

Northlander



Newsletter • North Country Region • Porsche Club of America
September 2005 • Volume 28 Number 9



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On the Cover...

*Carrera GT
captured by David
Churcher.*

*Editor's Note: I
love the color!*

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*p 20
Judy Hendrickson*

*pp 21-22
Berthold Langer*

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CALENDAR

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

Sept 13, Board Meeting, Fox Fire Grille, Epping NH, Janet Leach,
president@ncr-pca.org

Sept 17, AX #4 NCR, Ft. Devens, Ayer, MA, Kevin Bobbitt and Joe Kraetsch,
autocross@ncr-pca.org

Sept 18, AX NER, Ft. Devens, Ayer MA, Chris Tuck, catuck@cox.net

Sept 25, Shrimp Rally, Alton/Wolfboro NH, Don Johnson, rally@ncr-pca.org

Oct 2, AX Rumble NER, Ft. Devens, Ayer MA, Chris Tuck, catuck@cox.net

Oct 2, NCR Toys for Tots Car Show Porsche of Nashua, Lisa Roche,
membership@ncr-pca.org, Jay Gratton, concours@ncr-pca.org; Paul Tallo,
charity@ncr-pca.org

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

Oct 11, Board Meeting, Cat 'n Fiddle, Concord NH, Janet Leach,
president@ncr-pca.org

**Oct 16, Matt and Jay's Most Excellent Rambly Adventure: The Rambly
Masters Strike Back**, Auburn NH, Matt Romanowski and Jay Gratton (603)-
644-8170

Nov 8, Board Meeting, TBD, Janet Leach, president@ncr-pca.org

Nov 12, NCR Annual Banquet, Cochecho Country Club, Dover NH, Steve
Robbins, social@ncr-pca.org

Dec 3, Annual Planning Meeting, Janet Leach, Greenland, NH,
president@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



Tracey was going to write the letter from the editor for September, however her submission was of such high quality that we are running it as a featured article. Please be sure to check out her story of selling two Jaguar XK140's and ending up with a Jaguar MKII saloon elsewhere in this issue. I have to admit that vintage Jaguars have often caught my attention, including the XK's and the E-type. Of course the racing models such as C and D-Type are near the top of my list of all time favorites. I hope to see the MKII up close and in person before the end of the year. Speaking of Jaguars, at our last DE event we were treated to an E-type running in the instructor group. The inline six absolutely roared down the straightaways. This was a pretty impressive machine, however the star of the show was undoubtedly the Carrera GT driven by club member Russ Jeter. This car absolutely stole the show. A great exhaust note and I had the opportunity to follow it around the track for a few laps.

Saturday we had excellent weather for Round Three of the North Country Region Autocross series. Following the DE event, I found that the magic 8-Ball was in need of some R+R. A spent set of rear brake pads spelled trouble; however I was able to source a set from Apex late Friday. With new pads in hand, I got straight to work only to find a seized piston and cooked seals in the right rear caliper. My chances of getting to Saturday's Autocross looked dim. I pulled out the trusty 1969 911 and headed to Fort Devens with an unknown quantity. Would the car even start? Would it get to Fort Devens? Once there would it pass the safety inspection? Would it brake? Read all about Round Three elsewhere in this issue.

September promises to be an exciting month for the North Country Region. We have on the schedule Round Four of the AX series as well as a Drivers Education event at historic Lime Rock Park in Connecticut and the Annual Shrimp Boil Rally in the Lakes Region. Stay abreast of all the upcoming club events by checking our web site at www.ncr-pca.org.



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FROM THE PRESIDENT

By: Janet Leach - President



Well, after last month's lengthy dissertation, I'll try to keep this one a little shorter. I passed up a workout at the gym this morning, so I'm redirecting my energy to the keyboard instead of the elliptical trainer.

I continue to hear positive comments about the organization of our events at our board meetings and other venues. Although neither John nor I have been to a Drivers Ed event in a couple of years, I hear that our team is very organized and puts on a smooth event. Since we do attend the NCR Autocross Series, we know this to be true at Ft. Devens. That team is very thorough in planning a great course, and registration and timely execution of the event are top-notch. We seem to be setting the standard in both types of events. PCA members (both NCR and other regions) enjoy attending our sessions and know that they will have a great driving experience. Congratulations to all of the hard-working AX and DE team members! We have a lot of pride in NCR.

Speaking of Autocross, we recently attended NCR AX #3. Now I only run Autocross four times a year and each time out on the course, I hope to shave a few seconds (or fractions of seconds) off of my time. Just like improving your golf handicap; just a stroke or two better each round will make a difference. At this last event, I finished 8th of 9 in Class 9 (for all Boxsters). John placed and brought home the coveted glass as a trophy for his fine driving that day. I'd like to contribute to the collection. I could have taken an instructor out on the course with me, but I opted not to that

day. A colleague of mine at work loaned me the book, *Winning Autocross Solo II Competition – The art and the science* by Turner and Miles. I think I'll take a timeout one of these weekends and sit down to read this book. I know it contains some helpful information to improve my performance. We have another book in our library, *Secrets of Solo Racing: Expert Techniques for Autocross and Time Trials* by Henry A. Watts. Neither of these books is new; the first was published in 1977 and the second in 1990, so I believe many at the track have already read these classics and are practicing some of what they've learned. Others improve by taking driving schools or attending the NER series (or BMW or SCCA; many clubs run events at Ft. Devens and other venues). We learn better by doing, so I'll study the books, take along an instructor next time and see if my times can improve. We have a very talented group of drivers in the Boxster class. I don't think I'll ever "drive it like I stole it," but I can better my run times.

