



# Northlander

Newsletter • North Country Region • Porsche Club of America

June 2005 • Volume 28 Number 6



IN THIS EDITION:  
CAR CONTROL CLINIC  
SPRING RALLY  
LET'S TALK TORQUE



To win a concours a car must come close to 100 points.  
To get on Porsche of Nashua's Certified Pre-Owned  
list it has to pass 118 points.



To shift or not to shift. That is the question.  
Cayenne V-6 six speed manual base MSRP \$41,100  
Cayenne V-8 Tiptronic® base MSRP \$44,100  
Cayenne S base MSRP \$56,300



**PORSCHE**

## **Porsche of Nashua**

170 Main Dunstable Road, Nashua, NH 03060

**1.800.NEW.PORSCHE**

**[www.porschenashua.com](http://www.porschenashua.com)**



# Northlander

Newsletter . North Country Region . Porsche Club of America  
June 2005 Volume 28 Number 6  
Subscriptions \$14/Yr

## Upcoming Events

Calendar .....	3
Autocross Schedule .....	21

## Features

Ask the Editor .....	6
5 <sup>th</sup> Annual Car Control Clinic .....	12
Spring Surprise Rally .....	14
Let's Talk Torque .....	18
Photo Essay - Ralph Lauren Exhibit .....	22

## Departments

NCR Board of Directors & Committee Chairs .....	2
From the Desktop .....	4
President's Message .....	5
Between the Cones .....	11
Help Wanted .....	28
NCR Board Werks .....	29
Tech Inspectors .....	33
The Mart .....	38
Advertisers' Index .....	40

## On the Cover...

*Singing in the  
Rain, Car Control  
Clinic: Photo By  
David Churcher*

Photo Credits:  
*pp 10-12  
David Churcher*

*pp 14, 16  
Don Johnson*

*pp 22-24, 26-27  
Judy Hendrickson*

### 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 10<sup>th</sup> of the month preceding the publication month (i.e. June 10 for the July 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*

**Berthold Langer** webmaster@ncr-pca.org

## COMMITTEE CHAIRS

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

**AutoX:** **Kevin Bobbit**, (H) (603) 429-0244

& **Joe Kraetsch** (H) (603)924-4459, autocross@ncr-pca.org

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

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

**Charity:** **Paul Tallo**, (W) (603) 594-9696, 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

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

**June 11, AX #1 NCR**, Ft. Devens, Ayer, MA, Kevin Bobitt and Joe Kraetsch, 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, Ayer, MA, 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 Glen NY George Beuselinck (845-658-9593)

**July 12, Board Meeting**, Fox Fire Grille, Epping, NH, Janet Leach, president@ncr-pca.org

**July 17, NCR Rambly**, (Details to Follow)

**July 23, AX #2 NCR**, Ft. Devens, Ayer, MA, Kevin Bobitt and Joe Kraetsch, autocross@ncr-pca.org

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

Aug 6-8, Drivers Education CVR, Mt Tremblant Canada

Aug 7, AX NER, Ft. Devens, Ayer, MA, Chris Tuck, catuck@cox.net

**Aug 9, Board Meeting**, Fox Fire Grille, Epping, NH, Janet Leach, president@ncr-pca.org

**Aug 15-16, Drivers Education NCR**, NHIS, Scott Martineau, driver-ed@ncr-pca.org

**Aug 20, AX #3 NCR**, Ft. Devens, Ayer, MA, Kevin Bobitt and Joe Kraetsch, autocross@ncr-pca.org

Aug 25-28 PCA Escapes to Wine Country, Napa/Sonoma Valley, CA, Redwood Region

Aug 28, AX NER, Ft. Devens, Ayer, MA, Chris Tuck, catuck@cox.net

**Sept 8, Drivers Education NCR**, LRP, Scott Martineau, driver-ed@ncr-pca.org

**Sept 10, NCR Toys for Tots Car Show**

**Sept 13, Board Meeting**, TBD, Janet Leach, president@ncr-pca.org

**Note:** Please watch this space or check the website at [www.ncr-pca.org](http://www.ncr-pca.org) for any changes to the club calendar.

## FROM THE DESKTOP

By: Bill Kallgren - Editor



Janis and I finished our first rally this past weekend which has inspired me to whip out the June edition of *From the Desktop*. I thought I was in trouble when just days before the rally my scheduled co-driver called to let me know that some unexpected work commitments had popped up and he would be unable to attend the rally. I thought I was stuck, no co-driver and only three days to the rally. I passed the word at work on Thursday before the event but nobody was readily available although more than a few people told me that if they had some advance notice they would have been more than happy to attend and should the opportunity present itself again, they would REALLY LOVE to help out.

At dinner on Friday, I suggested to Janis that this might be a lot of fun and why not come along; we could bring Annika, although I would need to pass this by the rally master as this would mean leaving the Porsche at home and driving the station wagon, the child seat not fitting in the 911 properly.

I am a regular fan of the World Rally Championship and routinely view the WRC on Speed Channel (alongside F1) and it seems that Janis thought that all rallies consisted entirely of the “special stages” we get to see on the television. That is, bombing through forest roads at full tilt, mere inches from danger requiring skills of Superman. I finally managed to convince Janis that a club rally would not put us in harm’s way and that speed would be strictly limited to legal limits and precision would be more important than speed. After telling her that helmet would definitely not be required she agreed that this might actually be fun. I had my co-driver and my sweetie pie coming along as a bonus, although her contribution would be limited.

As you can read elsewhere in this edition, we set off for the rally, had an absolutely fantastic time, arrived six minutes late at the first checkpoint, arrived two minutes late at the second and final checkpoint and finished well down in the scoring. But we had a tremendous amount of fun and on the way home Janis even asked when the next rally might be held.

I am proud to announce that my wife, previously uninterested in automobiles, is now ready for the next rally. I have managed to finally convert her, not to a motor head, but at least to somebody interested in some club events. We had a great time and I now wish I had tried a rally sooner. It seems I have been missing a great opportunity for family fun.

Those keeping score know that I purchased my Porsche to help assuage my Walter Mitty aspirations of being a race driver by allowing me to participate in the DE events. I have signed up for the Memorial Day DE event as well as the Zone 1 48 Hrs at the Glen, if possible I would sign up now for the remainder of the NCR events; however, registration for my run group is not yet open. Yet as I write this I

continued on page 10



## FROM THE PRESIDENT

By: Janet Leach - President



Now it's beginning to feel like spring! May started off with a great rally planned by our Rally Chair, Don Johnson. As many of you know, Don is also planning the TSD (Time/Speed/Distance) Rally for the Parade in Hershey. We had a taste of what to expect on May 1. Since John volunteered to work at the rally in Hershey, he and other volunteers were practicing their TSD recording skills at the checkpoint. That left me available to be a navigator. I rode with one of our new members, George Tilton, in his 1976 Nepal Orange 914. George has had the car for a couple of years and has been restoring the car in his spare time. This was the first rally where one did not need to be on the lookout for answers to clues along the way. Rather, the speed limit and highway/street signs were what we needed to complete the route. I was really amazed at how many "Main Streets and Back Roads" we could travel from the Alton traffic circle to Wolfboro in two hours without really covering many miles. We had a great turnout for this rally, and kudos to Don and his crew for introducing many of us to this format.

