



Northlander

Newsletter • North Country Region • Porsche Club of America
February 2005 • Volume 28 Number 2



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PORSCHEPHILE PROFILE - JERRY AUSTIN
PORSCHE BOOK REVIEWS
HISTORY OF THE 924



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February 2005 Volume 28 Number 2
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by
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CALENDAR

Feb 5, Tech Session, Restoration / Open House, 9:30AM-11:00AM Paul Russell and Co., Essex MA, Matt Romanowski, tech@ncr-pca.org

Feb 8, Board Meeting, Cat 'n Fiddle, Concord, NH Janet Leach, president@ncr-pca.org

Feb 19, Progressive Dinner - Portsmouth Area, 5:30PM Contact Ellen Beck at ellen.beck@ncr-pca.org

Mar 8, Board Meeting, Cat 'n Fiddle, Concord NH, Janet Leach, president@ncr-pca.org

Mar 12, Tech Session, Suspension Theory, 1:00 PM, Exotech, Plaistow NH, Matt Romanowski, tech@ncr-pca.org

March 19 - Progressive Dinner - Nashua Area Contact Judy Hendrickson at judy.hendrickson@ncr-pca.org

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

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

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

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

June 19, AX (Tent) NER, Ft. Devens, Bill Brinkmann, bill@the-brinkmanns.org

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

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

July 31, AX (Tent) NER, Ft. Devens, Bill Brinkmann, bill@the-brinkmanns.org

Aug 7, AX (Tent) NER, Ft. Devens, Bill Brinkmann, bill@the-brinkmanns.org

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

Aug 20, AX #3 NCR, Ft. Devens, Colin Blake, autocross@ncr-pca.org

Aug 28, AX (Tent) NER, Ft. Devens, Bill Brinkmann, bill@the-brinkmanns.org

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

Sept 17, AX #4 NCR, Ft. Devens, Colin Blake, autocross@ncr-pca.org

Sept 18, AX (Tent) NER, Ft. Devens, Bill Brinkmann, bill@the-brinkmanns.org

Oct 2, AX (Tent) NER, Ft. Devens, Bill Brinkmann, bill@the-brinkmanns.org

Oct 10-11, Drivers Education NCR, NHIS, Scott Martineau, driver-ed@ncr-pca.org

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



I think that February is my least favorite month, perhaps only bested by August. February is plain cold and usually there is plenty of snow to shovel. I guess at the heart of it are the extremes. February is just plain cold while August just plain hazy, hot and humid.

January and March aren't bad at all. January is ringing in New Year and March is getting pretty close to spring, at least in Southern New Hampshire! July and September are great too, warm but not too hot. I always break out the motorcycle in April, lots of good riding weather when the temperature pops above 40°F. I also break out the Porsche in April...but that is still two months away.

Anyway back to February. Some lucky souls will undoubtedly be headed south for a vacation, perhaps bringing the clubs along and looking to "go low" on the score sheet. My Uncle Dick makes an annual trip to the Carolinas for a week of golf in the dead of winter. For others, sons and daughters will be home from school for "winter" vacation and perhaps a ski trip is in order. My daughter is still less than two years old, too young to ski herself. Fortunately, I have a nifty backpack or "papoose pack" and I can bring Annika along for some Nordic skiing for a fun ride, provided the terrain isn't too hard. Mom lives in New London, NH where the snow is usually plentiful so we can plan a trip to visit and perhaps get in some skiing! If my sister shows up, we might end up skiing both Up and Down Mt. Kearsarge. For this type of skiing, Annika would need to be left at home, with my skills the occasional spill needs to be expected on steep terrain with Nordic skis.

I mentioned a few issues ago my introduction to Porsche ownership was only a few years ago, having purchased a well used car from a second hand dealership located in Manchester. I had long dreamed of owning an "exotic" sports car and this dream finally came true with the help of my understanding wife, Janis. I had the luck of growing up in southern Connecticut, Stamford to be precise. Situated between Westport and Greenwich, Stamford is an amalgamation of cultures and we lived in the geometric center of the city, the Turn of River area to be precise. Certainly better off than the "Towers" or the "Village," we were pikers in comparison to the wealth of Greenwich and Westport. It was in this environment where I frequently got to see exotic sports cars driving around. I remember the first time I glimpsed a BMW M1; this was outside the lush gardens of the Bruce Museum. I made a habit of counting Rolls Royces and recall a day where I registered eight separate "sightings" as we ventured about.

During high school I worked a number of jobs, including a stint in a clothing and shoe store. It was here where I had the fortune of selling a pair of shoes to Eddie Murphy about the time he was on Saturday Night Live as an emerging star. He paid cash for a pair of Timberline boots at \$115 at the time. Pretty expensive even today for a pair of boots and the first \$100 bill I ever saw. Did I mention being somewhat of a piker?

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FROM THE PRESIDENT

By: Janet Leach - President



Every winter, it's always a toss-up: do we plan a vacation to warm or cold climates? This month, I want to share the recent skiing vacation I took with John out to Park City, Utah, where they claim to have the "Greatest Snow on Earth". We decided that it had been way too long since we had skied at Park City. The last trip was in 1990 during my Spring Break when I'd returned to school at UNH. I remember the temps then being near 40 degrees every day, most of the slopes were packed powder, typical of our eastern ski runs. I think I'd forgotten to wear my sunscreen on the first day; I didn't make the same mistake twice!

During this trip, the conditions were much different. It snowed every day, and we encountered both groomed and ungroomed runs. Now we hadn't skied since February 2003, so we took it easy the first day, skiing about four hours. We tend to be fairly aggressive intermediate skiers, and left the steep powder runs for the experts. We skied 5 of 7 days at Park City, Deer Valley and Alta. We finally saw the sun on our fourth ski day when we went to Alta. It is part of Little Cottonwood Canyon, just a couple of miles from Snowbird. The vista was very dramatic; mounds and mounds of white snow against a backdrop of vibrant blue sky. We enjoyed the beauty until about midday, then the winds brought in our daily snow. The resort was teeming with powdery slopes. The light, dry and fluffy snow is referred to as "Champagne Powder", and the ski resorts in Utah receive upwards of 500 inches annually. The reason this snow is so unique is due to the lake effect of the air carried over the Great Salt Lake. I so wanted to take a jar of this snow home with me, but unlike the souvenir sands from some of the beautiful beaches on the Gulf coast of Florida and from Bermuda, I knew this was not possible and would just have to be a memory. I wish I had an odometer (maybe someone makes this?) for my skis, as each day, it felt like we had traveled for miles and miles. Skiing in the West is a whole different experience from skiing in the East. Most of the trails are much longer, and you can ski for quite awhile at the upper portion of the mountain without ever having to return to the bottom until the end of the day. While we were skiing, I could only imagine how even my turns would be on the slopes if I could just lay out some cones; I'd be "styling" and looking like some of those GS racers! Picabo Street is a Park City Mountain Resort ski ambassador, but we didn't see her on the slopes. In fact, there were no celebrity sightings. Stein Eriksen is in residence at Deer Valley, but on the day we visited, I'm sure he was not out in the snowy, wind driven conditions. He can pick and choose the days he wants to ski!

