Ed reported that all has been safe.

Tech Session: The February 5, 2005 Tech Session at Paul Russell attracted many Club members to view the finely restored exotic cars. The Bugatti Atlantic, allegedly valued at \$25 million, was just one of many. The next Tech Session at Exotech is ready to go.

AX: Colin reports that the schedule has been adjusted so that all NCR AX events are on Saturdays.

Social: N/A.

Rally: A date in May is being perfected for the first rally of spring. It will be loosely structured as a modified TSD to help train Club members who will be helping out with the Rally which NCR will be running at the Parade.

DE: Scott has received an inquiry about NCR running joint DE events with CVR. CVR would like NCR's assistance with a DE at Mt Tremblant. CVR would join NCR in sponsoring the May DE at NHIS. Lacking sufficient details and a



recommendation from the DE committee the discussion was tabled to the next Board meeting.

Charity Tour: Miriam and Ellen agreed to run the Tour if a Charity Chair has not been selected at that time.

CCC. The sponsorship for the 2005 event is in doubt. In the absence of a 2005 sponsor the possibility of a fee increase from \$35 to \$50 was discussed. The Board decided to keep the fee at \$35, which is a great value for the cost.


Yearbook: The 2004 Yearbook is being completed and will be submitted to PCA.

Progressive Dinner: The plans for this new and fun social event were reviewed in some detail. The first such Dinner is scheduled to take place in Portsmouth on February 19, 2005.

Old Business: The Board vote to approve the Budget for 2005 was tabled until the March meeting.

New Business: The National Awards for Enthusiast of the Year, Newsletter, Charity, and Website were discussed along with the planning for the Parade in Hershey, PA.

There being no further business the meeting was adjourned.

Respectfully Submitted,
Doug McIninch, Secretary
March 18, 2005 

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

Call Janet Leach (603) 433-4450

Meister Restorations Corp.

The Finest of ALL Porsche Restorations



Complete in-house services offered:
Metal Fabrication • Body & Paint Work
Mechanics & Machining • Interior Work

ROUTE 28 • NORTH BARNSTEAD, NH 03218

PO BOX 846 • ALTON, NH 03809

TEL/FAX: (603) 776-3561

RAINER COONEY • JERRY DASCOLI

Tech Session #3
Automotive Electronics
April 2, 2005
Precision Imports
Manchester NH

Precision Imports has invited us back once again for an informative session covering automotive electronics. Dick Horan has some of the most up-to-date electronic devices to repair your car. As a Bosch Master Technician, Dick will teach us about the latest testers, tools and repairs along with explaining many of the mysterious new electronic systems in our hi-tech cars. Don't think about getting cold feet on the way to this tech session - the garage has heated floors! Get the Porsche out and come on down. Please let Precision imports know you're attending at 603--624-1113 or email Dick Horan at dick@precisionimports.com

Directions Take Exit 1 off I-293 to S. Willow Street. Head west toward town (away from the mall). Go approximately 1 mile and turn left into Shaw's Plaza. Immediately look left for Precision Imports (and their Bosch signs)

Precision Imports
84 Upton Street
Manchester NH
603-624-1113



Your
Authorized
Service Center



**Nelson Brooks is shown
operating Precision's new
Porsche scan tool**


Call (603) 624 1113
Toll Free 1 800 464 2031 183 Faltin Drive, Manchester, N.H.

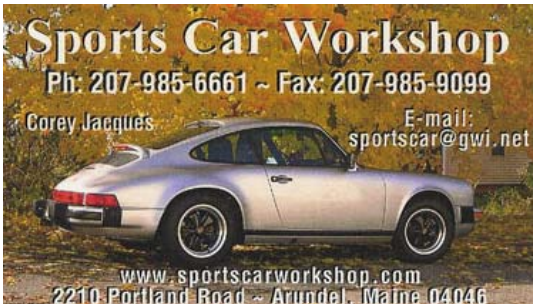
From the Desktop continued from page 4

year; don't wait and sign up now. Without doubt, you will leave the car control clinic a better driver and will also have a huge grin on your face!

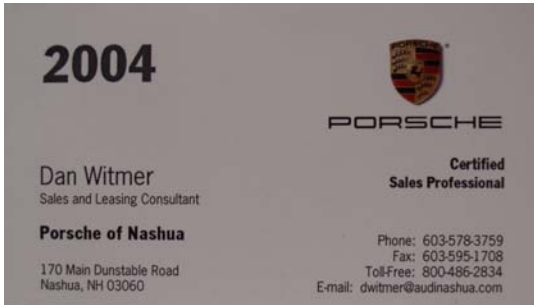
You don't have to wait for the Car Control Clinic to dive full into the schedule of events planned by the best region in the PCA. Currently scheduled: On April 2nd, the club is being welcomed into the workshops of Precision Imports in Manchester, NH for Round #4 of the 2005 NCR Tech Session season, this time featuring Electronic Systems. Dick Horan and team operate a state of the art repair facility and this is a great opportunity to learn about the electronic systems used in all the newer Porsches. Dick's team of professionals will discuss the subtleties of automotive electronics and diagnostic equipment in an enjoyable and entertaining manner and unless traveling for work, I will see you there.


April 16th Round #5 of the 2005 NCR Tech Session Season will be held at Porsche of Nashua, focusing on Concours preparation. With the Porsche Parade being held in our backyard this year, so to speak, this event will draw the masses. If you are still paying attention, you may recall our write up of the Toys-For-Tots car show last fall where yours truly was well and truly hooked by this car show thing. I am arriving early for this event. Contact Matt Romanowski for full details on any of the Tech Sessions at tech@ncr-pca.org.

Early in May will be the Spring Rally. As we go to press details are still being worked out for this May 1 event, however check the club website at www.ncr-pca.org for updates. I am definitely signing up early for this event. I have never done a rally before and am currently seeking a co-driver. Any takers out there let me know! 



Sports Car Workshop
Ph: 207-985-6661 ~ Fax: 207-985-9099
Corey Jacques E-mail: sportscar@gwi.net
www.sportscarworkshop.com
2210 Portland Road ~ Arundel, Maine 04046



2004 
PORSCHE
Dan Witmer
Sales and Leasing Consultant
Certified Sales Professional
Porsche of Nashua
270 Main Dunstable Road
Nashua, NH 03060
Phone: 603-578-3759
Fax: 603-595-1708
Toll-Free: 800-486-2834
E-mail: dwtmer@audinashua.com

CAR CONTROL CLINIC

By: Tom Harris - CCC Co-Chair



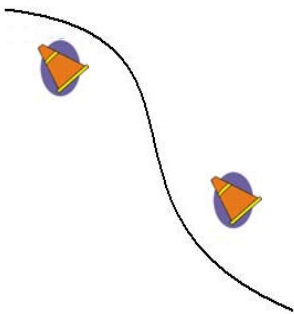
Saturday, May 7th – don't miss this event! Our drivers education instructors usually frown on students intentionally putting their cars into a spin. But at the North Country Region Car Control Clinic this behavior is not only allowed, it is encouraged! Using the spacious parking lots of New Hampshire International Speedway, our instructors will take you through a series of safe, controlled exercises that will allow you to explore the limits of both you and your car. The skills acquired at this event will give you a better appreciation of your Porsche and make you a better, safer driver during the "normal" daily commute, and at high performance driving events.

The CCC proper begins with a classroom briefing on the day's activities. Technical aspects of car safety are reviewed with a focus on requirements to participate in PCA autocross and drivers education events. After the briefing and until the lunch break you will rotate through threshold braking, lane change, vision/proper line, and wet skid pad exercises. The purpose of the threshold braking exercise is to achieve minimum stopping distance. For cars with ABS the goal is to brake just to the point where the ABS system is about to activate. For non-ABS cars the goal is to brake just to the point where wheel lockup is about to occur. The lane change exercise is designed to teach the student to react quickly to visual signals and to avoid an obstacle at moderate speed.