Our new webmaster, Berthold Langer, has transitioned smoothly into this role. The Blakes did an excellent job with the website, and Berthold has picked up right where they left off. Event pictures have been posted in a timely manner, and he welcomes any comments or suggestions for improvements. The judges for the Web Site Contest will be accessing all regions' websites 6-8 weeks prior to Parade to review the home page, content, ease of navigation and organization, etc. to determine the National winner. We have submitted entries for the Region of the Year, Enthusiast of the Year, the PCA Newsletter Contest for the Paul Heinmiller Memorial Trophy and for the Public Service Award. Many thanks to David Churcher, Bill Kallgren, Tracey Levasseur, Miriam Dunster and Judy Hendrickson and other contributors for the many hours spent preparing for the contests. We hope to be able to collectively "hoot and holler" in Hershey when North Country Region's name is called!

Kevin Bobbitt and Joe Kraetsch, our new Autocross chairs, were quickly put to the test in their new roles at the Car Control Clinic. If you recall the weather on May 7, it was an especially cold and rainy day. It's almost become a tradition (two years in a row) to hold the CCC on a rainy day, but we still need to run the hoses on the skid pad! I was stationed in the Autocross parking lot, and it was very interesting to watch the drivers run the course for first exercise of the day. Many were tentative as they made their way through, but by the afternoon, having gone through the other series of exercises, they gained confidence and were looking like seasoned drivers as they maneuvered around the cones. I remember my first time through an Autocross course. Those cones come up a lot faster than you think, and it is not easy to keep looking ahead. I hope many enjoyed their experience and will join us at

continued on page 10

# ASK THE EDITOR

By: Bill Kallgren - Editor



The offices of the *Northlander* are please to introduce "Ask the Editor," a question and answer forum. Hardy souls who have questions regarding their Porsche are advised to seek professional help, however when even the professionals are stumped you can always "ask the editor." The editorial staff will strive to answer your questions accurately, with a sense of humor and with a dash of common sense. Again, like writing Ann Landers, this is purely for fun and you should really seek the advice of professionals or discuss with fellow club members. We will start the series with a question from club member Tom O'Dowd who has boldly gone where other members feared to travel by "Asking the Editor."

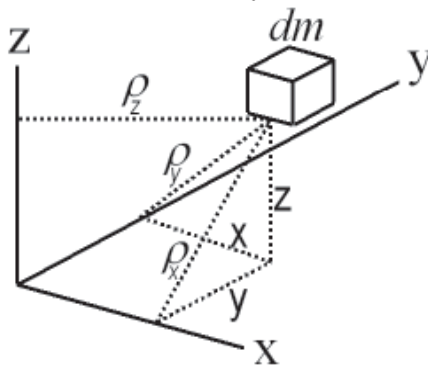
Tom O'Dowd: "If you were to purchase a new Porsche would you get 17", 18" or 19" Wheels and Why?"

*Northlander:* Tom, thanks for this excellent question. It is always a great pleasure when shopping for a brand new Porsche and the question of wheel size comes up frequently. There are certainly advantages and disadvantages to each choice offered and we will try to break down only some of the technical details involved in wheel choice. First and foremost the wheel and tire combination constitutes the contact patch between you the driver and the tarmac. Depending on how you plan to drive your car, the choice of wheel and tire size is important. Let's consider for a moment the technical implications. The following is in no particular order of importance, nor is it comprehensive, but only a reflection of some of the elements to consider when choosing wheel and tire combinations.

**Mass Moment of Inertia:** The mass moment of inertia is the ability of an object to resist changes in rotational speed when torque is applied. When considering wheel and tire combinations, it is important to understand how mass moment of inertia and tire combination may impact performance. A larger diameter wheel and tire combination may have a higher moment. The larger diameter wheel is likely to be disproportionately heavier than the smaller wheel as much of the wheel mass is placed on the wheel rim. Although the lower profile sidewall tire may be similar in mass to the higher

profile sidewall tire, it is likely that the wheel itself will be significantly heavier. Like a heavy flywheel, a larger wheel will take more effort to accelerate/decelerate to a

*Graphical Representation of Mass Moment of Inertia*







given speed. Your automobile will output a given torque to the drive wheels at a given engine speed. By reducing the mass of the wheel, you will see an improvement in acceleration and deceleration. Now for an example. Take a bicycle wheel and, holding it by the hub, start it spinning. If the bicycle wheel is heavy, it will take more effort to get it spinning up to a certain speed. Now, with a glove on your

hand, try to stop the spinning bicycle wheel. If the bicycle wheel is very heavy, it will be more difficult to stop the wheel so you have a glove on to prevent getting a blister. If the bicycle wheel is very light, you will be able to stop the rotation without any discomfort in an ungloved hand. I used to race bicycles and my "training" wheels were built up with 380g rims and cotton tires. For races, I would switch to silk race tires on 330g rims. Although the bicycle only massed two hundred grams less, the bicycle felt several pounds lighter due to increased responsiveness in the handling and acceleration of the bicycle. For performance, select the lightest wheel and tire combination for best performance. For safety, a superlight wheel may not be durable enough for everyday use requiring more frequent inspections. Of course Porsche AG will be sure that any factory offering is suitable for daily use so safety need not be a concern, but aftermarket wheels are a different animal altogether.



**Unsprung Mass:** The suspension settings of the automobile will be directly affected by the unsprung mass, that is the wheel and tire weight along with the wheel hub and brake components which move up and down when the car hits a bump in the road. The lower the unsprung mass, the more responsive the suspension may be. Keep in mind, drastic changes in unsprung mass may require changes in damping, rebound and spring rate used in the suspension. For practical purposes, this is probably insignificant for a road driven car.

**Carcass Stiffness:** The stiffness of the sidewall will impact the ride quality and handling response. For a track car, the generally stiffer carcass of the low profile tire will result in more direct road feel and steering response, with possible trade off in increased road noise transmitted into the passenger compartment and a "harder" ride. You have effectively increased the spring rate of the suspension with a corresponding increase in more responsive handling. If you are looking to improve handling and want to stiffen the suspension slightly, a stiff sidewall will do just that by going to a slightly larger wheel size. Before going hog wild, consider the entire suspension as a system. Stiff tire sidewalls with stiff suspension settings may result in a car which is tiring to drive on a daily basis but possibly very fun on a closed course.

**Ride Quality:** Consider ride quality. A stiff sidewall, while making the car great on the track, might make the car too harsh for daily use. Current FIA F1 technology is based around a 13" wheel diameter with a very high profile tire sidewall. Much of the suspension dynamic response is tuned through sidewall stiffness and tire pressure. The actual spring rates and dampers on an F1 car are only a small part of the total suspension package. FIA World Rally cars use very low profile tires on tarmac for improved handling, while higher profile tires on gravel stages for

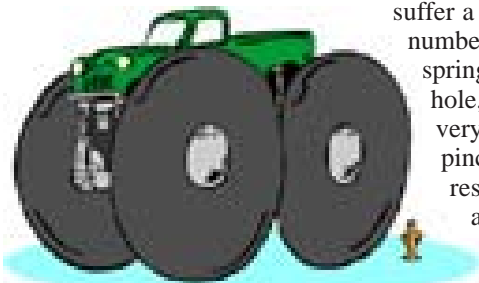
continued on page 8

increased suspension compliance and tire durability. Select wheel and tire in combination with the rest of the suspension package and intended use.

**Tire Choice:** Consider tire choices for the rim size you are considering. Keep in mind that you may have only a few selections of rim size, tire width and aspect ratio to choose from. I seem to recall various BMWs which required a specific Michelin MX tire due to a unique wheel size; only one choice like Henry Ford would have liked it. If the car is being driven in the winter, consider if winter tires are available.