On our day off the skis, we visited the Utah Olympic Park right in Park City, site of luge, bobsled, skeleton and ski jumping events of the 2002 Winter Olympic Games. The facilities continue to be used by athletes for training. Visitors can take the thrilling Comet bobsled ride down the same track used by the Olympic athletes. It is similar to dropping from a 40-story building, and the sled reaches speeds near 80 mph and forces in excess of 4 G's. Now, you're going to ask: "Were you scared?"

continued on page 10

TRACK TIME

By: Scott Martineau -Track Chair



This article represents my return to the *Northlander* after a 5-year hiatus. As the new Drivers Ed chair, I want to express my appreciation to Jerry Austin for the fine program he has put together over the past couple of years. He has left me with a solid foundation and a great group of volunteers to help pull together another exciting, safe, and fun season.

This year Bob Pickul will be returning to the team as my Co-Chair. Bob and I have worked out a bit of a job sharing arrangement where he will serve as Co-Chair this year and Chair next year while I assume the role of Co-Chair. We hope this arrangement will help spread the workload but also provide a few years of chair continuity.

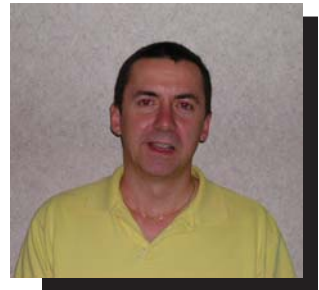
Paul Frucci has stepped up to take on the role of DE Registrar. Paul has quite a few years of DE experience to bring to the table and along with some hard work by Colin Blake has gone a long way toward automating the registration process.

The 2005 event schedule can be found on the website. Check out the dates and don't forget to mark your calendar and plan on joining us at the track.

Finally, the DE committee will be meeting shortly to go over the current program and discuss ways to continue to improve the program to add education and enjoyment for the participants. If you would like to volunteer to assist with the Drivers Education, please don't hesitate to drop me a line at: driver-ed@ncr-pca.org.

AUTOCROSS

By: Colin Blake - AX Chair



Important Schedule Update!! There has been a change to our Autocross schedule for the first event of 2005. Please make a note that the first event will now be on Saturday JUNE 11, 2005.

Old Date: Sunday June 19

New Date: Saturday June 11

The autocross committee was able to broker a deal with NER for this important date swap. As of this edition of the *Northlander*, all NCR dates fall on Saturdays. Also, please note that my phone was incorrectly printed in the January Calendar insert. Correct contact information can be found at the front of this edition. Check the official NCR website for up to date information at www.ncr-pca.org at any time.

NCR BOARD WERKES

By: Doug McIninch - Secretary



NCR/PCA PLANNING MEETING MINUTES December 4, 2004

On December 4, 2004 the seven Board members and twelve Club Members met at Janet Leach's house in Greenland, NH for an early brunch and to conduct regular business as well as to plan for the 2005 events.

Old Business

President's Welcome: Jim Gratton as outgoing President and Janet Leach as incoming President welcomed all present. The meeting was immediately turned over to Janet who was promptly thanked for putting on a splendid brunch for all that come early. Janet reported that there had been no correspondence of significance to report.

Vice Presidents Report: N/A.

Secretary's Report: The minutes of the 2004 Annual meeting were unanimously voted /accepted as distributed. These minutes reported on the by-law change, which was affirmatively approved by the ballots. As well, the minutes of the November 9, 2004 Board meeting were accepted as distributed.

Treasurer's Report: Pete Petersen discussed the Cash Flow report, which had been distributed for the figures through the end of November. The figures were reviewed and discussed. It appears that there will not be a large deficit or surplus when the final bills are reconciled against the income for 2004. Pete speculated that there might be a \$1000 deficit for the year. The Treasurer's Report was accepted.

Membership: Current membership is approximately 500. The files have been turned over to Lisa Roche the new membership Chair.

Northlander: Bill Kallgren verified that the Northlander was sent to the publishing house on December 2, 2004. It is already on the NCR Website. Everyone was reminded that December 10, 2004 is the deadline for articles to appear in the January issue.

2005 Planning/Budget/Calendar

Janet Leach provided a detailed review of the recent Z-1 President's Meeting. There was a special Webmasters session, which was very informative and attended by Loosey and Colin Blake. The plans for the upcoming Parade at Hershey, PA were reviewed and explained. It was also verified that Go Cart events should not be "Club Sponsored" and all the fees should flow directly to the Go Cart Track and not through the Club's books. NCR has been scrupulous about this recently.

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THE STARTING GRID

By: Lisa Roche - Membership



North Country Region hosts a monthly board meeting at the Cat 'n Fiddle Restaurant in Concord, NH. All members of the club are welcome to attend. This is a great place to meet both the board members as well as the committee chairs. The food is pretty good too! Our meetings are a great place to find out what is going on in the club and gives you an opportunity to put in your comments and suggestions. Member start gathering around 6:00 for dinner, with the meeting usually starting promptly at 7:00. If there is a particular committee you are interested in, drop the committee chair a message prior to the meeting to confirm that they will be at the next meeting.

<p>New Members</p> <p>A. Lawrence Blahut Nancy Blahut Dover, NH 2002 911</p> <p>Glenna Goodman Contocook, NH 1977 911S</p> <p>Glenn Martin Dianne Martin Concord, NH 1988 911</p> <p>Peter R. Stevenson Peterborough, NH 2000 Boxster S</p>	<p>2 Years</p> <p>James R. Demers Donald Demers Derry, NH 1987 944</p> <p>Jon Sherrill Nancy Sherrill Rye, NH 1896 911</p>
<p>20 Years</p> <p>George Huff Andrew Huff Winchester, MA 1964 356SC</p>	<p>1 Year</p> <p>Salvatore C. Calvino Bedford, NH 2004 Cayenne</p> <p>William H. LaFontaine Campton, NH 2004 911-C4S</p> <p>David H. Zrimsek Marguerite Zrimsek Somersworth, NH 1986 944</p>

25th ANNUAL ZONE 1 TECH TACTICS, MARCH 4-6, 2005

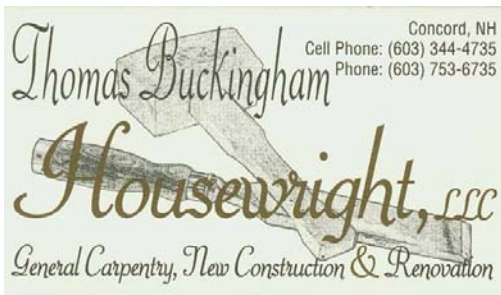
The theme this year is “Something for Everyone.” Over the two-day program, we will entertain many aspects of Porsche including the 959, History of Panorama, the Carrera GT, and a hands-on demonstration of a Porsche transmission. Our speaker list includes Bruce Anderson - PCA Senior Technical Advisor, Jim Newton from Automobile Associates, Allan Caldwell, Scott Slawson on the Carrera GT, and Joe Marko on safety restraint systems. Betty Jo Turner will discuss the history of our *Panorama* magazine and our own John Paterek, who has presented at all 25 Tech Tactic events, will present “The best of John Paterek.” This year we plan to do something different on Sunday morning. Steve Kaspar will hold a “hands-on” session on the 930 transmission. He will dismantle and reassemble the transmission in front of the classroom while explaining the function of each piece along the way. Saturday’s dinner speaker is Brian Redman, renowned racecar driver, who has driven everything from Formula 5000s, 908, 917 to GT40s. You won’t want to miss this one.