The proper line exercise will teach the cornering technique which provides both the safest and fastest line through a turn. The student will be instructed to enter a corner early, normally, or too late in order to illustrate how these different lines affect speed and safety through a corner. At the same time the role of vision in safely negotiating a corner will be demonstrated. All of these exercises are informative and fun, but most people feel that the wet skid pad is the most amazing and fun exercise of all. The purpose of the wet skid pad is to demonstrate the handling characteristics of your car at the limits of grip. You will experience understeer, oversteer, resultant spins, and spin recovery techniques.

The afternoon will consist of two activities. One parking lot will continue with the wet skid pad, threshold braking, and lane change exercises. The other parking lot will be transformed into a mini-autocross course, complete with timing lights, and manned by our crack AX team. This is where you will combine the elements of all the day's exercises: proper line, vision, threshold braking, smooth inputs, car control at the limits of grip.

This clinic is highly recommended for the
continued on page 32



Learn "The Line"



NCR Contributor of the Year Competition

Last month the *Northlander* announced the inaugural Contributor of the Year Awards program. Club members who contribute to the *Northlander* will be automatically entered in the competition and winners in the following categories announced at the Annual Banquet:

Porsche History: For excellence in historical submissions.

Porsche Photography: For excellence in photographic submissions.

Porsche Technology: For excellence in technical submissions.

The Literate Porschephile: For excellence in fiction and storytelling.

Webmasters Loosey and Colin Blake have created a special online voting area where you, the readership of the *Northlander*, are able to cast your vote for each article and photo submitted to the competition. To learn more about the program, or to cast your vote, visit the website today at www.ncr-pca.org/northlander. If you would like to enter the contest, please e-mail your submission to northlander@ncr-pca.org along with your complete contact information.



NCR Photo Book Proceeds go to Make-A-Wish !

Club Photographer David Churcher (david.churcher@ncr-pca.org) has conspired to create the first ever NCR Photo Book, available now through special order, with 100% of all proceeds being donated to Make-A-Wish Foundation. This is a rare opportunity to own a wonderful piece of North Country Region memorabilia. Carefully selected prints feature club activities from most all events of 2004 and are printed on high quality paper to last a lifetime. David has generously dedicated his time to this worthwhile cause and now you too can help make a difference. To order this extremely limited series, please contact David Churcher at david.churcher@ncr-pca.org or ring at 603-799-4688. The first printing of this limited edition sold out quickly, do not miss your opportunity for the second printing. At \$25 per copy (*Editor's Note: This is hardly more than the cost of a new oil filter*) the club is able to pass a tidy amount to Make-A-Wish for each copy sold.

A BRIEF HISTORY OF THE 912

By: Bill Kallgren



Steve Robbins' 912

In the February *Northlander*, we ran a short story highlighting the Porsche 924, a front engine entry-level automobile. The 924 wasn't the first entry level car offered by the German manufacturer. This month, we will take a look at

another entry-level Porsche, the 912. In 1963 the 911 was introduced at the Earls Court Motor Show and was an instant success. Roomier than the outgoing 356, the 911 scored in many regards including a slightly longer wheelbase, more interior space, a magnificent six cylinder engine putting out no less than 130 HP and dramatic styling to top off the package. The car would have set the fortunes of the company except for one minor problem. At 22,900 Deutch Marks, the all-new 911 was almost 50% more expensive than the outgoing 356, which had sold for DM16,450.

In 1965, the factory decided to create a less expensive car, luring in a large audience of new owners who in later and more affluent periods of their lives would buy other more expensive models. They took the basic 911 chassis and dropped the venerable four cylinder motor of the 356 creating the 912, an "economy" Porsche with a sticker price of just about DM17,000. The car offered the same styling of the now upscale 911 at the cost of the aging 356. This car was also an instant success.

In the final nine months of 1965, 6,401 examples of the 912 were produced while in the same period only 3,390 911 models were produced. The following year, 1966 and the first full production year for the 912, the economy model outsold the 911 9,090 units to 3,730 units. Demand was high enough that the factory had to outsource chassis building to Karmann Karosserie to supplement the production at Stuttgart. 1968 was the last full year of production for the 912 which was replaced in 1969 by the new 914.

Much of the running gear of the 911 was shared by the 912. Both cars used the basic unit body construction, featuring torsion bar suspension, front and rear disk brakes as well as rack and pinion steering. The similarities continued to the transmission where both units shared the type 901 gearbox. A four-speed box was





fitted “standard” equipment while many were delivered with a five-speed unit. On the outside, the cars were also visually similar, the only real difference being the 912 badge on the rear decklid instead of the 911 badge.

And while we are talking about the decklid, it is what was underneath that was really all that changed. The 911 was a tail-heavy car with the



Four Cylinder Unit

large six cylinder unit mounted aft of the rear axle. Weight distribution on the original 911 was a whopping 59 percent rear bias. With a much lighter four cylinder engine from the 356 mounted in the 912, the weight distribution, while still not ideal, was significantly better at 44/56 percent front to rear of the original 911. The improved weight distribution would make a significant impact on the handling of the car and it wasn't until 1969 when the 911 wheelbase was lengthened to 2268mm that the weight distribution, and corresponding handling, of the 911 approached that of the 912 at 43/57 percent.

On the interior, the 912 was originally offered with a basic three gauge dash which included only a speedometer, a tachometer and a combination fuel gauge/oil temperature gauge. Rubber floor mats were standard; however many owners opted for the carpet set and eventually the five gauge dash of the 911 was employed.

By the end of production in 1969, 30,300 models were produced including 2,562 Targas. Most of the production ended up in the US where approximately 20,000 units were sold. On December 21, 1966 the 100,000th Porsche rolled off the

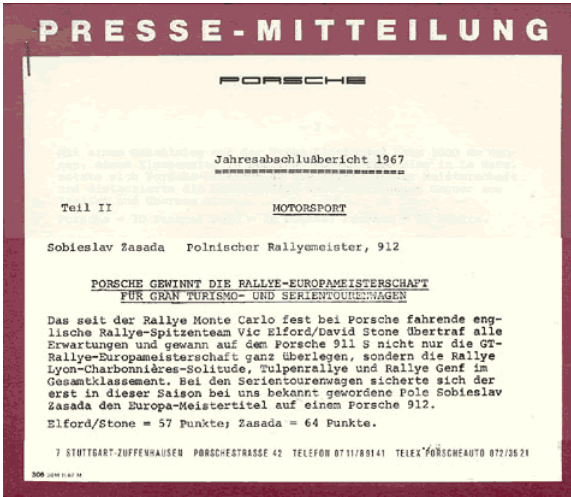
production line, a specially prepared 912 Targa Polizei (Police) car for the Baden-Wurttemberg state police, complete with commemorative dash plaque! The 912 was also a successful race car. In 1967 Sobieslaw Zasada of Poland took top honors in his 912 in the European Rally Championship. The 912 also successfully



100,000th Porsche, a Police Special

continued on next page

A Brief History of the 912 continued from previous page



*Press Release announcing 1967
European Rally Championship Sobieslaw*

raced in SCCA club racing where it can still be seen in E Production racing. To support privateers, the factory offered a number of racing upgrades including Factory Rally Kits, anti roll bars, upgraded brake pads and dead pedal.

In 1969 the 912 was replaced by the 914 (a Porsche/VW effort) and there our story would end were it not for a strange twist of fate. In 1975, the 914 was being phased out in anticipation of the much awaited 924, however production of the

924 was not ready and a stop gap product was required. The factory, taking a page from their own book, integrated the mid 1970's 911 chassis and the 2.0 liter Volkswagen derived engine of the 914 and created the 1976 Porsche 912E. In production for less than one year, the 912E variant filled the gap between the outgoing 914 and soon to be released 924. A total of 2,099 units were produced.



Stuttgart Northeast, Inc.