**Intended Use:** Consider the use of the vehicle. If a daily driver are you seeking performance or comfort or some compromise between? Also consider road

hazards. A low profile tire will be more likely to suffer a puncture due to potholes. Count the number of hopped up Honda Civics in early spring with flat tires. When hitting a pothole, the tire sidewall will deflect. With a very low profile tire, the sidewall may be pinched between the wheel and the road resulting in a puncture in the sidewall and possible damage to the wheel. You may also want to check tire pressure more frequently, a stiff sidewall may mask low tire pressure, again resulting in



increased possibility for puncture. My 911 sees use as a daily driver while also being used for DE. As DE is a non-timed event, I am only interested in how well I drive my car. If I always use street tires and show an improvement in driving skill, relative to myself, then I have improved as a driver regardless of the wheel and tire combination.

**Aesthetic Considerations:** Always important is the "flash" factor. If your car looks real flash, you will be more proud of it. Also, adding new wheels and tires to an older car can make the car feel newer. The trend is definitely going toward low profile wheels, particularly in the summer. If your car is starting to feel old, you can quickly update with some new wheels and tires and low profile is definitely the part.

**Cost:** Your humble editor is a Yankee at heart. If you want the flash factor, you may need to open your pocketbook a bit further than the next guy. Price out replacement tires before opting for that big performance wheel upgrade and be prepared to dish out more each time new tires are needed. Also cost the individual wheels should you hit a pot hole hard enough to damage the wheel.

Thanks again Tom for an excellent question. We have artfully avoided answering your question, rambled on tirelessly, but tried to give you food for thought so you can make a more educated decision. Good luck with the new car.



*Additional Resources:  
Check out the technical sections at [www.pca.org](http://www.pca.org) or  
other web sites such as [www.rennlist.com](http://www.rennlist.com) or  
[www.pelicanparts.com](http://www.pelicanparts.com)*



## 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

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

Call Janet Leach (603) 433-4450

**2005**

Certified Sales Professional

Harry Dean Robinson

Certified Sales Manager

**Porsche of Nashua**

170 Main Dunstable Road  
Nashua, NH 03060

Phone: 603 578 3760

Fax: 603 595 1708

TollFree: 1 800 486 2834

E-mail: [hrobinson@porschenashua.com](mailto:hrobinson@porschenashua.com)




**PORSCHE**

## From the Desktop continued from page 4

have to wonder what other great club activities have I been missing.

I have yet to participate in an Autocross series and shortly the Autocross series will be starting. I think I might have to sign up for the full season as I might be missing something important. I am not sure what that “something” might be but if it is fun, I want to be there. I am really hopeful that Janis will one day try an Autocross or DE event. With a little bit of luck, perhaps I can cajole her to take a ride with Judy Hendrickson or perhaps Lisa Roche for a quick spin around the autocross to see if she might like to try it out. Janis is pretty worried about knocking over cones, but hey isn't that what the cone workers are for? After all you have to start somewhere and if it costs a few knocked over cones this is a small price to pay. I think the next rally I will ask her to drive and I will try navigating. I hope this might gain her more confidence behind the wheel of Herr Ferdinand's finest.

So my summary, there are a great number of activities that you can get out and enjoy. As Janis, Annika and I proved this past weekend, you don't need to finish a winner, you just need to have fun and the North Country Region allows plenty of opportunities to participate in a fun and friendly environment. You don't need to be Walter Mitty to sign up for an event, you just need to sign up and be ready to have a great time. It doesn't matter where you finish, it just matters that you come out, meet some great people and have a great time. I hope to see you at a North Country Region event this summer with a big smile, you will not regret it. 

## From the President continued from page 5

Devens for one or all four of the Autocross sessions. Many thanks to the volunteers and chairs, Tom Harris and James Demers, for planning this clinic. This is Tom's last year as Co-chair of the CCC, and we appreciate his dedication over the years. Many of our members who have participated in the CCC have gone on to become successful autocross and DE drivers.

I had a milestone this month; I finally broke 100 at Cochecho Country Club! I got very close last year, and it's the kiss of death to start adding up your scorecard before the final hole is played out. My playing partners made sure I didn't tally the card, and it finally happened. Striving for continuous improvement is part of human nature; whether it is shaving seconds or fractions of seconds off our AX times, finding the right line on the track or tweaking our golf game, there is much satisfaction to be gained when a goal is achieved! Good luck with your goals this year.



# BETWEEN THE CONES

By: Kevin Bobbitt -AX Co-Chair

Photo  
Pending

Can you smell spring? I can. I had my first scent of it a couple of weeks ago at the Car Control Clinic. You know, the smell of smoking tires and brake dust.

With spring being here that means the Autocross season is upon us. But before I get to that let me take care of some housekeeping. As you probably have heard, the Blakes packed up and moved to the left coast last month. We lost some dear friends and some major contributors to the club. Colin was the AX chair for several years and left the program in great shape. This is where I come in, well me and Joe Kraetsch actually. Joe and I have taken on the roles of Autocross Co-chairs. Colin has big shoes to fill so we thought it was best to have two of us.

As I mentioned earlier, the 2005 Autocross season is here. We have four events scheduled this year, all at Ft Devens in Ayer, MA.

- **Saturday June 11<sup>th</sup>**
- **Saturday July 23<sup>rd</sup>**
- **Saturday August 20<sup>th</sup>**
- **Saturday Sept 17<sup>th</sup>**

What is Autocross? First of all, it's a blast. Autocross is a timed event, a race actually. But it is a race against the clock. The morning of the event the organizers will set up a course in a parking lot or airfield that is defined by orange traffic cones. There will be a start line and a finish line and a whole bunch of turns in between. Basically the driver needs to navigate through the course as quickly as possible while avoiding the cones. Fastest time in your class wins. Since you are racing against the clock cars are spaced out on the course. There is no passing, drafting or bumping because you are never close to another car. This keeps the event nice and safe.

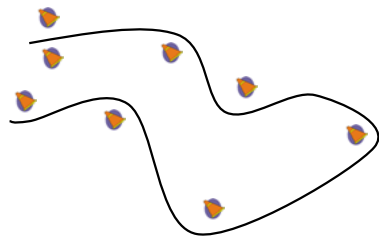
The event lasts all day and in between driving you will need to help work the event. We use corner workers, timers, starters and stagers to name a few. Everybody who drives has to work.

By the end of the day you will have had between six and eight runs, hopefully learned something about you and your car, met some great people and could possibly be holding a trophy!

You can register for the events in advance or get more information about Autocross on our website, [www.ncr-pca.org](http://www.ncr-pca.org).

Hope to see you out there.  
Kevin Bobbitt

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



# NORTH COUNTRY REGION 5<sup>TH</sup> ANNUAL CAR CONTROL CLINIC

By: Tom Harris and James Demers - CCC Co-Chairs



North Country Region's 5<sup>th</sup> annual Car Control Clinic (CCC) was held on Saturday, May 7, 2005 in the parking lots of New Hampshire International Speedway. After four Clinics with nothing more than a brief sprinkle, Mother Nature struck back with a vengeance this year. The total rainfall did not measure up to the infamous

Hurricane Floyd Driver Education (DE) event of 1999, but it was cold, windy, and raining the entire day. Despite the weather, 23 enthusiastic drivers arrived early to learn the principles of car control and have fun in their Porsches. Making this all possible was a team of 22 very qualified volunteer instructors and course workers. Wet, slippery conditions are actually an ideal learning environment. The affect of "mistakes" is more readily apparent, and is more easily induced at lower speeds. The lessons learned under these conditions make drivers more aware of the capabilities of their Porsches, and provide valuable techniques that can be applied at high performance driving events and during the daily commute.