So mark your calendars now and plan on joining us in Springfield, MA. As always there will be a variety of door prizes, a large group of vendors on hand for great shopping and the Springfield area has lots to offer. There will also be plenty of socializing in the Paterek Brothers sponsored hospitality suite on Friday and Saturday nights.

The registration flyer is available online at the Zone 1 website (<http://zone1.pca.org>). The event is held at the Sheraton Monarch Hotel in Springfield, MA. The Hartford, CT airport (Bradley International) is just 18 miles away, so take a break from winter and join Zone 1 for a great weekend filled with the best hospitality around and great speakers covering a wide variety of topics. Registrar and questions: George Beuselinck, PO Box 9, Ulster Park, NY 12487, (845) 658-9593, e-mail: georgeb@944ecology.com.

Location: Sheraton Hotel, One Monarch Place, Springfield, MA 413-781-1010 (Special Rates available thru 2/11/05).

Vendor Contact: Donna Paterek, ph (973) 635-5918, fax (973) 635-0689, email: paterek@aol.com



No, because neither of us took a ride. Now we love roller coasters, but this seemed a little over-the-top for us. I probably would have missed the whole ride because I would have closed my eyes and been screaming the entire time.

At a much slower pace, we ventured out on snowshoes for a pre-dinner tour one snowy evening. We had a guide, and he kept us out of the path of the snowcats, which were busy grooming the slopes. I felt like a kid again while I played in the snow. I couldn't help thinking how deep the snow would have been if I hadn't been wearing the snowshoes. One thing we learned is that jeans are not the pants of choice for this activity. We were advised to basically trudge through the snow and not lift up our feet. Guess we kicked up way too many rooster tails. We looked like we were finally getting the hang of it when it was time to quit. Sitting through dinner with wet pants was quite uncomfortable, but the delicious fireside dining experience was worth it.

Since we are always on the lookout for Porsches, in Park City we counted about six Cayennes, the perfect vehicle for the snowy conditions, one 911 (hope he had on snow tires or chains) and a Boxster closer to the dry roads of Salt Lake City. This was far more Porsches than I thought we would see.

Park City is a very desirable destination as it is approximately 35 miles from the Salt Lake City Airport. It's easy to get around town via the bus system. We realized that it truly is a small world; we took the bus one morning and met two young gentlemen visiting from Rye, NH and Eliot, ME and on another bus, met a man who had done some fishing in the Piscataqua River. We considered this a very successful vacation: beautiful scenery, wonderful food and no injuries to report. Fifteen years was a very long time between visits; we won't wait so long next time.

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A BRIEF HISTORY OF THE PORSCHE 924

By: Bill Kallgren

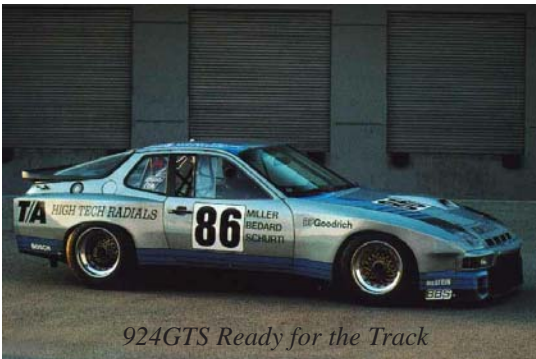
Perhaps the least loved Porsche, the 924 played a significant role in bolstering the company's bottom line in the late 1970's and early 1980's finally ending production in 1988. The 924 established a strong foundation from which was built the 944, 944 Turbo (951) and later 968 models. It is surprising today that the 924 continued production after the introduction of the 944 and stayed in production, as a 924S up to 1988, the same year the mighty 959 was released for production. The 924, today, is an economical introduction to the hardware of Stuttgart and its lineage is an important line in the cars of North Country club members.



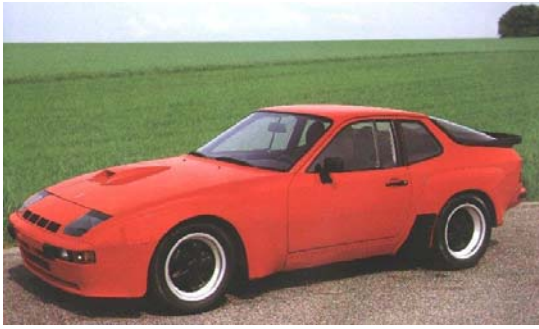
Mighty 924 GT

Porsche has had a long history of performing contract engineering and design work and the 924 started life in 1970 as a VW/Audi project with many of the components coming from the VW/Audi parts bin. As the project developed, Porsche elected to buy out the project for a cool \$60 Million (keep in mind 1970's dollars) and offered the car as a Porsche regardless that it used a derivative of the Audi 2.0 litre powerplant (from the Audi 100) and VW's MacPherson front suspension and semi-trailing arm rear suspension. To top things off, it was

manufactured in the Audi Neckarsulm plant. Through careful engineering, with front mounted four cylinder engine and rear mounted transaxle, the 924 offered nearly perfect 50%-50% weight distribution and the lowest drag coefficient of any production car in the world at that time. For transaxles, first offered was



924GTS Ready for the Track



an Audi four speed unit, later replaced by a Porsche dog-leg five speed unit lasting several years before an Audi five speed unit was introduced in 1980. The car could also be had with an automatic transmission, a three speed unit.

Performance of 1984cc engine is, perhaps not the most sparkling that Porsche has ever offered and some

people have even been quoted as saying it is downright agricultural. For those interested in specifications the standard 924 offered 125 bhp @ 5800 rpm, 121 ft lb max torque at 3500 rpm and a kerb weight of 1080 kg resulting in 0-60 times of about 10 seconds and a maximum speed of 125mph. For those adrenaline junkies, a turbo option was offered between 1979 and 1984. With 170 to 177 bhp available (depending on year) which dropped the 0-60 times to about 7.7 seconds and raised top speed to around 140 mph. Finally, for the exclusive, a 924 Carrera GT and Carrera GTS were built in 1981 and 1982 respectively. These high performance turbo charged cars offered top speeds above 150 mph and 0-60 times in the low 6 second range. The disk drum brake combination of the standard 924 being replaced with units sourced from the 911 Turbo (930) of the time, that is, ventilated disks all around. The styling of the Carrera GT and GTS was not for the timid with bulging fender flares and prominent hood scoops; the 924 Carrera screamed performance and yes I want one.



The 924 also went racing with even higher performance. The 924 GTP boosted power to 320 bhp while the 924 GTR had about 375 bhp on tap. With speeds capable of around 180 mph on the Mulsanne straight, these were awesome race machines and only a very small number were produced.