SERVICE FOR PORSCHE & MERCEDES BENZ
SERVICED BY PEOPLE THAT OWN AND DRIVE THEM

Jim Mallette
Owner - Technician
978 777-3077
FAX 978 777-9985

507 Maple Street
Route 62
Danvers
Massachusetts 01923

Schroth · Sabelt · Brey Kraus · Motec · Stack · Brembo · Bilstein · Recaro · Pagid ·

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

Alcon · JRZ · Moton · Eibach · Hypercoil · Bosch · Fikse · BBS · Schroth · Sabelt · Brey Kraus · Motec ·

Iwould like to take this opportunity to formally introduce you to *European Performance Engineering* and our corporate mission. At *EPE* we take great pride in providing the finest service available for your Porsche, enhancing your ownership experience in the process. Our commitment to excellence shows in many ways, through our flexible work scheduling, our cost effective approach to proper repair and maintenance, and our unique ability to make your ownership experience pleasurable and rewarding.

We use only the finest parts available from Porsche Cars North America and Porsche Motorsports, as well as those from carefully chosen aftermarket manufacturers who share our commitment for uncompromising quality and performance.

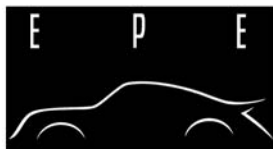
EPE has been in the business of service, repair and upgrading of Porsche cars for over twenty years, and has a staff with over 30 years of experience providing discriminating Porsche owners with the best care available for their treasured automobiles.

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.

The next time you need any service, repair or perhaps just a second opinion on Porsche related questions, please feel free to give me or my staff a call or just drop us an email at EPE@EPE.com

Happy Motoring
Jerry Pellegrino

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



EUROPEAN PERFORMANCE
ENGINEERING, INC

FROM THE FIELD - ZONE 1 TECH TACTICS

By: Hank Cowles - Contributor

The faithful gathered in Springfield on the weekend of March 4th through 6th for the 25th Annual Zone 1 Tech Tactics. Approximately 95 attendees, including 5 from NCR, enjoyed a varied presentation ranging from a *Panorama* retrospective to a hands-on 915 transmission teardown.

Jack Saunders was kind enough to pick me up and demonstrated his Drivers Ed training in negotiating the Friday night traffic – at speed - over Routes 495, 290 and the Mass Pike to the Sheraton. The evening was spent socializing with Janet and Miriam, who were in attendance for the Presidents' meeting.

Saturday provided a full schedule of presentations. After welcoming comments from Pete Tremper and Henry Hoeh, sessions commenced with topics ranging from Jim Newton's and John Paterk's separate restoration and preservation clinics (some great 'Porsche in the barn' stories, and some terrific 'in process' pics), to Betty Jo Turner's look at 50 years of *Panorama*.

DE fans got an education on harnesses from Joe Marko, the 'M' in HMS Motorsports of Peabody, MA. Joe emphasized the importance of proper installation and integration of safety systems, and provided some film that really reinforced his presentation.


Bruce Anderson further demonstrated the breadth of his knowledge with his presentation on the struggle to federalize the 959. The day was completed with Steve Kaspar's teardown of a 915 transmission. Both Steve and John Paterk (who did a polishing and waxing demo) used a live video projection system to allow all to get a close-up look at their presentations.

The factory was represented by Uwe Reuter, who provided an overview of chassis and suspension changes to the new 997. He gave the 'class' a surprise quiz at the end of the day's sessions, and awarded a 997 Sport Chronograph specially mounted by the factory, # 1 of 1, to the high scorer. Unfortunately, it was not mounted in a new 997.

Cocktails and dinner allowed more time to relax and socialize. After dinner Brian Redman entertained attendees with reminiscences drawn from his legendary driving career.

I had the good fortune to spend a couple hours with Alan Caldwell after dinner that evening at the hospitality suite. Alan has been on the PCA Tech committee for many years, and in addition to being a wealth of knowledge, is a gentleman in every sense of the word. In fact, as a newbie, I was very pleased to see how helpful and approachable all PCA National Tech committee members seem to be.

Sunday's sessions included Alan's presentation on 911 lubrication and Peter Smith's look at the exotic Carrera GT, whose talk was punctuated by three drops of the \$2,000 socket and crank wheel removal tool as it was passed around the room. The event concluded with a question-and-answer-period with the entire panel fielding questions.

Although the sessions had a strong 911 slant, there was a little something for everyone, and I look forward to the 26th iteration next spring. 

THE PORSCHE EXPERIENCE

By: Vic Oliver - Contributor

Back in the late 80's I was going through a number of mid-life crises. My son had just finished college and my daughter was about to enter college. When she decided not to go to an expensive private school and selected a state university instead, she told me I should buy the Porsche I always wanted.

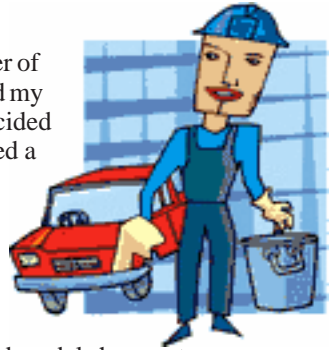
I followed her advice and began the process of finding the perfect Porsche. Of course, I started with a 911 coupe. But without membership in the PCA or an expert friend to advise me, the process became very confusing with all the various years and model changes to consider. The more I read the more doubt crept into the equation. One magazine article said, "Buy a '78;". Another read, "Don't buy a 1980, it has engine problems" "Or stay away from mechanical injectors". Plus the prices were all over the place.

I began to lean towards a new model. A new 911 was more than I had to spend. So I shifted to a 924S or 944. The 924S had just stopped production so there were a few leftovers around on the new car market. I liked the lines of the 924S better - less muscle car looking. I found a brand new leftover 1988 924S with less than 100 miles on it in Guards Red, which was the color I thought I wanted. After much negotiation, I was the proud owner of a new Porsche only to find the car had been hit with minor damage and repainted. Porsche of North America stepped in to settle the ensuing dispute between the dealer who wasn't totally truthful and myself. Mike's Auto Body Shop in Malden re-did the fender as if it had just come out of the factory. I was back in the business of enjoying my new toy.

It wasn't long before I joined PCA and came to the conclusions that parking lots, malls and restaurants were off-limits to my Porsche for fear of some idiot hitting the car. Or worse yet open a door into it. I gave some thought to Drivers Ed and autocross but that was way too risky as well. So I began to entertain the thought of concouring my car. I attended an NER Concours prep school and won my first event. I attended other events but soon became dismayed with pretentious attitudes and switched to a region that was more to my liking.

Over the next several years the car did quite well at various Concours through New England with a "Best of Show" in my own Region and never lower than second at any other events. The car was the highest point winner at the 1994 National Parade but lost to driven mileage tally points in the end. Needless to say I was pleased how the car fared in competition and have lots of dust-collecting trophies to prove it.

Sixteen years later, the 924S has a total of 21,570 miles on the odometer. It has the original tires and even the spark plugs are original. Other than the hood lid struts which need to be replaced, the car is still a showpiece and most likely with some TLC could easily do well in its class at regional Concours today.



continued on page 33

BLUE RIDGE PARKWAY - A WINTER ODYSSEY

By: Steve Carpenter - Contributor



Having made many trips to Florida to visit my parents, I have often eyed that long green squiggle on the map known as the Blue Ridge Parkway. From the Great Smoky Mountains National Park, it snakes through the Appalachian crests and ridges 469 miles, where it meets the Skyline Drive in Shenandoah National Park.

This year, with the 1989 928-S4 outfitted with four matching Dunlop Winter Sport snow tires, an extra travel day, and a forecast of good weather, we decided to do it. After visiting Amanda's mother in Atlanta, we picked up the parkway in Asheville, North Carolina at about 9:00 am. There was

no traffic – such a relief after the crowded interstates and squirrely holiday drivers. After less than 20 miles of delightful driving and mind-blowing scenery, we encountered a barrier.

Hoping there would only be a short detour, we got onto the side road and meandered in a generally northerly direction through a picturesque village, the name of which was not on our map. The big sign warning of unpaved steep mountain roads ahead for many miles suggested that this was not where we wanted to be.