We used the same set of exercises as last year, which included timing all students on the Autocross (AX) course first thing in the morning, and again at the end of the day. This allowed the students to benchmark improvements in their driving abilities

and confidence level as a result of the exercises. Exercises in between the AX bookends included the always popular wet skid pads, the threshold braking/lane change exercises, and an oval course designed to illustrate the value of vision and the proper line through a corner.

A special treat was had by many this year with the addition of two Junior Participant Program (JPP) attendees, 16 year old Christine



*You can Smile in the Rain*





*Jr. Participant Christine Zrimsek at the wheel*


Zrimsek in her red 1986 944 and 17 year old Colin Cowles in a green 1977 911S. Both somewhat tentative in the morning stages, they made huge gains by the end of the day. It was both gratifying and invigorating to watch them attacking the exercises with enthusiasm and aplomb. We hope to see them both at another driving event soon. For those of you with teens 16-17, don't forget to take advantage of the JPP for your new

drivers next time.

As many of our readers know, Colin and Loosey Blake recently moved out of the region, and a new AX team, consisting of Kevin Bobbitt, Bill Kallgren, Joe Kraetsch, Janet Leach, and Lisa Roche was formed only two weeks before the CCC. They did a terrific job of pulling the AX exercises together, and we thank them for their efforts. Thanks also to all the other volunteers, including Abe Anderson, Edgar Broadhead, Dave Churcher, Tyson Duve, Paul Frucci, Jay Gratton, Jim Gratton, Peter Griffin, Tom Gurski, Judy Hendrickson, Doug McIninch, Bob Pickul, Dave Porter, Landis Rogers, Dave Ryan, and Bob Tucker.

**A personal note from Tom Harris.** This is my last year as Co-Chair and Registrar of the CCC. After five great years it is time to move on to other challenges. At the inception of the CCC, we were a bit unsure of what we wanted it to be, and we made a few stumbles along the way. But we always came back the following year with an improved CCC, and it has been very gratifying to see it grow and mature over this period. Our *raison d'être* is, of course, the students, and the greatest satisfaction comes from working with them and seeing them thoroughly enjoy themselves. I have been fortunate to work with two very capable co-chairs: Woody Huntington, who was there at the beginning of the CCC, and more recently, James



Demers. I thank them for all their hard work. James will be continuing as CCC Chairperson, and will be looking for an able assistant. I also want to thank the NCR Board of Directors, who has always been very supportive of the concept behind the CCC. And finally, a big thank you to all the instructors who came out every year to put on the show, and to all the students for their participation. Cheers. 

# SPRING SURPRISE RALLY AKA RALLY WOLFEBORO

By: Bill Kallgren - Editor



*Tech inspection*

May 1 and the day dawns raining. There is a constant light rain however heavier showers pass our house as Janis and I arouse from a sleepless night in preparation for our first ever rally. Our kitchen remodel has been going much slower than expected. On Saturday, our granite sub-contractor had been by the house to make some slight adjustments to the installation of our cooktop. Although reportedly dry fit at the granite shop, it didn't fit on site, requiring plenty of additional grinding and cutting filling our house with more dust. Neither of us slept well due to continued delays and in the case of the cooktop, it still doesn't fit properly, requiring more work. We both were awake from 2:30 to 5:00AM, unable to sleep.

The promise of a day away from home is exciting and on top of this, spending the day with our friends in the Porsche club is an added bonus. Don Johnson, Rally Master, has promised a "thrilling" ride through the Wolfeboro area, so we must rise early to make the trek from Hudson to the starting point in Alton by 8:30. The alarm is set for 5:55 giving us plenty of time to get our daughter Annika up and ready for the day. Janis gets up first, but we have somehow managed to hit the snooze a number of times and it is already 6:30. Our first rally and we're already over one half hour late!

We shove off and head north at 7:45, fifteen more minutes lost trying to find the cat to give her her daily dose of medicine and to sort out what outfit Annika would wear. The choice dungarees and blue shirt did not meet her approval and the early hour didn't help her mood. Figuring the open highways will allow us to make up for some of the lost time, I quickly spot Officer Bob and his green state cruiser patrolling the Everett Turnpike. Better not push my luck, which turned out to be a good thing, as there were two other troopers patrolling between Manchester and Concord and a local patrolman doling out a ticket in Chichester. We wheel into the gathering area at the Alton traffic circle just as the Drivers Meeting is getting underway. We miss the beginning but catch the end question and answer session.

Being novices I am concerned that we missed something critical, however Don has prepared a package of materials carefully detailing some of the terminology used in the what I believe are called Tulip notes but quickly learn that this is not a tulip rally but a Time Speed Distance Rally (TSD) with a twist. Our odometer is to be covered with Don's super special tamper proof tape as a special surprise making

Precision Imports



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.**

his a Time and Speed rally. The instructions are written with speed and directions and technically known as "Route Instructions," no sexy name like "tulip notes" for our first event but we are eager to understand the terminology. For a quick example "CAST 28" means Change Average Speed To 28 MPH. Oh boy, this is going to be fun. Janis and I pour over the rally instructions making sure we understand all the subtleties. We realize with a start that there will be checkpoints where we are required to stop and that at each checkpoint a new "departure time" will be issued from which our next stint will be measured, yet we do not have a watch. The clock in the car only shows minutes and we will not be able to time our stops accurately. Fortunately Loosey Blake offers us a smashing yellow wrist piece certainly the color a winner would wear. We head to the starting point expecting to find a starter ready to wave us on course at the appropriate time, just like I see on the World Rally Championship TV coverage. I am even thinking I need to change my name to Petter Kallgren, rally victory here we come.

We arrive at the starting point and quickly realize there is no starter and we didn't have time to synchronize our borrowed watch to the official clock. When do we start! The surprise rally is a timed rally, and the Route Instructions have exact speeds to travel. Without an accurate starting time, we can be off by minutes right from the start. The car's clock shows one time, the borrowed watch is a few minutes ahead. I quickly check the clock on Janis' mobile phone (for emergency use only, please don't drive while on the phone) and decide to use this as our starting reference. I figured the mobile phone companies must set their clocks off the Naval Observatory clock and can only hope that Don has used the same reference.

Revs up, I don't want to stall the car at start of our first rally; the clock changes to 9:52AM, I release the clutch and away we go. Up to a startling 25 MPH! While

continued on next page

## Spring Rally...continued from page 15

Petter Solberg's WRC rally car is racing through the hills and valleys of the Rally Sardinia at speeds well over 100 mph, we are, at the exact same moment, pattering down the road at a more leisurely pace.

Although the speeds are slow, this is not necessarily easy. We are constantly on the lookout for clues on where to turn and to verify that we are on course. We make our first turn and increase speed to 35MPH. It seems the car in front of us didn't read "CAST 35" as we start to close the gap, inching ever closer.

We are soon right behind the Boxster and I am itching to get past as the car behind us starts to catch up. The single lane road opens up just enough, I give a few toots on the horn to let my fellow participants know that I am overtaking and make the pass. I increase speed to 38 MPH for a few minutes to compensate for the lost time. Janis continues to reel off instructions and keeps a steady eye open for road signs and turns. I keep a steady eye on our speedometer to keep the speed correct, Annika in the back wants to get a book read, but otherwise seems to be enjoying the ride.