Rare 924 SCCA DP Race Car

continued on next page

A Brief History of the Porsche 924
(continued from page 13)

924 Production Figures

<i>Model - Year</i>	<i>Production</i>	<i>Rest of World</i>	<i>USA</i>	<i>Japan</i>
924 - 1976	5145	5145	-	-
924 - 1977	25596	17675	7496	425
924 - 1978	21562	9474	11638	450
924 - 1979	20619	10475	9636	508
924 - 1980	12794	9094	3700	-
924 - 1981	11824	9669	2155	-
924 - 1982	10091	7814	2277	-
924 - 1983	5785	5785	-	-
924 - 1984	4659	4659	-	-
924 - 1985	3214	3214	-	-
924 - Total	121289	83004	36902	1383

<i>924 Turbo</i>	<i>Production</i>	<i>ROW</i>	<i>USA</i>	<i>Japan</i>
924 Turbo 1979	2932	1982	950	-
924 Turbo `80	5243	1803	3440	-
924 Turbo 1981	3312	1783	1529	-
924 Turbo 1982	1819	-	876	943
924 Turbo 1983	310	310	-	-
924 Turbo Total	13616	5568	6795	943

<i>924 Carrera GT</i>	<i>Production</i>	<i>Germany</i>	<i>UK</i>	<i>ROW</i>
1980	406	200	75	131

	<i>Production</i>	<i>ROW</i>	<i>US</i>
924S - 1986	3536	3536	-
924S - 1987	8940	1993	6947
924S - 1988	4193	2003	2190
924S - Total	16669	7532	9137

924SP - 1978	924 Rally Tubro	4
924SP - 1979	924 Rally Turbo	1
924SP - 1979	924 SCCA	16
924SP - 1979	924 Group 4	1
924SP - 1980	924 Le Mans GTP	4
924SP - 1981	924 Carrera GTS	59
924SP - 1981	924 Carrera GTR	17
924SP - Total	All SP Models	101

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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.

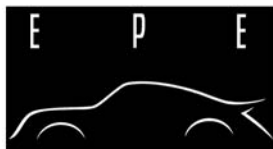
EPE has been in the business of service, repair and upgrading of Porsche cars for over twenty years, and has a staff with over 30 years of experience providing discriminating Porsche owners with the best care available for their treasured automobiles.

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

PORSCHEPHILE PROFILE

JERRY AUSTIN

By: Bill Kallgren

It has to be said that being the editor of the North Country Region newsletter has certain perks. Your faithful editors get to travel the globe in search of newsworthy stories and this January has been no different. With only a few weeks prior to the 2005 running of the Rolex 24 Hours at Daytona, yours truly was assigned the task of heading down to Daytona to spend the day with Jerry Austin and to learn the ins and outs of working for one of the favorite teams to win the Rolex 24 Hours at Daytona.

Fielding a squad of Daytona Prototype cars, Grand American GT Cars and Grand American Cup cars, the Synergy Racing team is well poised to place high at the season opener in just a few weeks. Jerry, a well known face of the North Country Region, was recently asked to join the squad as one of a select few car mechanics for the team. Responsible for the Porsche 911 GT3 Cup car driven by Craig Stanton and David Murray, Jerry Austin will be a lynch pin in the success of the team throughout the year, including the Rolex 24 Hours at Daytona as well as the full Grand Am sports car series.

With an expected race distance of over 2,450 miles, this is one of the most grueling tests for a competition team, perhaps only overshadowed by the 24 hrs at Le Mans. Man and machine will be pushed to the absolute limits starting on February 5th, concluding 24 hrs later, having consumed an estimated 500 gallons of race fuel and 48 tires in the process.

Of course, the race yet to be run, but the buzz of the weekend while the Northlander was in Daytona





for testing was none other than the appearance of Emerson Fittipaldi returning to the track after an almost nine year absence; his last appearance being in 1996 at Michigan Speedway for a champ car race. Although not scheduled for the 2005 running, it is hoped that we might yet be able to see Emo back in a car for 2006, possibly running with his nephew Christian and brother Wilson. The *Northlander* will be back next year to follow up closely on this story should it develop. Back to 2005...

The demands of a professional mechanic are extreme, working in a hot dusty environment; obligations to the team of course take precedence, however Jerry was able to pop away from his professional duties for a few moments to sit down with the *Northlander* and tell his story. The following is a blow-by-blow accounting of the ensuing dialog, unedited and presented here to the membership of the North Country Region for the first time.

(*Northlander*) Jerry, you and your wife retired to Florida, yet here you are working for a professional race team. How did this come about?

(Jerry Austin) I have been a fan of Porsche racing for many years. I attended the 24-hour race for the last three years. Last year I worked on a small one car Porsche team for Daytona Testing. The experience was not fun so I did not work with them during the race. In November, I stopped at Virginia International Raceway to do 3 days of Drivers Education with Northern New Jersey Region; this was en-route to getting my Porsche to Florida for the winter. While at the track, I visited the G&W Motorsports shop, located on the VIR property. After returning to Maine, I really started the search for a team that I could volunteer with for Daytona testing and the 24 hour race.

I contacted Price Cobb, the G&W team manager. After a few e-mails and phone calls, we agreed to try the match-up. Since then, G&W has changed their name to Synergy Racing. I worked with the team during testing and we all had a great experience. At the end of the testing Price asked me to join the team for the entire season. I did not say yes immediately, because this is a huge commitment of time, 15 races all over the country.

(NL) It seems like signing up for the full schedule is a pretty bold move, does Sharon encourage you in this matter?

(JA) I called Sharon as soon as I left Daytona to tell her of the opportunity. By the time I returned home, she was so



continued on next page

Porscheophile Profile - Jerry Austin (continued from page 17)

excited for me. She felt this was an opportunity that I could not turn down. That was all I needed so I contacted Price and agreed to do the season with the team.

(NL) The team you are working for is dedicated to charity activities. Can you provide us with some further information on charities involved?

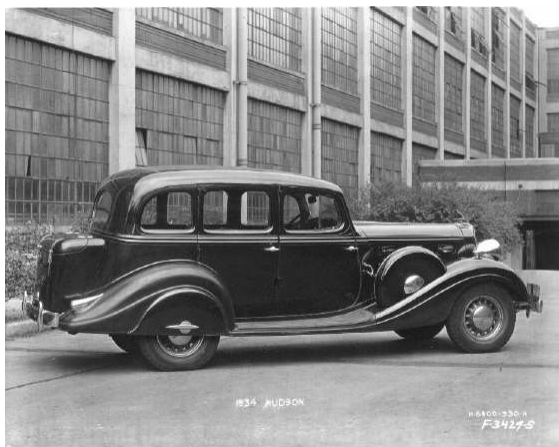
(JA) Actually the team that I am on (Synergy Racing) is managing the cars for Team Seattle during the 24-hour race. That said, I am very excited to be a part of the support team for Team Seattle. This group has done the 24-hour race for 7 years. Their goal for this year is to raise over \$300,000, which will push their total money raised over the \$2 Million mark. One hundred percent of these funds are used to fund needs for a local children's hospital. The team is made up of six Seattle drivers and our Synergy drivers David Murray and Mae Wijk. I'll be making a donation in addition to working for the team. It is a great cause and receives so much attention at the race, I'm a bit concerned that we will have a tough time to work on the cars.

(NL) There are a lot of hot shoes on the team, how do the personalities vary from driver to driver? How do you manage to set-up the chassis for the preferences of such a varied team?