Some friendly farm folks gave us the local's perspective because ice accumulates in the shady bends, and winter maintenance does not exist, large portions of the road are closed for most of the winter. They advised us to go back the way we came to the ranger station for more information and current conditions.



*You can't get there
from here*

Back at the Folk Art Center and Visitor's Center, a large, clean modern facility with gift shop, ranger's desk, art gallery and ample parking belying the summer popularity of this highway, a friendly national park ranger showed us a map of the parkway with current road closures marked on it. Some fifty miles of roadway were closed around the Mount Mitchell area (Mt. Mitchell, at 6,684 feet is the highest peak east of the Mississippi River). This was hit hard by the hurricanes and may take years to re-open. Photos of the damage were prominently displayed. One featured a large washout that had taken out both lanes for about thirty feet. There was a surprisingly large patch of pavement – more than enough to mistakenly ven-



ture onto – left dangling in the air over the precipice; all the ground had been washed out from under it. But all was not lost for us; north of Linville Falls the road was open all the way. The ranger gave us an official map on which she highlighted the best route, and we were on our way.

In the afternoon we traveled only about 120 miles. We stopped frequently to admire the views from some of the many well-maintained pullouts. With the leaves off the hardwoods, the shapes of the trees stood out gloriously against the silvery winter sky, and the views opened up.

The parkway speed limit is 45, which is pretty fast for the road. While the 928 can easily do more, a lesser vehicle would have a hard time maintaining that through the copious curves, and the scenery kept distracting this driver. And despite being quite comfortable with the sunroof open, there was enough water on the road that I was very glad to have a thermometer on the dashboard telling me it was 56 degrees, above freezing! Further down the road there were indeed large chunks of ice on the roadside. We got gas and lunch in Sparta, and turned off at the town of Fancy Gap just before twilight.

The next day we went another 80 miles to Roanoke where we rejoined the madding crowd on the interstate. Can hardly wait to explore the rest of it! Begun in 1935 as a CCC project and finally completed in 1987, this two-lane road passes by countless picturesque farms, pioneer homesteads, panoramic vistas, and historical sites, alternating with virtual tunnels of lush rhododendron. Our experience on this high road in winter was fabulous, owing to good weather and a scarcity of other cars on the road. The cars we did see tended to be courteous and mellow. I can imagine that the summer traffic could be much less pleasant. In winter, most of the parkway facilities are closed, which led us to take a rest stop in the woods (remember to put that T.P. in the litter bag; covering it with leaves doesn't work!) There by a tree, a log cabin in the distance, no traffic whizzing by, and only the sound of the breeze in the trees, one feels a special isolation. By a small stretch of imagination one is transported back to a simpler time of automotive travel, before bumper-to-bumper bozos and endless strip malls. And finally you understand what Goethe meant by “over all the mountain tops is peace.”



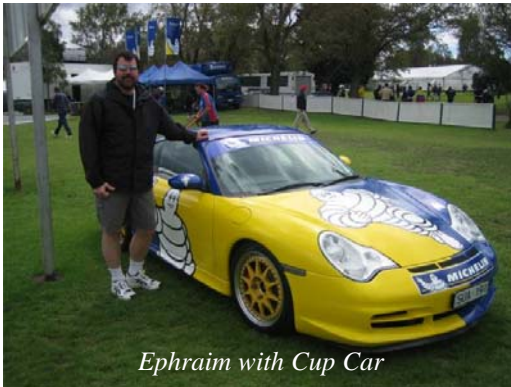
The frequent signs warning “beware of sudden icing,” and “avoid parkway in fog, rain and snow,” remind us that this is real mountain driving, and the road and the weather demand respect. We got through with a little dumb luck, but you might want to plan ahead.

Blue Ridge Parkway Telephone 828-298-0358

www.nps.gov/blri

PORSCHE AND F1 AT ALBERT PARK

By: Ephraim Dobbins - Contributor



Ephraim with Cup Car

I have followed Formula 1 racing since 1983 when I made the trek up to Montreal to watch my first F1 race. It was mesmerizing. The performance of the cars, braking in particular was almost impossible to believe. Mostly, the closest I have come to a F1 race has been watching the race on SpeedTV with an occasional trip back to Montreal, the most recent being almost 15 years ago.

With that history in mind those of you that follow the F1

circuit can imagine what went through my head when my company's Asian sales team asked me to travel to Australia in March for meetings in Melbourne and Sydney. Make the meeting the week before or after the opening race in Melbourne and you have a deal. The meetings were set up for the following week and I made travel arrangements to get me into Melbourne the Friday morning of the F1 weekend. My description of the events is just a narrative of my time walking around Albert Park. The specific details of qualifying and the actual race are better detailed on your Tivo boxes and the numerous F1 web sites.

I touched down in Melbourne a bit after 11 AM and arrived at the downtown Hilton around noon. Unfortunately my room would not be ready for two hours. After being in the air for 24 hours and awake for about 40 that wasn't exactly what

I wanted to hear but figured I could kill a couple of hours. So I started just walking toward the center of the downtown area. I passed through a couple of parks and in about 15 minutes was at the Flinders Street station. I noticed a large kiosk selling F1 tickets and figured I might as well pick up tickets for the weekend now. With another hour and a half to kill, and weather being sunny with



Melbourne Skyline

the temperature hovering in the high 70's my eye was drawn to the Foster's beer garden that was nicely located in front of a giant 3 story TV screen and the Vodafone stage in Federation Square. The TV was showing interviews from the Albert Park track and, combined with the Fosters, convinced me I needed to head for the track. Sleep could come later.



I figured to do some initial reconnaissance of the track and watch the “Utes” race and a Carrera Cup race. The Utes are sort of the equivalent to NASCAR trucks here in the states. There aren’t any pick up trucks in Australia to speak of, at least in Melbourne or Sydney. Instead they drive Utes (think El Camino). It was still a great day out and I had a chance to chat with a few locals while grabbing a bite to eat and another Fosters. Once the Carrera Cup race ended I took a tram back to Melbourne and started the 15-20 minute walk back to the hotel. At this point the lack of sleep, several Fosters and pavement pounding took their toll. Back at the hotel I turned in and probably slept a solid 10 hours.



The next day I got up, grabbed breakfast and stepped out of the hotel to check the weather. I could here the F1 cars in a practice session miles away. Instant return of enthusiasm! The schedule had the F1 qualifying going off at 1 PM with a V8 Supercar, a Carrera Cup race and a Formula 3 race following. Learning from Friday’s experience I grabbed a cab over to the track.

The qualifying turned out to be one of the highlights of the weekend. The order that was set in this session is pretty much how things went in the race. It was very interesting to see what I thought was an uncharacteristic massive blunder by Ferrari. To set the stage, right after I stepped out of the cab the heavens opened up and it poured. It was torrential. After maybe 10 minutes it let up and started to blow out with blue skies and sun overhead. As qualifying started, the order set by finish from last year’s last race, it was not raining but the track was wet. The sun was drying it though. As car after car came out they threw down better times and a dry line was emerging. Villeneuve took a chance and was the first one out on dry tires, everyone else was on intermediates rain tires, and managed to just be a couple of seconds off Fishichella’s best time despite looping his car 360 degrees on the back straight [Note: For those of you in last year’s August DE event I understand the irony of my writing about this]. It looked like the times would just get better as the track dried but it was getting dark again! Massa was next and got caught out when the skies opened again. At this point they were about the middle of the qualifying group. Schumacher was due up next and was on the jacks in the Ferrari pits as they were frantically yanking the drys off. He was definitely going to end up behind the first qualifiers but figured to do his rain magic and beat out the remaining 10 cars for a mid grid start. Except they sent him out on intermediates and he was all over the place. He was about 25 seconds off Fishichella’s time and the remaining qualifiers were all able to get to around 12 seconds off running on full wet tires. The remaining runners went pretty predictably with the exception of Sato who followed Schumacher and somehow slammed his car into the wall on his warm up lap. I have to think if Schumacher had been sent out on wets he would have qualified mid-grid and been easily able to get to the second place position Barrichello achieved.