We make it to the very first Rally checkpoint just as Don and his rally team are packing things up. There are a few minutes of confusion as we re-read the directions that tell us to stop for exactly four minutes prior to continuing. Sandi Johnson hollers over to us to keep going, the checkpoint is getting moved as the property owner has threatened to call the police about the cars stopping in his development. Of course looking at the surrounding land it hardly appeared to be "developed" but that might be another story. We continued onward and soon made our way to note 49, a fifteen-minute break at a service station. An excellent opportunity to stretch the legs after about one hour of driving.

Annika did NOT want to get back in the baby seat and we soon found ourselves



*Checkpoint Charlie*

handicapped with a crying 2 year old, definitely unhappy about being back in the car. With the added handicap, disaster soon struck for the Kallgren team. Following the instruction we turned Right onto Rines Road. A moment of confusion ensued as the street sign was slightly crooked and after passing it, it seemed that maybe we were already on

Rines and had turned off. I swung the car around and continued on our original heading. After a half mile, we saw the Nepal Orange 914 piloted by George Tilton

continued on page 31



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 ·

**I**would 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.

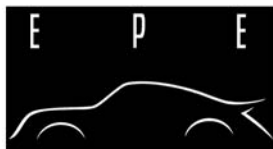
*EPE* has been in the business of service, repair and upgrading of Porsche cars for over twenty years, and has a staff with over 30 years of experience providing discriminating Porsche owners with the best care available for their treasured automobiles.

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](mailto:EPE@EPE.com)

Happy Motoring  
Jerry Pellegrino

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



EUROPEAN PERFORMANCE  
ENGINEERING, INC



# LET'S TALK TORQUE

By: Jack Saunders - Contributor

Let's Talk Torque! We're not talking engine torque to propel our Porsches into performance perfection, but ordinary wheel lug nut torque (or bolts in the case of the 986, 996 and Cayenne) upon which we rely to securely fasten the wheels to the hubs. So, in keeping with the spirit of a Spring awakening of our slumbering Porsches, let's sharpen a few of the basic skills we routinely use in the safe operation of our cars in all PCA driving events.

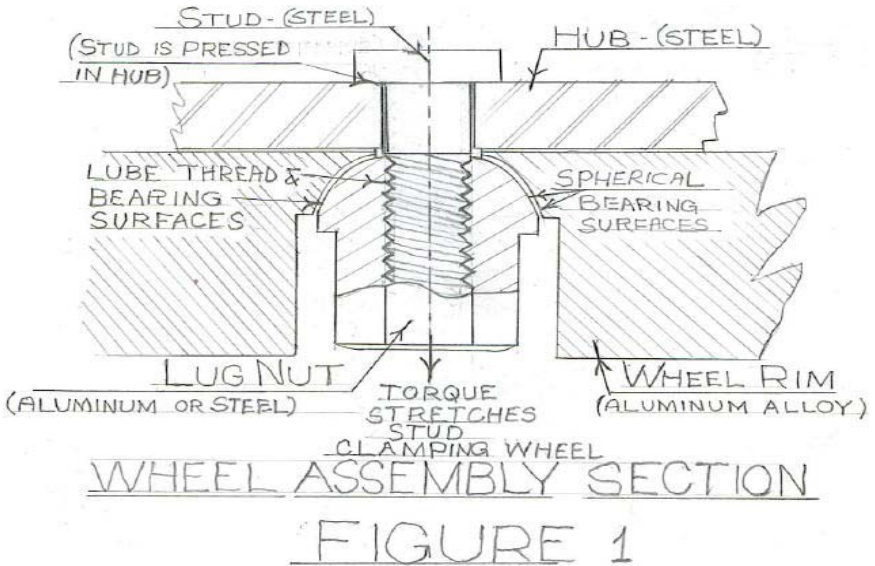
Aside from the driving itself, the driver's greatest responsibility for safety involves the proper mounting of the wheels. This simple, commonplace task is so frequently performed (usually in a hurry) that it may be taken for granted, and therein lurks danger. That's why the Inspection Checklist of every driving event features the Torque Range Check.

Though it isn't Rocket Science, this most common mechanical joint requires the automotive design engineer to consider the properties of the various materials of the components of the wheel assembly shown in Fig. 1 to assure that it can repeatedly withstand the extreme maneuver loads the wheels are subjected to during driving events. The hub and studs affixed to it are made of steel. The wheel rim is made of aluminum alloy or steel. The lug nut may be made of aluminum or steel. It matters much what materials the components of the wheel assembly are made of, because their properties are markedly different. For example, the tensile strength of steel is twice that of aluminum alloys, i.e. 60,000 pounds per square inch (psi) of cross section versus 30,000 psi. *Note:* tensile stresses are produced in the cross section of the stud when it is stretched along its axis. The shear or torsional strength of both steel and aluminum are about 1/2 of their tensile strengths. The effects of higher temperatures markedly decrease the strength of both steel and aluminum. Aluminum really suffers a sharper decline than steel, and in fact is rarely used in applications where it has to withstand high stresses in the vicinity of 500 degrees F. (It's clear that given a hot track, hot brakes and tires, an aluminum wheel rim must be carefully designed and maintained to survive.) Another aspect of the effect of temperature on different materials in an assembly like a wheel and hub is that they expand at a different rate, i.e. aluminum expands almost twice as much as some steels. The practical significance of this fact is that once you have mounted a wheel at garage temperature and created tensile stresses in the studs by torquing the lug nuts, these initial stresses will increase as track driving temperatures increase because the aluminum alloy rim will expand more than the steel stud, thereby stretching the stud, and increasing its tensile stress. Finally, friction and wear properties (soft aluminum is worn down by hard steel) enter the equation insofar as dry, unlubricated threads and bearing surfaces produce frictional forces which waste some of the torque you've applied and also leads to detrimental surface and thread galling and possible seizing.

Note that all this attention to tiny details (all affecting safety) reminds me of the challenges of designing jet engines like those reliably powering the A-10 'Warthog' used in Iraq.

Now we're ready to examine in detail what happens when you torque up your





lug nuts (or bolts). Step 1 is to clean and lube the threads and contact surfaces of the parts in Fig. 1, because Porsche engineers established the specified torque limits (generally between 92 and 96 ft lbs) based upon lubricated, low friction threads. Step 2 screw the lug nut on to the stud and run it up to the wheel until it contacts the spherical bearing surface (which centers the wheel). At this point apply low torque evenly on all 5 studs to seat the wheel. Now as you begin to increase the torque, the lug nut advances along the thread on the stud (which is actually an inclined plane wrapped around a cylinder), which in turn allows us to produce a large tensile force stretching the stud by applying a relatively small torsional moment (or force). As more torque is applied, the lug nut converts it to more tensile force along the axis of the stud (see Fig. 1), causing it to stretch elastically to act as a clamp, holding the wheel in place. So, interestingly enough the torque we applied produced the desired high tensile, clamping forces with negligible torsional stresses in the stud, thanks to the lubed threads. However, in addition to the desired high tensile stresses in the studs, we unavoidably produced high shear stresses across the threads. Therefore the engineer designs the length of his lug nut threads to provide the shear area sufficient to resist the shear forces created by the stretched stud. Obviously an aluminum lug nut thread would have to be longer than a steel nut because aluminum has much lower shear strength. So much for the involved technical details of this simple yet critical assembly. Now let's stow our torque wrench until a planned pit stop invites us to talk torque again.