(JA) I agree, setting up a car is a personal thing to fine tune to meet each driver's needs. I have not learned that aspect, yet, but have that on my list. My goal will be to learn as much as I can about car set-up.

(NL) I don't know a lot about your background only that you have recently retired.

(JA) Like a lot of car enthusiasts, I started very early. My father taught me to weld



1934 Hudson Sedan

by the age of 10. I built two go-karts, and a motorbike before I was 13. I bought my first car, a '34 Hudson Terraplane, built a short race track in the field and promptly rolled the car on its roof way before I had a driver's license. I remember driving my own car to Driver's Ed class before I had a license.

I have always been

continued on page 20

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Porscheophile Profile - Jerry Austin (continued from page 18)

a “hobby” kind of guy. I was an avid woodworker for many years. Then I got into photography. I had a darkroom, then I started developing my own slide film. It progressed to buying a framing shop, and finally to supplying photos to a couple “stock” agencies, who sold many of my photos to magazines. Then I got into the “Porsche” thing. Like every other hobby, I do it with a passion. I drove a 944 for many years and then bought the '84-911 that I have today. The 911 has made many transformations over the past 10 years. I miss driving it on the street, until I am on the track chasing down a GT3, I love the car then.

(NL) It sounds like you have a lot in common with fellow club member David Churcher, both with the photography angle as well as car selection. I believe David also has a 1984 911. I have only been a club member for a couple of years, participating in the DE program. From my perspective of just a couple of years, you were pretty instrumental in providing a great program. How long have you been involved with the DE program and can you elaborate on your participation with the club?

(JA) I joined PCA in 1993 after participating in my one and only “Concours.” Let’s just say, I did not really understand what I was getting into. On the good side, I met Blair Talbot, who told me about the DE program. I immediately joined PCA and attended my first DE at Mt. Tremblant in Sept '93. The next year I attended my one and only autocross. The social aspect of AX is good, but driving 6 minutes in a day just is not my cup of tea. Since '93, I have attended more than 100 DE track days. The driving on the track is awesome, but I admit I like working on making my car better as much as driving. It’s the challenge of going faster that keeps me interested. For those new to DE, the best money you can spend is registration fees for more driving experience. I can tell you from experience, if you modify your street car too soon, you’ll spend the money again when you change everything a second, or third time. Be patient with modifying your car and concentrate on your driving skills.



Jerry learned to weld at 10... 911 awaiting roll cage!

(NL) Jerry that sounds like pretty sage advice. Do you have any additional words of wisdom for aspiring drivers as far as the DE program is concerned? From the outside, it looks a lot like racing, yet there are participants at all levels in the program.



(JA) DE is a great experience, but it is not for everyone. If you have a concours car, DE is not the place to be, unless you can take the stone chip damage to paint and glass. It is impossible to make the tract totally clean. Traveling at 100 mph, close to the car in front of you takes its toll on the paint, etc. That said, it probably will not be noticed on a daily driver. If you drive stupidly fast on the street, you should be doing DE. This is the safest, and legal opportunity to go fast in a controlled environment. I was quite amazed how much I needed to learn when I started the DE program. I tell new students to be humbled with the amount everyone needs to learn to drive expertly on a track. Finally, I'll say that DE improves your driving on those New England winter roads. DE training is all about driving near the limits of adhesion. You won't believe how much that applies to driving on snowy roads. Obviously I highly recommend that Porsche owners try DE.

(NL) I have had a chance to check out your ride at a DE event or two. Although now quite at the levels of the cars you are wrenching on here, it looks like a pretty hot ride. Can you provide further details on your car? I might be going out on a limb here but it looks like you might have some previous competition experience. Have you done any wheel to wheel racing with, say SCCA, PCA any of the historic racing clubs?

(JA) I have not done racing other than one Vintage weekend in 2004. I know I would like racing but I retired early and put myself on a budget. I'm certainly not complaining, but I have decided that I will not be racing in the near future. I really enjoy DE, especially when you can go out with someone of equal speed and play the entire session. That is the fun; it is kind of boring driving alone at any speed.

(NL) It looks like the break is over and pit is going hot again. We don't want to keep you from your responsibilities but can we expect to see you at any NCR events this year?

(JA) The race schedule is pretty full, we have 15 events all across the US and Mexico, however it looks like I might be at the Memorial Day event at NHIS and hope to get to Mt. Tremblant in June. The rest of the schedule is in flux so we will have to wait and see. Although I am retired, this is a full time job!

The staff at the *Northlander* is greatly appreciative of the time Jerry took out of a busy day to spend a few moments with us early in January. The *Northlander* hopes to be back to Daytona February 5th and 6th to cover all the action from this great race in the next edition of the newsletter. We wish Team Synergy good luck for the year and look forward to following Jerry's exploits as team mechanic periodically as the season progresses.

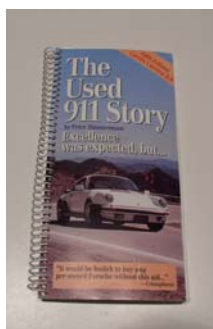
PORSCHE READING CLUB BOOK REVIEWS

By: Bill Kallgren

Most of us put our cars away for the winter, not wanting to get salt all over beautiful paint jobs. I like to get a fire going in the fireplace and pull up a good book. My collection of books isn't extensive; however, there are a few notable reads which I am recommending and a few which are better left on the shelf. I pulled down my assortment of Porsche-related books, as you will see mostly based on the 911 and compiled a brief



review of each. My apologies ahead of time for those of you who do not own a 911. I did not intend to focus only on this model; however, this is the result of simply having books at my immediate disposal which happen to focus on the 911. If you have a favorite book, please let us know so we can review it. The *Northlander* would love to get reviews on books that owners of other models, such as the 914 or Boxster, have found to be useful.



The Used 911 Story

Peter Zimmerman

PMZ Publications

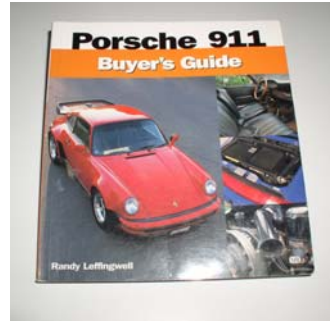
Agoura Hills CA 91301

Library of Congress Catalog Card Number 81-7003

This is a pocket-size volume written by Peter Zimmerman. I have the fifth edition published in 1993 which is now suitably soiled from reading and bringing in the field when looking at used cars. Certainly not a coffee table book, I have found this particular book to provide a very straight forward explanation of the various things to look for when looking at a used 911 for possible purchase, particularly the

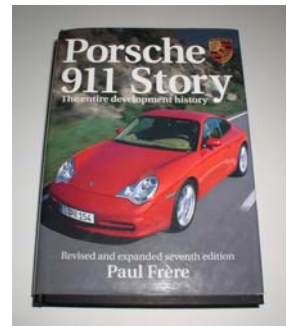
VIN and engine number decoder. Of course, for the reader interested in cars newer than the 964 C2 and C4, this particular version is of little value; however, for those who own or wish to own an earlier 911 this is a reference well worth reading and small enough to bring to a car show or swap meet. Don't expect a lot of color photographs; the few photographs in the book are black and white, well printed and backed by sound text.