Next up was the V8 Supercar race. These cars are great to watch. They really can go, stop and turn! I watched them coming into turn 1 which is the tight turn after a long straight. The Carrera Cup race was later and pretty much a follow the leader




affair with a couple cars breaking away quickly. Still fun to watch them circulate!

In between the races I got to walk through the paddocks and static displays. Several of the pictures I took that were posted on the NCR web site came from this walk. I took a look through the Carrera Cup paddocks and had a chance to talk to the country manager for Michelin for a bit. After this I walked the static exhibits of cars. In one outdoor area they had assembled a collection of relatively contemporary sports cars that participated in something called a GP rally. There were several 911's of all types in the display, a Ferrari 360 and a Lamborghini Diablo as well. After looking at this display I went through the Tattersall garage, an enormous tent

that housed many historic and collectable cars. Depending on your particular interest you could probably find several cars there to your liking. I saw a couple of Porsche 906's but was also drawn to the McLaren F1 and a Ferrari F40 that was one of five made up as purpose built track cars by the factory with twin turbo motors rated at 795 horsepower.

The next day was race day but the matter of the morning qualifying was still open. The weather was dry so the results were predictable. The only interest was who didn't come out and chose to take

a new motor, exercising the new rules to the extent possible. As far as the race goes it was pretty much what you saw on SpeedTV. Not a lot of changes for position at all with the gaps opening up and staying there most of the race. I was surprised that neither Schumacher nor Raikonen could find a way past Sato for at least a third of the race. I thought they would move to the front quick but could not get by. One detailed observation I can make is that the Renaults were able to just put the power down coming out of turn 6, a second gear turn, way better than any of the other teams. With the exception of the Renaults, each car's exhaust note would have a significant amount of break up as the traction control tried to hook the car up. The Renaults just seemed to pop out of the turn with no break up in exhaust note, just a seamless wail as the motor spun up through the gears.

My final note is about the absurd theatrics of Paul Stoddard, owner of the Minardi team. He wouldn't bring his cars up to 2005 spec, initially saying it would take him several races to get the changes complete. When he was disallowed from the competition he ran to a local judge (Stoddard is Australian) and got an injunction to allow him to run in qualifying on Saturday. Well, Bernie Ecclestone was none too happy and had a simple response that evening: show up in 2005 spec Sunday or the entire GP is cancelled. Game, set and match to Bernie. Now, miraculously, Minardi managed to get the car updated in less than two hours. The whole thing was a publicity stunt by Stoddard to get his name in the news in Australia to generate publicity for his new airline. With the race threatend and the press howling about the incident, this really backfired! 



Everything to keep you safe

Motul & Red Line Fluid • HANS Device • Suits, Shoes & Gloves
Recaro & Cobra Seats • Bieffe, Arai & Bell Helmets

SCHRÖTH RACING



3 First Ave • Peabody, MA 01960
Mon-Fri 9am-7pm, Sat 10am-2pm
www.hmsmotorsport.com

888-467-3269

HMS motorsport

SEACOAST CULINARY REVIEW

By: Olivia Saunders - Contributor



Ist genug Wein für alle da?

It is Saturday, Feb. 19, 2005, and Mother Nature has smiled on us with a nice day sandwiched in between snowstorms. We are eagerly anticipating our first NCR Progressive Dinner. En route, we look at the directions to each of the three houses we will be visiting. We do not have GPS, but with a good road map we think we should be fine. It is the middle of winter, and it will be nice to see fellow NCR members and do a little socializing,

while enjoying the appetizers, main course, and desserts that have been described in detail. Who will be there? We imagine the appealing smells now filling the above-mentioned houses, the wine bottles being opened....

Oops! We have overshot our turnoff by a few miles! Turn around, backtrack—ah, here it is. The home of Ellen Beck and Bob Gutjahr, our first stop. Welcomed heartily at the door by Bob, we notice the delicious smells wafting through the air. Ellen has set up a beautiful poached salmon on a table with crudités, crackers, dips, fruit and other goodies. We help ourselves to wine and juice and are soon deep in conversation with several NCR members. It appears that all the participants have arrived by now; there are about 20 of us plus hosts. Bob passes some hot hors d'oeuvres, and I ask Ellen to tell me about her collection of artwork which is displayed throughout the living and dining room. We eat quite a bit; it is so delicious, although we know this is only the first stop of three. Jack has brought his helmet and new Chatterbox system for Ellen to check, but since she is just now taking another batch of goodies out of the oven, he decides to do this at one of the next stops.

Soon, it is time to put on our coats and move out. We are just thinking that even with a good map and set of directions, in the dark it may take us a bit longer to find our way, when Colin and Loosey Blake say, "Would you like to follow us? We have GPS!" Of course we would! We make sure to keep Colin's car in sight as we drive through the dark. We keep up a pretty good pace, no backtracking needed with this GPS system. In fact, there is a line of cars all following along as the whole party moves to the next location.

We park at the home of our Main Course hosts, Janet and John Leach. Entering their nicely decorated house, we experience some pretty interesting smells coming from the kitchen. We had a choice of entrees in advance: Jack chose Stuffed Pork Loin with Port Wine Cranberry Sauce, and I chose Chicken Breast with Apple Cider

Cream Sauce (we both end up eating more than one helping of each). What we did not realize was that we'd be treated to a practical lesson in how to do the final prep of these dishes. We follow our noses into the kitchen where some of the others are already watching Janet wrap up dinner. With the spacious counter tops providing a good view, we watch the sauces being cooked that go with the chicken and pork. (Later, I try making these dishes at home; the fruity sauces go well with the meats.)



Diner Jon Grosjean

Dave Churcher is taking photos, and right away Matt and Jay begin to ham it up, grabbing various kitchen props and posing for the camera as though they were helping to cook! We take our overflowing plates into the living and dining room where extra chairs have been provided so everyone sits comfortably. The food is just as delicious as it smells! I don't know what we're doing more of, talking or eating. We ask John about the construction of his house, which they planned themselves. Before we leave, I ask Janet several details about her recipes.



Hank Cowles & Jay Gratton

Will we be able to follow the Blakes again? We hustle out to the cars just in time to hear Loosey say, "Want to follow us?" And off we go. Their GPS system has no trouble guiding

us through the twists and turns of the route in the dark.

Time for dessert! We park outside the home Alfie and Meghan Desfosses. It is getting nippy outside, and it's nice to be greeted warmly at the front door by Alfie and Meghan. Inside people are starting to gather, and there is a variety of tempting desserts, coffee and tea. We have cheesecake, fruit, and several types of cookies, cake, and brownies with a hint of liqueur. And we have lots of it! People arrive little by little. Cheerful music is playing and everyone relaxes, talks and eats. I think the "talk volume" has gotten higher as the evening has gone on. We are catching up with what people have been doing over the winter, and meeting some new people. I notice some interesting straw ornaments in the kitchen, and Meghan tells me these are Irish, and they are planning a trip to Ireland soon.

Our previous hosts Ellen and Bob, and Janet and John have also arrived. Ellen has her helmet, and she and Jack sit on the sofa wearing their helmets and trying out the Chatterbox operation. In-car communication problem solved.

I ask Colin and Loosey Blake about the GPS system which guided our drives tonight. It "talks to them" so they don't have to take their eyes from the road; it tells them when to get ready to turn, and where to go.