# Stuttgart Northeast, Inc.

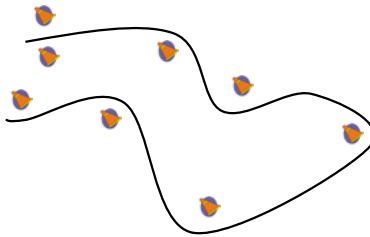


## SERVICE FOR PORSCHE & MERCEDES BENZ

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



## The newest source for Porsche Parts



From longtime North Country Region  
members Jay Gratton and Matt Romanowski

[www.Apex-Parts.com](http://www.Apex-Parts.com)





# Autocross Season is Here!

Sponsored by Porsche of Nashua

The 2005 AX season is about to start. We have four events this year and hope you can attend them all.

## When:

Saturday June 11<sup>th</sup>  
Saturday July 23<sup>rd</sup>  
Saturday August 20<sup>th</sup>  
Saturday Sept 17<sup>th</sup>

## Where:

Ft Devens in Ayer, MA

## Why:

Drive your Porsche like it was meant to be driven  
Learn the limits of your car  
Learn the limits of the driver (that means you)

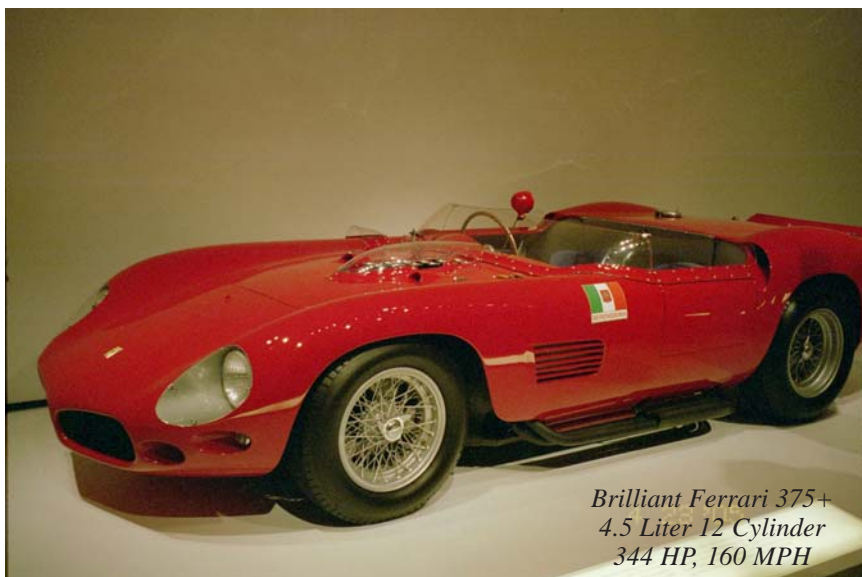
Sign up online at [www.ncr-pca.org](http://www.ncr-pca.org) and save 25% when you sign up for all four events!

More info is available online at [www.ncr-pca.org](http://www.ncr-pca.org) or email [AutoCross@ncr-pca.org](mailto:AutoCross@ncr-pca.org).

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

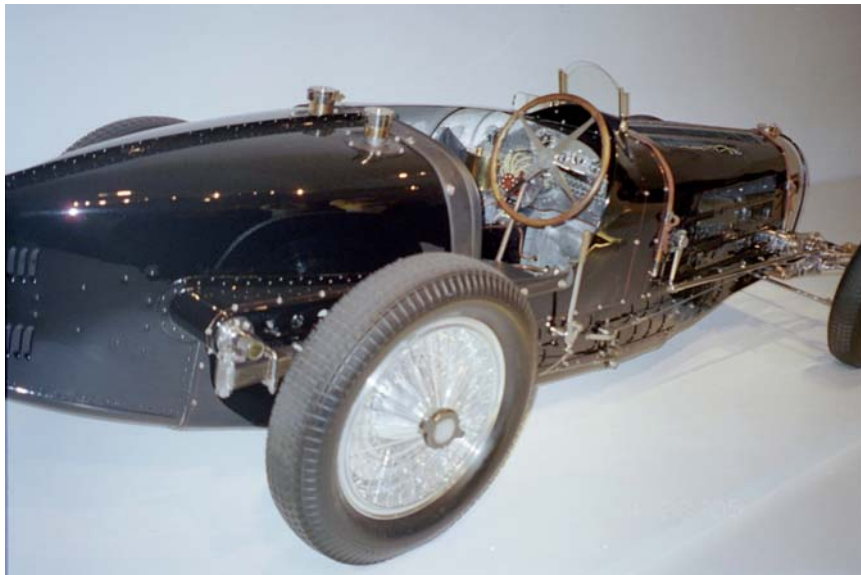
# PHOTO ESSAY: THE RALPH LAUREN CAR EXHIBIT

By: Judy Hendrickson - Contributor





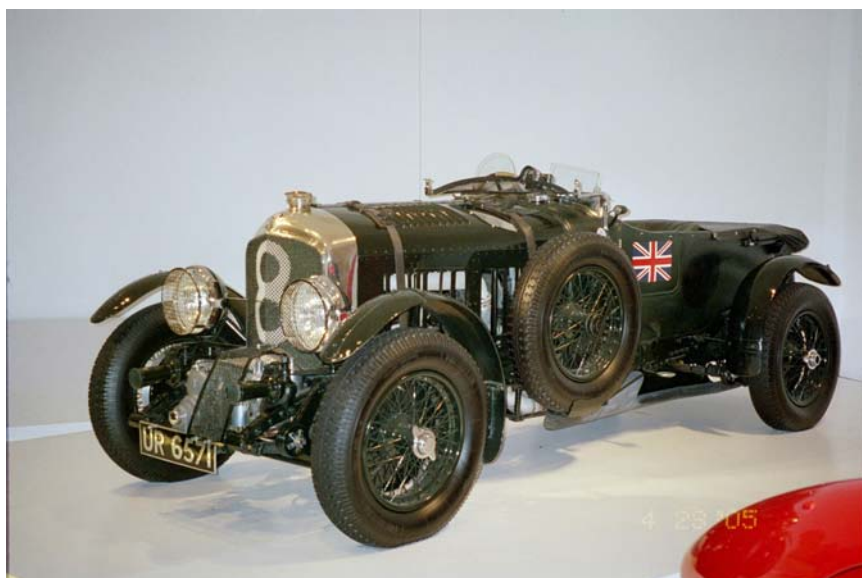
**Bugatti Type 59 Gran Prix**  
**3.3 Liters**  
**8 Cylinders**  
**250 HP**  
**Top Speed 135 MPH**



continued on page 24



**Blower Bentley, James Bond drove a supercharged Bentley in Ian Fleming's classic series of books, long before the Aston Martin DB-5 would be seen on the silver screen.**