Porsche 911 Buyer's Guide
Randy Liffingwell
MBI Publishing Company
St. Paul MN 55101-3885
ISBN# 0-7603-0947-7



For those looking for a buyer's guide for the 911 from 1965 through 2001, this book will certainly get your juices flowing. The text starts with a thorough chapter on various checks you should perform when looking at a possible car for purchase. The phrase "thank the seller and walk away" is used, perhaps, a bit too frequently; however, this particular chapter is an excellent reference for developing your own checklist and inspection guidelines to be used when looking at possible cars for purchase. The various model years are broken out with an abundance of color photographs of a sample car. Confusingly for those new to the model, many of the cars photographed, although certainly well turned out, are not original. Cars photographed with modifications as a representative of the model year being discussed can lead to much confusion, such as the use of H4 headlights on early cars which would have been delivered in the US with sealed beam units. Miami Vice body kits and such do, perhaps, lend a bit of the flavor of the style in vogue when the car was new but I feel are not appropriate as a representative car. The author would have done well to add an additional chapter on popular modifications at the time the cars were new. Still and all, a good reference with some sound, if not overbearing, advice on purchasing. The reader is advised that many of the representative cars are not stock and may have varying levels of modifications.

Porsche 911 Story
Paul Frere
Haynes North America Inc.
Newbury Park CA 91320
ISBN# 1 85960 839 6



This is an excellent book detailing the development of the Porsche 911 from prototype to the 996 variants. At about 460 pages of text and photographs, there is a wealth of detailed information on all aspects of the model. The reader will find detail information on the development of the engine and transmissions used in these fine automobiles. The focus on this book is on the mechanical side. The mechanically inclined, eager to compare torque and horsepower charts of the various engine configurations, will find a wealth of information. If you are interested in the design history of the sportomatic transmission, this is also right at hand. Details on engine ignition timing are also included along with full chapters dedicated to the development of racing variations of these cars. Completely lacking from this tome are any details on the trimmings of the car. You will

continued on page 24

Porsche Reading Club (continued from page 23)

not find any substantial information on types of carpets used on the various models or levels of trim, say between the 1969 T E or S. If you want to find a color code for your particular car, you will need to look elsewhere. There are numerous photographs, mostly black and white as well as one “colour album” with some fine color photos. Recommended to the technically inclined only, leave this on the shelf if you are looking for light reading.

Porsche 911 Service Manual

Bentley Publishing

Cambridge MA 02138

ISBN (Check with the publisher for the correct edition for your model and year)

This is a great technical reference if you like to work on your own car. Even if you do not work on your own car, it is helpful to have a better understanding of the systems used in the car should you need to take your auto to the service department. You will be better prepared to discuss any problems you may be having and understand what is required to solve the problems. Never a light read, I pull this book out only when service is required or I suspect that service is required. Priced but will likely pay for itself over time. Don't expect to pull this out for a quick read prior to going to bed; this book is thick enough to stun an ox.

101 Projects for your Porsche 911

Wayne Dempsey

MBI Publishing Company

St. Paul MN 55101-3885

ISBN# 0-7603-0853-5

Here is a great book to have for good common sense guidelines on maintaining and modifying your car. As the title suggests, there are more or less 101 projects spelled out in plain simple language you can follow to perform everything from jacking up your car properly to basics on engine rebuilding. Each project has a handy reference

indicating the time expected to perform the project, a basic listing of tools required, a handy “talent” meter indicating the difficulty of the job, applicable model year listing, estimated cost for the project and hardware required for the job. For all projects there is a brief statement on performance gain as well as recommended complimentary projects. For example, if you follow the project on clutch adjustment, you may also want to follow the project on clutch cable replacement. As they say, a picture is worth a thousand words and this book has plenty of photographs. Best results will be obtained when using this book in conjunction with a factory service manual or the Bentley manual referenced above.

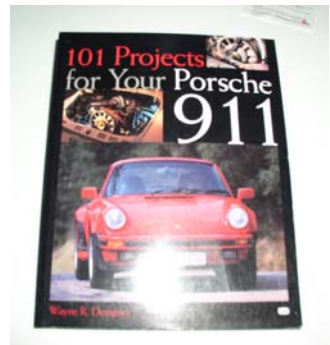




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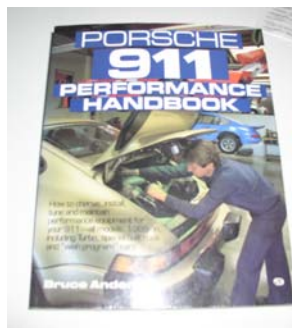
AutoFocus Porsche 911

Richard Lentinello
Michael Freidman Publishing Group
New York NY 10001
ISBN # 1-58663-876-9

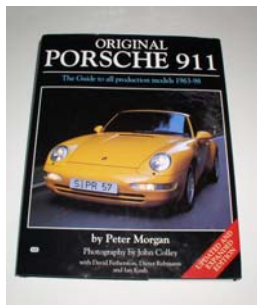
This is a fairly small coffee table style book. The best thing about it is the price; about \$5 on the Barnes and Noble discount bin. Color photographs includes typical “studio” as well as “on location” style photographs. Swap the Porsches for Ferraris or Maseratis and you could come up with a whole series of books which I am sure the publisher did. If you have to have it, try to find it used to save money, or call me and I will send you my copy.

Porsche 911 Performance Handbook

Bruce Anderson
Motorbooks International
Osceola WI 54020
ISBN# 0-87938-269-4



My edition of this classic dates back a few years and has been supplemented by a more recent edition. Still and all a good book for the performance enthusiast looking modify their 911 for better performance. Again, the technically inclined will find great pleasure in this book. Similar to the *Porsche 911 Story* mentioned above, this book contains plenty of graphs, charts and technical explanations. If you want to learn why it does no good to put high test gasoline into a car that doesn’t need it, you will find it here. If you want some sound advice on engine modifications you can make to boost performance, pull this book off the shelf and start reading. Younger readers might have to look past some of the photographs which are starting to look a bit dated, particularly in the “custom treatments” chapter where it seems Miami Vice was holding court. Also DS11 brake pads may not be cutting edge today with new materials and formulations constantly under development. Still there are loads of detail photographs on various bits and pieces that make up the car which are very valuable. There are a lot of suggestions for swapping bits from one model year to another to boost performance and with E-bay and swap meets being a great place to find used parts, this becomes an excellent source of suggestions on modifications you can make without breaking the bank. Overall, a good book with plenty to offer but also starting to show some age.



Original Porsche 911
Peter Morgan
MBI Publishing Company
St. Paul MN 55101-3885
ISBN# 1-901432-16-5

continued on page 26

Porsche Reading Club (continued from page 25)

For those serious about the originality of their car, this is the best book I have come across to date. The author has compiled extensive details and excellent color photographs detailing most model years from 1963 to 1998. As opposed to the official series designations (G Programme, H Programme and so forth) as covered in some buyer's guides, the author has broken the model years out by engine displacement, so each section covers several model years and changes. This keeps redundant information to a minimum; however, some detail changes between model years are hazed over. For example, the 2 Litre section covers model years from 1963 through 1969. This includes pre-production prototypes introduced in 1963 through 1969 when the chassis was significantly modified to extend the wheelbase; overall, a fairly long period with a large number of changes. The photography of the cars is excellent. Each car is well turned out and where appropriate, non standard items are identified in the photo caption. For example, the detail photographs of an SC engine bay show a highly polished fan and other hardware, clearly identified by the author as non original. There are abundant detail photographs, all printed in wonderful Technicolor, ready to be carefully evaluated. Also, wide shots of the cars are sited in beautiful locations; however the cameraman has chosen camera angles to highlight the automobiles.