Too soon, it's time to go home, stuffed and happy. A big thank you to all of our friendly hosts who provided such a great evening. 🍷




Surprise Spring Rally
May 1, 2005
Starting at McDonald's on Alton Circle in
Alton, NH
Drivers Meeting 9:00 AM
First Car Off at 9:30 AM
Ending in Wolfeboro Area
Sponsored by Porsche of Nashua
Nashua, NH

A Surprise Spring Rally – What's the Surprise? Come and see May 1, 2005. First car off at 9:30AM so drivers meeting will be at 9:00 AM for final details. Starting point will be McDonalds on the Alton Circle in Alton NH. Ending location for lunch and awards will be announced later but will be in the Wolfeboro area. Wolfeboro has several brand new Restaurants we are evaluating – I am sure one of them will work out – Spring should be in full bloom so it will be a perfect day to blow the cobwebs out of the car. - Don Johnson

Entry fee \$6.00 per car
Three Classes: Novice, Expert and Family
Novice - Never ran a Rally
Expert - Ran at least one Rally
Family - Three or more related with one under 12
Questions Don Johnson 569 3337

Sponsored by:
Porsche of Nashua
100 Dunstable Road
Nashua, NH
603-595-1707





Tech Session #4
Concours Preparation and Methods
April 16 from 10AM to 2PM
Porsche of Nashua
Nashua NH

Hate the idea of waxing your car? Maybe just wonder about the best way to clean something? Come on down to Nashua, where we will show you how to clean various areas of your Porsche to Concours quality. Items like waxing, interior cleaning, engines and even underbodies will be covered. Make sure to bring your Porsche, as there will even be a hands-on, question portion where we will demonstrate fixes and solve problems on your car! Please RSVP to Matt Romonowski @ 603-232-5577 or email tech@ncr-pca.org. Directions: Take Rt. 3 South to exit 5E. Go 0.2 miles and bear right. Go right onto Main Dunstable Road. Porsche of Nashua is on the left.

Porsche of Nashua
100 Dunstable Road
Nashua NH
603-595-1707

HELP WANTED

North Country Region currently seeking individuals to head up two important committees. If interested, please contact Janet Leach at (603)433-4450 or email at president@ncr-pca.org

Charity Chair

North Country Region has established a precedence for excellence with our charity programs including Make-A-Wish Foundation and Toys-for-Tots. The chair will help coordinate the club event with the recipient charity as well as publicizing the events within the local news media as well as neighboring PCA regions. Furthermore, the committee is encouraged to expand the club's role in local and regional charity events by identifying appropriate causes and working with appropriate event committees on additional projects.

Yearbook Chair

Each year, North Country Region hosts a wide variety of activities including charity events, drivers education events, rallies and ramblies. Working with each committee, the reporters from the Northlander and our club photographer, the Yearbook Committee is responsible for putting together a comprehensive scrapbook of the club's activities for the year. At the conclusion of the year, the Yearbook is submitted to the Yearbook Competition at the annual parade. If you are an avid scrapbooker, this is the position for you.

MILLION DOLLAR BABY

By: Jay Gratton - Contributor



Days such as these don't come around too often you know. "Sorry Grammie Gratton, you'll have to schedule your doctor's appointment for next week! I am heading down to the Paul Russell and Co. tech session with my trusty sidekick Matt Romanowski!" Actually, this conversation didn't really take place with my Grandmother. However, if it actually did I would have still been torn between my op-

tions. Well, at least the part about going to Paul Russell and Co. with Matt was correct anyway.

I arrived at Matt's around 7 A.M. on February 5th for our hopefully short ride down to Essex, Massachusetts. As many of you know Matt and I are not what you would call "morning people." So a simple exchange of grunts between Matt and I as we fell into Matt's new Mini Cooper S and we were off with Dunkin' Donuts in hand. Matt's dad John Romanowski was going to be attending the tech session as well, so a quick detour to Londonderry was not a problem. Actually the biggest problem was arguing which of us guys (who are all over 6 feet tall) was to sit in the back of Matt's Mini. Lucky for us Matt's dad let us take down the 4Runner instead (I still ended up in the back, however).

Since Matt is NCR's Tech Chair we had to arrive early to welcome the 75 people who had registered for the tour. Even with Matt's outstanding navigational skills we were still able to get there ahead of everyone else (we only got lost twice). Needless to say once people started rolling in by the car loads you couldn't help but

notice the look of anticipation on their faces. Most understood the magnitude of what they were about to experience.

Paul Russell and Co. isn't just a body or a restoration shop. It is more like a historical automotive preservation facility (yeah, I had to dig way back for that one). This certainly isn't the place you bring the minivan for a parking lot ding. We were greeted by





Jack Styles who is the parts manager at Paul Russell. When you first walk into the building your eyes immediately fall upon a Mercedes-Benz 300SL Gullwing. Even if you're not a fan of Mercedes you have to be able to appreciate the beauty of a Gullwing.

Jack showed the 75 members of North Country Region around Paul Russell's impressive shop. Scattered about the facilities were rare pieces of automotive history such as the 1930 Mercedes-Benz "Count



300SL Gullwing

Trossi" SSK, a 1937 Mercedes-Benz 540K Special Roadster, a 1957 Ferrari 250 GT Pinin Farina Speciale Coupe, a 1937 Bugatti Type 57SC Gangloff Drophead Coupe, a 1958 Ferrari 250 Testa Rossa and a 1938 Bugatti Type 57SC Atlantic Coupe. The Atlantic Coupe has the distinction of being the most expensive car in the world at \$15 million dollars (I wonder what my Uncle Steve would give me for a trade in on the Atlantic at Lovering Volvo?). Many of these cars end up in the Pebble Beach Concours and other prestigious shows around the country. These cars are so impressive that the only way to describe them is as works of art.

I want to thank Paul Russell and Company, Jack Styles and Matt Romanowski for holding such an amazing event. The public rarely gets to see a side of car restoration such as this and it was a real pleasure for all of us to see it firsthand. If you have an idea for a future tech session that would interest you, just let Matt know so he can look into it. Tech sessions are a great way to acquire new information and get involved with the club. Until next time, best wishes.



Special Thanks to
Paul Russell and
Company
106 Western Ave
Essex MA
Tel: 978-768-6919

NCR TECH INSPECTORS

By: 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

Jerry Austin
222 Rockwood Drive
South China, ME 04358
207-245-5166

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

Rick Cabell
Eurotech
615 Airport Parkway
S. Burlington, VT 05403
802-660-1900
(Charges by the hour)

Bill Smith
Auto Union
Northfield Road
Montpelier, VT 05602
802-223-2401
(Charges by the hour)

Peter Fail
296 Boston Road
Groton, MA 01450
978-448-8496

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

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

Dick Horan, Rich St. Jean,
Darryl Rūchie, Mark Cyr, Ralph Alio,
& Mike Thompson
Precision Imports
Manchester, NH 03103
603-624-1113

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

Norm L'Italien
New Hampton, NH 03256
603-744-9721

Edgar Broadhead
New London, NH 03257
603-526-6578

Abe Anderson
Bow, NH 03304
603-228-1790

Steve Berlack
42 Church Street
Franconia, NH 03580
603-823-7748

Bob Pickul
Claremont, NH 03743
603-543-1738

Craig Wehde
Sports & Vintage Car
Plainfield, NH 03743
603-543-1738

Bob Tucker
Portsmouth, NH 03801
603-659-0893

Mark Nadler
Exotech
Plaistow, NH 03865
603-382-3599

Blair Talbot
11 Sleeper Street
Rochester, NH 03867
603-335-2924

Corey Jacques
Richard Albanese
Sports Car Workshop, Inc.
Rt 1 2210 Portland Rd
Arundel, ME 04046
207-985-6661

**28,000 DIN
horsepower
all under
one roof**

- New, used & rebuilt Porsche® parts
- All years, all models: 356, 911, 912, 914, 924, 944, 968, 928, 930
- All used parts from rust-free CA cars
- Friendly, knowledgeable staff
- We ship UPS daily
- Mon-Fri: 8-5, Sat: 9-3 Pacific Time

800.767.7250

Tel 510.782.0354 Fax 510.782.0358
www.partsheaven.com



PARTSHEAVEN

Rick Kolka
**Continental Automotive Repair
Services**
75 S Pascack Rd
Nanuet, NY 10954
845-356-2277

Al Ward
Chatham, MA
508-945-5517

LET OUR EXPERIENCE HELP YOU
EXOTECH

MAINTENANCE – REPAIR
9 NEWTON ROAD
PLAISTOW, NH 03865

Mark Nadler

(603) 382-3599

Car Control Clinic (continued from page 10)

novice student planning on attending their first AX or DE events, and also for those of intermediate experience who want to “tune up” their driving skills. The clinic is open to all PCA members having a valid drivers license. Registrants who are 16 or 17 years old may participate under the Junior Participation Program (JPP). The JPP participant must be the son or daughter of a PCA member, both parents must sign the waiver form, and one of the parents must be present at the event. Full details of the JPP program and the necessary forms are available under the AX Rules section of the NCR website at www.ncr-pca.org.