continued on page 26



# 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](http://www.hmsmotorsport.com)

888-467-3269

# HMS motorsport

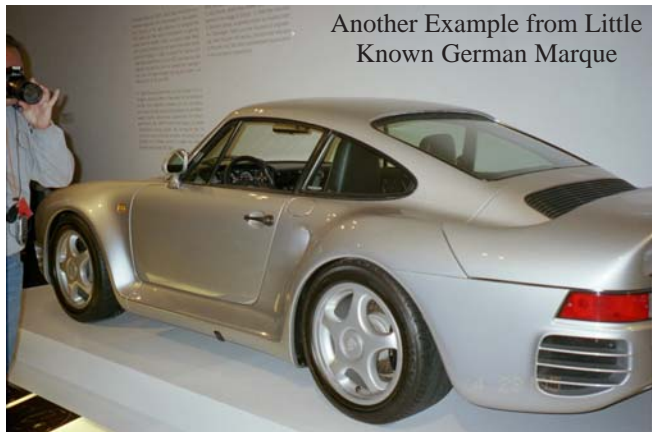
Little known German marque



McLaren F1



Another Example from Little Known German Marque





*Alfa Romeo*



*Bugatti Atlantic Coupe, 1 of 3 built*



*Wheel spats and Tear Drops!*





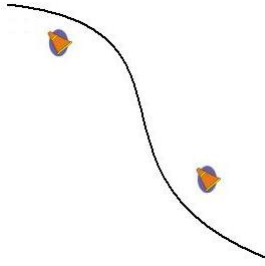
# Seacoast

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

*My other car is a  
Porsche!*



## HELP WANTED

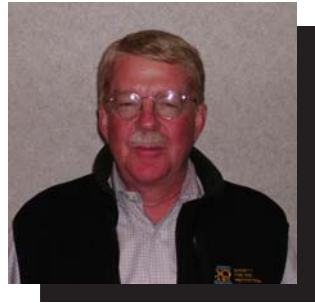
North Country Region is currently seeking individuals to help with our yearbook committee. If interested, please contact Janet Leach at (603)433-4450 or email at [president@ncr-pca.org](mailto:president@ncr-pca.org)

### 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.

# NCR BOARD WERKES

By: Doug McIninch - Secretary



## NCR/PCA MEETING MINUTES APRIL 12, 2005

On April 12, 2005 six Board members and nine Club members met at the Cat 'n Fiddle to conduct business.

**President's Welcome/Correspondence:** Janet Leach opened the meeting by welcoming everyone present. Special mention was made of the fact that Loosey and Colin Blake were leaving the Region as work calls for them to relocate to California. Losing a board member, Webmaster and AX chair all at once will be significant. The entire Board and everyone present then went on to give the Blakes the special and long lasting recognition including a standing ovation that they deserve for all they have contributed to the Region. The Club advanced quickly and was repeatedly recognized nationally by PCA because of the many significant contributions of the Blakes. They will be greatly missed.

There was no correspondence of importance to report on.

**Vice-President's Report:** Miriam reported that all the required insurance waivers have been received for the upcoming events including all four AX.

**Secretary's Report:** The minutes of the March meeting were approved as distributed.

**Treasurer's Report:** Pete noted that the IRA Porsche sponsorship funds had been received. The cash flow report and budget progress reports were voted accepted as distributed.

**Membership:** Lisa was not present. Membership was reported to be at 479 members.

**Northlander:** The deadline for upcoming *Northlander* articles was noted. *Northlander* advertisers are pleased with the revitalized newsletter.

**Advertising:** Payments from advertisers are flowing in on a timely basis.

**Website:** Berthold Langer has agreed to replace Loosey Blake as Webmaster. He has considerable experience in the field and is enthusiastic about assuming this important Board position.

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

**Tech Sessions:** The most recent tech session on automotive electronics at Precision Imports was very well received by all attending. The April Tech session is at Porsche of Nashua presenting the "Dent Wizard."

**AX:** The next AX is on June 11, 2005.

**Social:** N/A.

**Rally:** Seven NCR cars have registered for the Parade. May 1 rally checkpoint workers will meet April 30 for instruction. The May 1 rally will be a training session

continued on next page



for the NCR members who will be helping Don Johnson run the Parade Rally at Hershey.

**DE:** Scott Martineau reported on the first NCR DE scheduled for Memorial Day weekend at NHIS. He has 19 of 25 instructors already, which means that he should be able to maintain a one-to-one ratio of students to instructors. Finding flaggers is a problem but Scott is hopeful. Susan Bird and Paul Frucci are administering the dinner registration and meal selections.

**Make-A-Wish:** Miriam is looking for help in giving the pre-event lecture as well as coordinating various safety items.

**Charity Laps:** Parade Laps (slow speeds) will be used to free up instructors.

**Car Control Clinic:** Registration is full. Tom Harris and Jim Demers have the event well organized.

**Yearbook:** Dave Churcher and others are working on the Yearbook submission.

**New Business:** There was a lengthy discussion about finding a replacement for Colin Blake. Kevin Bobbitt and Joe Kraetsch will take over for Colin.

There being no further business the meeting was adjourned.

Doug McNinch, Secretary



## BLOW YOUR MONEY ON CARS, NOT INSURANCE



Let's face it, the less you spend on insurance, the more you'll have to spend on the car of your dreams. So call Hagerty. Since all we insure are collector car owners – the safest drivers on earth - our rates are ridiculously low. So blow your dough on something fun for a change.



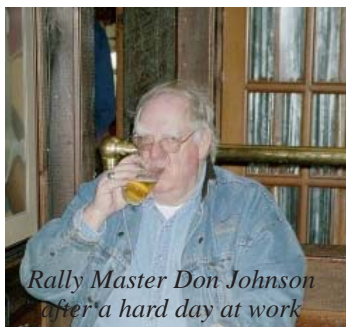
The Michael A. Bernier Agency, Inc.  
Allstate Insurance Company  
400 Amherst Street  
Nashua, NH 03063-1241  
Tel 603-889-5800

FUELED BY



COLLECTOR CAR & BOAT INSURANCE





*Rally Master Don Johnson  
after a hard day at work*

with navigator Janet Leach heading in the opposite direction. It seemed they too missed the turn, but why were they going in the opposite direction? Some quick searching and we found a mailbox with a street name and it wasn't Rines Rd! We swing the car back around for the second time and head toward the original turn we had made, it must have been correct. After a few moments, the orange 914 of Tilton/Leach passes us again going in the opposite direction! Ah this is now getting confusing.

We swing onto Rines Road and continue to find our markers, now moving at a considerably faster speed to try to make up lost time. Within minutes, we get to the next turn and behold the 914 of Tilton/Leach magically AHEAD of us! We follow for about a mile and arrive at checkpoint 2 together. After getting our time slips, Tilton pulls his Porsche back onto the tarmac as we frantically re-read the instructions to determine if we are supposed to wait for four minutes or continue on immediately. We elect to wait and watch the orange sports car disappear in the distance.

We continue to follow the route notes and eventually make our way to a splendid restaurant where our Rally Master has arranged a lakeside room for a wonderful lunch complete with some fantastic desserts and awards.

What started out as a rainy day, ended in warm sunshine with smiles all around. Special thanks to Don and Sandi Johnson and the entire Rally team for putting on a great event. Additional thanks go out to Porsche of Nashua, the official sponsor of the Spring Rally. The spring rally turned out to be a great family activity and I hope to see you at the next one.