Included in each section are extensive options lists and color codes available. It is wonderful to know that my 1969E was delivered in 6805 "Bahama Yellow" a standard body color for that year and would have been provided with velour carpeting. It is also interesting to see that option 9420 Long Range Iodine Lamps above the Bumper was included in the car.

Overall, a must-have book for the 911 owner. I also own a comparable Austin Healey Sprite, MG Midget edition from the same publishers which is also excellent. This is a book you can leave out on the table when company is coming over, not ostentatious but well executed.

Porsche 911SC

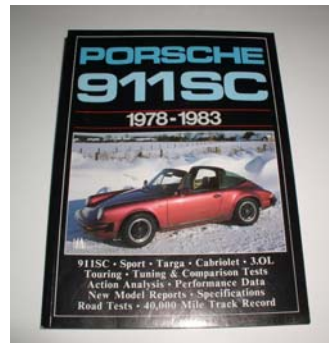
Motorbooks International

Osceola WI 54020

ISBN (No ISBN listed for this compilation)

This book is a compilation of reprints from various magazines such as *Road and Track*, *Motor*, *Car* and *Autosport* magazines. It is interesting to read period reviews of cars and in this case the 911 SC is covered from 1978 through the end of production in 1983. Opinion in 1978 tended toward the accolades while by 1983 the car was reviewed as starting to show its age. Of course each magazine's particular style is reprinted so you will find comparisons to other contemporary cars such as the Ferrari 308 GTB and BMW 635 Cs to long term running reports.

If you do not own a 911 SC, keep in mind that the publisher offers a complete





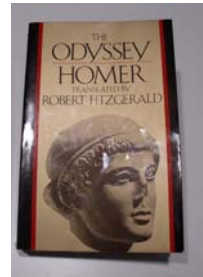
catalog featuring many Porsche models. Consider also that this paperback contains reprints; while the text is clear to read, the photographs disappoint. It may be that the various “gold portfolios” on offer may have higher quality photographs; this copy has dark photos reprints that are substandard quality.

The Known World
Edward P Jones
Amistad Publishing
ISBN 0060557540

Photo Unavailable

Set in Virginia in the 1800’s this is a gripping tale of slavery and freed slaves owning slaves. A riveting story, this book won a Pulitzer Prize with good reason. The writing style is unlike anything I have read prior. The first few pages are perhaps confusing due to a fluid timeline, with storyline and sub-storyline interweaving while changing in time; one moment 1840 and the next jumping several years ahead. Stick with it and the mind will adjust after a few pages. The writing style is simple, yet the texture of the book develops into a complex tapestry full of colorful images. Characters develop with ever increasing complexity with each turn of the page. Buy the hard copy, lend it out to friends but be sure to get it back. Lots of people have their “desert island” ten lists, what ten books would you have if you were stranded on a desert island. Unfortunately I am not that deep and would have trouble picking ten favorites (did I mention I love to read?) which rise to the top. My list would include only two books, this book and Stephen Hawking’s *A Brief History of Time*.

The Odyssey
Homer
Translated by Robert Fitzgerald
Random House Inc
New York NY
ISBN 0-679-72813-9



Ok, I have tried to read the *Odyssey* before and never managed to get into it. This translation by Robert Fitzgerald is fantastic. From the opening passage:

"Sing in me, Muse, and through me tell the story of that man skilled in all ways of contending, the wanderer, harried for years on end, after he plundered the stronghold on the proud height of Troy.

He saw the townlands and learned the minds of many distant men, and weathered many bitter nights and days in his deep heart at sea, while he fought only to save his life, to bring his shipmates home. But not by will nor valor could he save them, for their own recklessness destroyed them all – children and fools, they killed and feasted on cattle of Lord Helios, the Sun, and he who moves all day through heaven took from their eyes the dawn of their return."

To the end, a masterpiece at every step. If you haven’t tried reading Homer recently, grab this book and give it a go. I can’t wait to pick up the *Iliad* and will let you know if it is as well translated.

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 Ritchie, 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

HELP WANTED

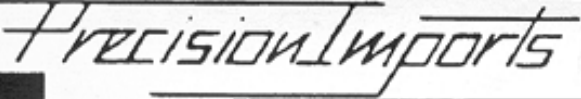
North Country Region currently seeking individuals to head up two important committees. If interested, please contact Janet Leach at (603)433-4450 or email at president@ncr-pca.org

Charity Chair


North Country Region has established a precedence for excellence with our charity programs. Last year charity groups Make-A-Wish Foundation and Toys-for-Tots were recipients of the generosity of North Country Members. The Charity Committee will work alongside our Concours and Drivers Education Committees on these important activities. 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 rambles, the ever favorite autocross series, car control clinics and social events. 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.



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From the Desktop (continued from page 4)

After the clothing store stint, I took a job busing tables at a black-tie restaurant. A ten-hour day would net me \$100 bucks. I only worked two days a week and was living large! On Fridays I would go to school at 7:00AM, get home long enough to change clothes prior to leaving for work to be at the restaurant by 4:00PM. I would work at the restaurant until after the bar closed at 1:00AM whereupon final clean up could commence. I usually would get home about 3:00AM the following morning. Staying late was good as the bartender was always good for an additional \$20 spot!

I mentioned the occasional celebrity would appear and one Sunday, Mariel Hemingway “hosted” a brunch at the restaurant. I declined to work that stint; the idea of trying to squeeze a few hours of sleep in before having to be back at work at 8:00 didn’t thrill me. “Enough with the rich folks!” I thought at the time. Now I own a Porsche! What hypocrisy!

In any event, I grew up in a great area, where I was exposed to a wide variety of people. On New Year’s Eve, a close family friend of ours died after a long illness and I headed back to Greenwich for the memorial service. My mom worked for a management consulting agency at the top of Greenwich Avenue when I was in grade school and it was here where Mom met Anya (“Ms. Naylor” to me! It wasn’t until I went to college that “Anya” became appropriate.) It was with somewhat heavy heart we headed back to southern Connecticut for a “remembrance.” Anya did not want a “service” as this would have been somehow too sad. In some respects I was interested to see the old neighborhoods and folks; some of whom I hadn’t seen in twenty years. I was also, of course, interested to experience the “high brow” attitudes of Greenwich as Anya liked to call them. Anya was very down to earth and I will surely miss her.