This is a Porsche only event. Helmets are required (some loaners will be available on site). A pre-event tech inspection is not required, but cars must pass a simple tech safety inspection at the track, similar to an autocross inspection. All loose items must be removed from the car, and seat belts and brakes must be in good working order. The cost will be \$35.00 per driver, and two people may share the same car. A full refund (less PayPal processing fees) will be made for cancellations made at least 14 days prior to the event. Refunds for cancellations made less than 14 days prior to the event will only be made if your spot can be filled from the appropriate run group wait list.

Check out the full application and information on our website at www.ncr-pca.org, or contact either Tom Harris at tse56@aol.com (603-893-0031) or James Demers at James.Demers@ncr-pca.org (603-340-1006) for more info. We are looking for advanced DE and autocross drivers to help with instruction. Fees are waived for instructors and time will be provided to run the exercises.



The newest source for Porsche Parts

apex
Performance Parts

**From longtime North Country Region
members Jay Gratton and Matt Romanowski**

www.Apex-Parts.com

PORTERFIELD
RACING BRAKE PADS


BOSCH

TERRACABLE



The Porsche Experience continued from page 17

Where is this all taking you? Over the years I have bought several beater 911s and 912s with intentions of making a driver only to find the effort involved is way too costly. If I had it to do all over again, I should have bought an older 911 in good condition back in 1989 and just driven it. What I bought was a movable paperweight, which I was afraid to drive. It was an item of proud ownership but not one of total enjoyment, which a Porsche and being a member of PCA was designed to be. They were meant to be driven. The Porsche experience should be one of enjoyment, meeting people and driving pleasure.

So get out there and drive yours, attend events, have fun and keep the dirty side facing the road surface because the topside can always to be washed and waxed. 



LOWERING
VOLVO

at Concord

Lowering Volvo at Concord
Authorized Volvo Cars Retailer

95 Manchester Street
Concord, NH 03301
(603) 225-6681 ext. 157
Toll Free (800) 875-5565
Fax (603) 225-5279

VOLVO

Steve Gratton
Sales & Leasing Consultant



*My other car is a
Porsche!*

Seacoast
Volkswagen Mazda

95 Ocean Road
P.O. Box 725
Greenland N.H. 03840

603-436-6900
toll-free 888-815-5300
Fax 603-436-5784

AUTOCROSS

By: Colin Blake - Autocross



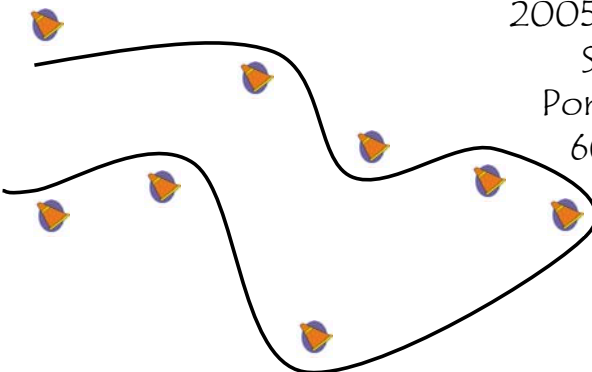
Its still a few months until our first autocross event, but I wanted to tell you all about an important change we're making to our classes. For the 2005 season we are introducing a Showroom Stock class. Precise details are still being finalized but here's a summary to whet your appetite.

If your car is completely stock then you can enter the Showroom Stock version of your regular class. Showroom Stock classes are prefixed with the letter S so, for example, the Boxster Showroom Stock class will be S9.

Any car which has not been modified since it left the showroom can enter the Showroom Stock class. Note that any of the following will PROHIBIT you from entering Showroom Stock; different size rims or tires, "track" (or R compound) tires, modifications to the suspension, the addition of a sway bar, even a different air filter (this is just a sampling and is not a complete list of what is not allowed).

For timing and scoring, all Showroom Stock classes will be treated as a single class, with paxed times being used. SCCA pax numbers will be used with an additional "allowance" for showroom stock. Awards will be given in the Showroom Stock class just like we do all the other classes.

"Why are you doing this?" you ask. We are introducing the Showroom Stock class to give the people who are competing with a "normal street car" a chance. Track tires, for example, offer an incredible advantage and are allowed in our standard classes which means that if you want to be competitive you pretty much have to spend money on rims and tires. The Showroom Stock class allows people to be competitive without having to fork out a lot of money. This should particularly be attractive to new people to the sport who are bringing their "daily drivers" to the event. Like I said earlier, at the time of this writing details are still being finalized. I'll post more information to the web site, update the rules, etc. once we have everything nailed down. But for now, if you were thinking about getting track tires just for autocrossing, maybe you should put away your checkbook. 🏁



2005 Autocross Series
Sponsored by
Porsche of Nashua
603-595-1707



Sports Car WORKSHOP

We Specialize in Parts, Accessories, and Service for Your Porsche !



We maintain stock of routine maintenance items for your Porsche as well as fine accessories - which we can install on site. Here are just a few ...

- *Zimmermann Drilled Brake Rotors
- *DOT Stainless Brake Lines
- *ATE Super Blue Brake Fluid
- *Mahle Air, Oil, and Fuel Filters
- *B&B Performance Exhaust Systems
- *Large Selection of Books & Manuals
- *Service from simply an oil change to installing your new clutch!
- *Swepco 201 Gear Oil
- *Wurth Products
- *Bosch Platinum Plugs
- *Sachs Clutch Kits
- *Leather Shift Boots
- *Body & Trim Seals

Your "local" source for parts and service - on Rte 1 between Biddeford and Kennebunk in Arundel, ME. We ship UPS daily!

Please visit our website at: www.sportscarworkshop.com
Sports Car Workshop, Rte 1, Arundel, Maine

BUSINESS CARDEXCHANGE

YOURCARD
CAN BE
HERE FOR
ONLY \$55/
YEAR!
CONTACT
THE
EDITOR!

2004

Rick Scourtas

Ira Motor Group

99 Andover st, Rt. 114
Danvers, MA 01923



PORSCHE

Certified
Sales Professional

Phone 1-800 791 5555
www.iraporsche.com

BSM EXHAUST WORKS

PERFORMANCE EXHAUST FOR PORSCHE
911-ANTASPORT-FABRPEED-DANSEK
911L MOTORSPORTS-888

JASON BETTY

OWNER AND MEMBER OF PGA/MER, REVOLUT

WWW.BSMEXHAUSTWORKS.NET
34 ROCK ST.
LOWELL, MA. 01854
978.454.0311 FAX 978.454.8784

CUTTER CREEK DESIGNS



5 Hillcrest Drive

Leach Field Designs
Test Pit Analysis
Percolation Tests
Site Assessments

Donald H. Graves #1144
603-778-4669
Stratham, NH 03885



STIBLER ASSOCIATES, LLC

space planning & interior design

PHYLLIS L. STIBLER, ASID

304 Highlander Way
Manchester, New Hampshire 03103
P. 603.623.8952 n F. 603.623.0593
www.stibler.com

MICHAEL GRISHMAN

FOREIGN
INTRIGUE^{INC.}

46 PINE HILL ROAD
BERWICK, MAINE 03901
207/698-1000
FAX: 207/698-1001
www.foreignintrigue.com

2004



PORSCHE

Harry Dean Robinson
Certified Sales Manager

Certified
Sales Professional

Porsche of Nashua

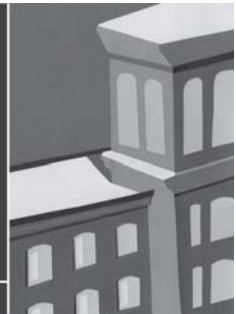
170 Main Dunstable Rd
Nashua NH 03060-3638

Phone: 603-595-1707
Fax: 603-595-1708
Tol-Free: 800-486-2834
E-mail: hrobinson@porschenashua.com

Lavallee/Brensinger Architects

Architects
Interior Designers
Planners

603.622.5450 www.lbpa.com



Concord, NH
Cell Phone: (603) 344-4735
Phone: (603) 753-6735

Thomas Buckingham
Housewright, LLC
General Carpentry, New Construction & Renovation

FROM THE SHOW,
TO THE SHOP,
TO THE TRACK.