## **Spring Rally Final Results Family Class**

Eric Landis and Family

### **Novice**

**First** Nicholas and Kay Shanny

**Second** Loosey Blake and Rachel Mueller

**Third** Dan and Patrick Dinan

### **Expert**


**First** Jay Gratton and Jaime Davidson

**Second** Paul Tallo and Bill Raymond

**Third** Miriam Dunster and Judy Hendrickson

## **OVERALL BEST SCORE**

The Landis Family



# 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.

- \*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
- \*Svepco 201 Gear Oil
- \*Wurth Products
- \*Bosch Platinum Plugs
- \*Sachs Clutch Kits
- \*Leather Shift Boots
- \*Body & Trim Seals

Shop Labor Rate \$62.00/hr

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

Please check us out on the web at [www.sportscarworkshop.com](http://www.sportscarworkshop.com)

Sports Car Workshop, Rte 1, Arundel, Maine  
Ph: 207-985-6661 Email: [Sportscar@gwi.net](mailto:Sportscar@gwi.net)

# 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  
(Fee Charged)

**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](http://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**

# BUSINESS CARDEXCHANGE

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

2004



PORSCHE

Rick Scourtas

Certified  
Sales Professional

Ira Motor Group

99 Andover st, Rt. 114  
Danvers, MA 01923

Phone 1-800 791 5555  
www.iraporsche.com

## BSM EXHAUST WORKS

PERFORMANCE EXHAUST FOR PORSCHE

981-ANTRASPORT-FARRSPEED-DANK

SHL MOTORSPORTS-B&B

JASON BETTY

OWNER AND MEMBER OF PDA-MEM, ROYALIST

WWW.BSMEXHAUSTWORKS.NET

34 ROCK ST.

LOWELL, MA. 01854

978.454.0311 FAX 978.454.8784



STIBLER ASSOCIATES, LLC

space planning & interior design

PHYLLIS L. STIBLER, ASID

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

MICHAEL GRISHMAN

FOREIGN  
INTRIGUE.

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

LOVERING  
VOLVO  
at Concord

Loving 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

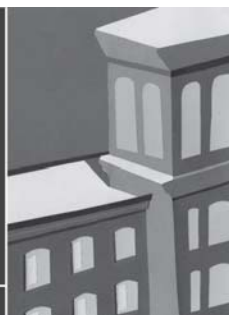
**VOLVO**

**Steve Gratton**  
Sales & Leasing Consultant

Lavallee/Brensinger Architects

Architects  
Interior Designers  
Planners

603.622.5450 [www.lbpa.com](http://www.lbpa.com)



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

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

A detailed illustration of a hand holding a carpenter's square, with the hand and tool rendered in a textured, wood-like style.

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

LET US  
GET YOU THERE  
AND BACK.

The logo for Iron Horse, featuring a stylized horse head in profile, facing right, enclosed within a circular frame with decorative flourishes.

**IRON HORSE**

STRATHAM, NH  603-772-3378

**CAR CARRIERS**

ANTIQUES - RACECARS - SPECIALTY CARS  
DOOR TO DOOR SERVICE



## 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

## DAVID CHURCHER PHOTOGRAPHY

10 CHESTNUT STREET, SUITE 1105  
EXETER NH 03833  
603 799 4688  
[www.DavidChurcher.com](http://www.DavidChurcher.com)  
e-mail: [DavidChurcher@comcast.net](mailto:DavidChurcher@comcast.net)

## Sports Car Workshop

Ph: 207-985-6661 ~ Fax: 207-985-9099

Corey Jacques

E-mail:  
[sportscar@gwi.net](mailto:sportscar@gwi.net)



[www.sportscarworkshop.com](http://www.sportscarworkshop.com)  
2210 Portland Road ~ Arundel, Maine 04046

## 2004



PORSCHE

Dan Witmer  
Sales and Leasing Consultant

**Porsche of Nashua**

170 Main Dunstable Road  
Nashua, NH 03060

**Certified  
Sales Professional**

Phone: 603-578-3759  
Fax: 603-595-1708  
Toll-Free: 800-486-2834  
E-mail: [dwitmer@audinashua.com](mailto:dwitmer@audinashua.com)



# 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 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](mailto: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](mailto:jehanley@juno.com).

**1987 944\*\*** #WP0AB0941HN473781 Black/tan, sport seats, concours condition (won two awards). Good tires. Track ready, new brakes/shocks, K&N. Blair Talbot just improved performance and reliability. This is a car suitable for all NCR events & the street. It has 96,000 miles. Asking \$8,900. Jack Saunders, Holderness, NH 603-536-4275 [sandoj@fcgnetworks.net](mailto:sandoj@fcgnetworks.net)

**2001 Boxster S sold, must sell extra "stuff"!** \*

**For Boxster or 996:** Oil filter socket, Jack pad, Brake Bleeder, G Meter, Cone Camera (video camera remote lens) with suction cup and clamp mounts, Winch type hard top hoist, SST "Boomerang" under nose protection with SST hardware), Headlight protection shields, Air Tank, Windshield sun shield, Magnetic door bumper protection strips

**For Boxster:** Car cover with foam door protection panels, Leak proof "Java" coffee cup with holder, Soft top cover with foam door protection panels. **Make an offer, individual or all! \$500 will definitely take all!** Art Smith, Chocorua NH, 603-986-0987 [alsmith13@aol.com](mailto:alsmith13@aol.com)

**Deck Lid:** Rear Deck Lid off of 1986 Carrera. Deck lid is Black. Lid includes grill, Carrera badge, underside decals, and working light with harness. Rust free, however 1 very minor dimple, not very noticeable and easily removed by Dent Wizard. Pictures Available. I switched over to a Carrera tail and could not in good conscience drill holes for the tail in the original deck lid. Priced at \$150. Ron Juozokas, Derry NH, 603-437-6862 (after 6:00pm) [rosamila@comcast.net](mailto:rosamila@comcast.net)



**1956 & 1957 XK-140s\*:** 56 body modified for racing with roll bar. 3.4 motor was running good and has rebuilt carbs. Also has new SS dual exhaust system still in package. Has 4 new tires on 4 new wire rims. Comes with spare set of 4 50 series knock off rims with racing tires. The 57 which has no motor & tranny in it is in need of full restoration. A 3.4 motor & tranny from a 1959 Mk 2 is available. Both frames are in excellent condition. All for \$12,000. Tracey Levasseur Shapleigh, ME (207)247-3385 or [sharpei@sacoriver.net](mailto:sharpei@sacoriver.net).

**For Sale 1986 Jaguar XJ6\*** Partially restored. Runs good. 118K miles. Complete SS dual exhaust, new air flow sensor, plugs, wires, dist. cap, water pump. Body work and window gasket replacement done. Interior clean. \$2000 call Tracey Levasseur (207) 247-3385 or e-mail [sharpei@sacoriver.net](mailto:sharpei@sacoriver.net).



[www.autowerkesmaine.com](http://www.autowerkesmaine.com)



**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 .....	20
Autowerkes .....	39
Ayer European Auto Restoration .....	Back Cover
BSM Exhaust .....	35
Cutter Creek Designs .....	37
Dan Witmer (Porsche of Nashua) .....	37
David Churcher Photography .....	37
EPE .....	17
EXOTECH .....	34
Foreign Intrigue .....	35
Harry Robinson (Porsche of Nashua) .....	9
HMS .....	25
Housewright LLC .....	36
IRA .....	Inside Back Cover
Iron Horse Transportation .....	36
Lavallee/Brensinger .....	36
Michael Bernier Agency/Hagerty/Allstate .....	30
Meister Restorations .....	9
Porsche of Nashua .....	Inside Front Cover
Parts Heaven .....	34
Precision Imports .....	15
Rick Scourtas (IRA) .....	35
Seacoast VW/Mazda .....	28
Sports Car Workshop .....	32 + 37
Steve Gratton (Lovering) .....	36
Stibler Associates .....	35
Stuttgart Northeast .....	20

## ***NORTHLANDER ADVERTISING RATES***

<b>per Issue</b>	<b><u>Full Pg</u></b>	<b><u>Half Pg</u></b>	<b><u>Qtr Pg</u></b>	<b><u>Bus Card</u></b>	<b><u>Inside Cov</u></b>	<b><u>Back Cov</u></b>
	\$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](http://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