I was excited to learn that Mr. Frank Manley, who owned the consulting firm both Anya and my Mom worked at, was hosting a dinner for the “out of towners.” Frank lives in the Belle Haven* area of town, about one mile or so from where Anya lived. To get to Frank’s house, you follow Field Point Rd to the first gatehouse, after checking in at the first gatehouse; continue about another ½ mile to the second gatehouse. Check in again before proceeding to your final destination. Frank’s house is between the home of the CEO of NBC and the former home of the late pianist Victor Borge. If you have a cool \$9M, the 20K square foot Borge mansion is reported to be for sale, however the notice on the street calls for demolition. Frank told me with a sad shake to his head that the home is to be replaced with something bigger. Compared to the surroundings, Frank has a modest home; I would guess around 3K square feet of very modest living space. With about five hundred feet of beachfront and four acres of land, the property has absolutely spectacular views of Long Island Sound along with some of the largest maple trees I have seen in some time...

Of course in this type of environment one would expect to see some exotic automobiles. True to my habit, I made a mental note to keep track of Porsche automobiles while out for a spin. Not unsurprisingly, the Cayenne led the way with four sightings. It should be noted that it had snowed the day before and the roads were still wet from the storm. I also saw a very nice red 968 being driven by a sporting soul, with the top down in January! A black 911 3.2 Carrera could have



been my car except the driver was well groomed. A little newer was a 964 Carrera following a very sporting yellow Boxster S headed down Greenwich Avenue where at least two other Boxsters were parked. Finally, a 993 and 996 made the list. All of the above were sighted in about a one hour timeframe while Janis and I took a quick sightseeing trip around the center of town! The folks of Greenwich are not afraid to drive their cars in the winter. Going back now, I am not surprised that I had developed such a fascination with sports cars.

We got to see some fantastic homes from the outside and exotic cars on the streets making me perhaps a touch envious of this land of wonder. I realized on my way home from work today, one fundamental truth; no matter how wealthy you may be, you still have a dish rag hanging in your kitchen. It is with this thought that I will leave you to go out to the carriage house to check the tyre pressures on my car.

*Those that follow crime stories might recognize the name of Belle Haven. Martha Moxley was murdered in 1975 by the recently convicted Michael Skakel, the nephew of Ethel Skakel-Kennedy (wife of Robert F Kennedy). This murder caused a big stir in the 1970's and the crime occurred in Belle Haven down the street from Anya's home.

Board Werks (continued from page 7)

2005 Chairpersons: Janet reviewed the list of Chair people for 2005. There is still a need for a Yearbook and a Charity Chair.

As Vice President, Miriam Dunster will be closely monitoring the progress of each event Chair's use of the Event Checklist for all of the 2005 events. There were a number of humorous suggestions for her job title but none were formally accepted.

In 2005 the meeting location at the Cat'N Fiddle will likely remain the same unless a better arrangement is found. The January meeting will be just for the Board and Chairs to closely scrutinize the budget and fee schedule for 2005.

On January 9, 2005 the Johnson's will be having a NCR Party to build enthusiasm for the upcoming Parade which will be at Hershey, PA as part of the East Coast/West Coast rotation. NCR should put in a dedicated effort to capture as many prizes and awards for this year's Parade due to the Parade's close proximity to our Region.

Ellen Beck discussed plans for a post Holiday Yankee Swap. This will be coordinated through the Website. Additional plans (location, participants, shuttle busses, etc) for an NCR "progressive dinner" were proposed and discussed. This fun event will be organized for later in the year.

Lisa Roche, the new Membership chair is preparing for the 2005 Membership year.

The Advertising Budget/Income for the year was tentatively set at \$6,000.

The Northlander budget will be \$1200 per issue with about \$500 for software upgrades. Postage increases were anticipated in the budget.

continued on next page

Board Werks (continued from page 33)

The Website is constantly being improved and now there is a new Calendar format with drop down menus.

Tech Sessions will start on February 5, 2005 at Paul Russell's with attendance limited to 75 NCR members. There will be a Concours judging workshop on April 23. The remaining Tech Session events on the schedule were discussed.

The AX schedule and budget were revealed and analyzed.

Don Johnson was not present so the Rally calendar was only tentatively discussed.

The Rambly date will be determined at a later date as dictated by the NCR Calendar.

DE received a quick discussion. Lime Rock rates are due to increase significantly with none of the promised improvements appearing at the track. The fee structure and Chief Instructor Budget will be further analyzed by the Track Committee and later by the Board at the January meeting.

Charity events were not discussed in detail due to the temporary lack of a Charity Chair.

The Car Control Clinic calendar and budget led to a discussion of increasing the fee by \$5 or \$10. The fee structure and a possible increase will be reviewed at the January Board meeting.

There was no discussion of the 2005 Social/Annual Banquet planning, as Steve Robbins was not present for the Planning Meeting.

There was a proposal to subsidize the Car Show/Concours by \$800 for awards and supplies in the event an event sponsor is not found.

The final approval of the 2005 Budget was deferred to the January Board meeting, which will focus on the expenses and the fee structure to support the Club activities.

The Planning meeting concluded with the proposed 2005 calendar being reviewed and analyzed in detail. The Calendar will be published on the Website and in the *Northlander*. As the year progresses some adjustments should be expected.

The meeting was concluded at 4:30 PM.

Doug McIninch, Secretary



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NCR Contributor of the Year Competition

The *Northlander* continues to break new ground in providing only the highest quality editorial content to you, the readership of the *Northlander*. As part of our commitment to excellence, a crack team of literary experts and management consultants have worked long and hard to develop an incentive program to encourage you, the membership of the North Country Region, to contribute to the continued success of the *Northlander*.

For 2005, the crack staff at the *Northlander* is excited to announce that a special awards program has been authorized for the inaugural Contributor of the Year Awards. As one of the many highlights of the Annual Banquet in the fall, special awards will be given out for contributors of the year in the following categories:

Porsche History: For excellence in historical submissions.

Porsche Photography: For excellence in photographic submissions.

Porsche Technology: For excellence in technical submissions.

The Literate Porscheophile: For excellence in fiction and storytelling.

Throughout the year, club members who submit articles, stories and photographs for publication in the *Northlander* will be automatically entered into the awards competition. Materials submitted to the *Northlander* will automatically be entered into this competition. Webmasters Loosey and Colin Blake have created a special online voting area where you, the readership of the *Northlander*, will be able to cast your vote for each article and photo submitted to the competition. At the end of the year, prior to the awards banquet, our team of literary experts will reconvene to review the submissions from the prior year and to tally the online voting. Through a careful analysis and review process, the submissions will be scored against some of the most demanding criteria possible. Extra weighting will be given to those club members who submit multiple articles. Through this careful evaluation process, online voting as well as independent voting and scoring by each member of the review team, a winner in each category will be determined. The winner in each category will then be recognized at the Annual Awards Banquet as Contributor of the Year in each category above. In order to maintain a level playing field, employees of the *Northlander* are excluded from the competition. Additionally, the official club photographer will be excluded from the photography competition. Online voting will be active for thirty days for each submission, starting with the publication date in which the submission appears.

To enter the competition, please e-mail your submission to northlander@ncr-pca.org. In your submission, please include your complete contact information so we may credit your entry appropriately.

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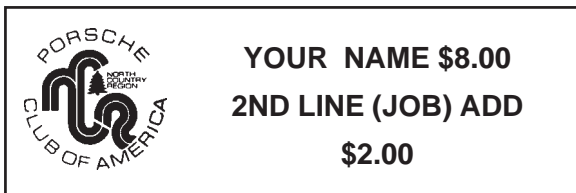
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