LET US
GET YOU THERE
AND BACK.

IRON HORSE
STRATHAM, NH  603-772-3378
CAR CARRIERS
ANTIQUES - RACECARS - SPECIALTY CARS
DOOR TO DOOR SERVICE



THE MART

The Mart is a free service to NCR members and other PCA members (space permitting) for their personal property. Commercial Advertising in **The Mart** is on a space available basis for \$10 per 10 line ad per issue. Submit ads to the Editor.

* Indicates number of times ad has appeared.

FOR SALE

1988 Porsche 944S Coupe**, #WPOAA2944JN465372, 5 spd with LSD, black/black, 105K. CD, S/R, ABS, airbags, cruise, AC, fact manuals, extra rotors/pads, Koni adj shocks, halogen lights, K+N. Cam chain tens replaced. Interior: excellent cond, partial leather exc cond. Exterior: paint/body excellent. Maintained by Exotech. New in last 5K miles: Yoko tires, water pump, t-belt/rollers, A/C. Owned since 1996. \$6800. Ted Keating, Windham, NH Phone 603 598-4071. ted.keating@hp.com

1988 924S** #WPOAA0929JN450451 #451 of 2092 built for the US market. B&B cat back stainless exhaust, GHl test pipe, all new fuel lines, pump, relay and adj. fuel pressure regulator. 944 turbo radiator and water pump, new timing/balance belts and rollers, freshly tuned including a jacobs coil. K&N air filter, Koni adjustable sport shocks, tower brace, Lo-Jack alarm, many spare parts and filters. 99,600 miles Black with Maroon/Gray interior \$4200 Larry Synger Nottingham, NH Phone 603-942-5101 Cell 603-498-9567. larrysy@aol.com

1988 911 Turbo* Guards red with tan leather, all original, 68k miles, car is in excellent condition. \$32k obo Bob Cohen, Hampton, NH 603-926-5503 days, 603-926-1479 after 6pm bcohen.nh.ultranet@rcn.com

1989 Carrera Coupe* #WP0AB0918KS121019, silver anniversary model, silver/grey; color matched 16" Fuchs wheels, , sunroof, front & rear spoiler, rear wiper, unique console w/ outside temp gauge, Porsche CD-2 disc player and Blaupunkt 6 disc CD changer, Momo steering wheel (and original), turbo tie rods, AC upgraded to R134a, cover, Bentley Service Manual, 112k miles, top end redone by Exotech at 110k miles. Car has been repainted and the paint is in good to excellent condition. Interior is flawless, no oil leaks etc. New tires on the back, photos, \$21,900. Jim Hanley, Hollis, NH 603-465-7900. Cell; 603-486-9180, jehanley@juno.com.

1996 VW GTI* - Red/Black Sport Seats, 2 dr., 5 spd., 140K, power sunroof & locks. CD changer, Koni shocks & sport springs, Borla SS exhaust, new x-drilled rotors & pads, timing belt & tune up. Synthetic oil used every 3K, 92 oct. or higher fuel only used, complete service records & receipts down to the wiper blades. This car is in outstanding condition inside & out and does not burn any oil. The only thing the car is missing is the front grill. \$3,500/OBO. Jay Gratton, 603-498-8576 or jeg914@aol.com



2004 Ford F-350* Diesel 6L, 4x4, Crew cab, Lariat model, all Leather, Heated Seats, Heated pull out tow mirrors, Keyless entry and remote clickers, 6-CD Player, Adjustable pedal height and steering wheel, cruise control, Electronic mileage calculator/distance, Electric sliding rear window, Back up object warning beeper, Fold down split rear seat with beverage console. Off road and HD Towing package, 100% Factory Warranty still in effect, 100,000 Warranty on Motor, 36/36,000 on balance of truck, 21K miles, Sticker \$46,160, Has all options. 1 Owner, Ford Dealer Serviced at recommended intervals. \$36,900/OBO. Matt Romanowski, Manchester NH 603-434-0445 or 603-432-4411. matt@apex-parts.com



www.autowerkesmaine.com



AUTOWERKES

European Auto Sales and Service

207-582-2002

Located with Ayer Auto Restoration, Brunswick Rd., Gardiner, Maine

BMW ♦ Porsche ♦ Mercedes ♦ Audi

Late Model Diagnostic Specialist
Factory Diagnostic Information
Corner Balance and Alignment
Carb & MFI Tuning

25 Years Experience



ADVERTISERS INDEX

Apex 32

Autowerkes 39

Ayer European Auto Restoration Back Cover

BSM Exhaust 36

Cutter Creek Designs 36

Dan Witmer (Porsche of Nashua) 9

EPE 15

EXOTECH 31

Foreign Intrigue 36

Harry Robinson (Porsche of Nashua) 37

HMS 23

Housewright LLC 37

IRA Inside Back Cover

Iron Horse Transportation 37

Lavallee/Brensinger 37

Meister Restorations 7

Porsche of Nashua Inside Front Cover

Parts Heaven 31

Precision Imports 8

Rick Scourtas (IRA) 36

Seacoast VW/Mazda 33

Sports Car Workshop 9 + 35

Steve Gratton (Lovering) 33

Stibler Associates 36

Stuttgart Northeast 14

NORTHLANDER ADVERTISING RATES

per Issue	<u>Full Pg</u>	<u>Half Pg</u>	<u>Otr Pg</u>	<u>Bus Card</u>	<u>Inside Cov</u>	<u>Back Cov</u>
	\$50	\$35	\$25	\$5	\$55	\$50

Advertising contracts are for one (1) year (11 issues) unless otherwise noted. Billing is done twice per year, January and July. Business card ads are billed once per year in January. We are happy to accept new advertisers part way through the year. Contact the Editor for size and format specifications.

©2005 Porsche Cars North America. Porsche recommends seat belt usage and observance of all traffic laws at all times.



Boxster S



911



911 Cabriolet



Cayenne

Something For Everyone.

The entire Porsche collection gives drivers of the world a reason to embrace the road. From sports cars to sport utilities, Porsche's impeccable styling and performance will make you the envy of every driver. At Ira Porsche, you'll covet no longer with our spectacular selection of new and Certified Pre-Owned Porsche vehicles, plus a parts and service department with everything needed to pamper your Porsche properly. There's a Porsche enthusiast in all of us, and at Ira Porsche, you'll find there is truly something for everyone.

**Exclusive values specially reserved for
Porsche Club Members. Call for details.**



Ira Porsche

Route 114 • Danvers
1-800-Trust-Ira
www.iraporsche.com
Showroom Hours Mon-Thurs 9-9
Fri & Sat 9-6 • Sun 12-5



PORSCHE

AYER European Auto Restoration

www.ayereuropeanauto.com



Gardiner, Maine

(207) 582-3618

Northlander

Lisa Roche
35 Chapman Place
Leominster, MA 01453



PRSRT STD
U.S. Postage
PAID
Manchester
NH

Permit # 417

Address Service Requested