I hope Ellen Beck is enjoying her new home with Bob in Maryland. As you know, Ellen moved south; but since she is such a dedicated member of NCR, she has decided to keep her affiliation with our region. She has been a loyal supporter and participant in our club and we miss her. Be on the lookout though; you never know when she might be up here to attend an event! I'm sure those of you


continued on page 9

THE STARTING GRID

By: Lisa Roche - Membership



Are you a new member? Ready for some action? If so, come on out to the Toys-for-Tots car show October 2nd at Porsche of Nashua. It is a great place to meet fellow club members and have a great time.

<p>New Members:</p> <p>Robert A. Gastaldo Elvira Gastaldo Winslow, ME 1999 911</p> <p>Christopher T. Ogden Portsmouth, NH 1987 944</p> <p>Tom Pallarino Dover, NH 2002 Boxster S</p> <p>Anthony Pournaras Nancy Pournaras Pelham, NH 1988 930T</p> <p>David I. Wood Mary Kelly Hampton, NH 1999 Boxster</p>	<p>1 Year (Cont)</p> <p>Rusell S. Rocknak Laura Rocknak Nashua, NH 1975 911S</p> <p>Michael J. Salter Judith Salter Amherst, NH 2005 911S</p> <p>Rodney Sigua Jo Ann Sigua Bow, NH 2004 911</p> <p>Andrew T. Taylor Tyngsboro, MA 1986 944</p>	<p>5 Years:</p> <p>James Bertelli Dorothy Bertelli Hollis, NH 2000 Boxster</p> <p>Robert S. Cushion Nashua, NH 1973 914</p> <p>Jan K. Ludwig Marjorie Pastino Mirror Lake, NH 1980 911</p>
<p>1 Year:</p> <p>Steven M. Carpenter Center Harbor, NH 1989 928</p> <p>Bruce S. Kennedy Stephen K. Bahsler Nashua, NH 2005 Boxster S</p>	<p>2 Years:</p> <p>Thomas F. Indoccio Diane Indoccio Derry, NH 2003 Boxster</p> <p>John A. Lussier Christine M. Lesinski Randolph, VT 1985 911</p>	<p>10 Years:</p> <p>Robert J. Pickul Rebecca Pickul Claremont, NH 1977 911</p> <p>20 Years:</p> <p>Immo H. Christoph Anne C. Christoph New Boston, NH 1985 911</p> 



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submissions are welcome*

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Bill Kallgren
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Hudson NH 03051

From the President continued from page 5

participating in the Drivers Ed events will be seeing her at various tracks. Best wishes to you, Ellen.

Labor Day is just around the corner...where did the summer go! It's been a busy and active time. We have a couple of rallies planned for the fall: The annual Shrimp Boil Rally will be held in the Lake Winnepesaukee region on September 25th. Don Johnson always does a

wonderful job of planning our route, and Paul and Lindsay Frucci are hosting the meal at the finish. Matt and Jay (in case you haven't heard, Jay and Jaime Davidson were married in July – Congratulations!) will be planning another excellent ramble in October. These are some of the favorite social events for our members. I hope you will come out and take a ride with us.



*Judy Hendrickson Lofts Two Wheels
Fort Devens AX Action*

BEAT THE HEAT OF SUMMER

By: Bill Kallgren - Editor

*Carrera GT Entering
Turn Three at NHIS*



I might be repeating myself, but August is my least favorite month of the year. I find that it is just plain hot and uncomfortable. This year has proven to be the case, with the heat really getting going around the end of July and continuing to the middle of the month. The one thing I was looking forward to was the Beat the Heat of Summer Driver's Education event hosted by North Country Region at NHIS. My last DE event had been the Zone 1 event in July at Watkins Glen and by mid August I was track hungry.

On Tuesday before the event, I again checked my car in with the capable team

at Precision Imports in Manchester, NH for the obligatory safety inspection. Arriving promptly at 7:30 a.m., Dick Horan's team of expert technicians promptly whisked the 8-Ball into a service bay while I had a few minutes to hang easy with Dick and talk

Porsches. A tour of the lot revealed thirteen examples of the German marque in for service. I knew my car was in capable hands. Shortly thereafter, my car emerged with the stamp of approval, no problems found, but new tires may be needed after another event or two.

Monday, August 15 dawned raining but the forecast was positive, the hazy hot and humid weather that had been so oppressive for the past several weeks would break and we would be treated to clearing skies with cooler temperatures and bright sunshine.

Arriving at the track I soon found that Scott Martineau, Bob Pickul and their entire team of DE committee members had oiled well the machinery that makes for a successful event. Participants were plenty and everybody was eager to get started.

After an obligatory driver's meeting the Red run group took to the track while a light rain continued, although the skies were considerably lighter. Immediately following

*Charlie Kanavas styles a
new worker helmet*



the Red run group, I had my first chance at this challenging track and headed to the grid. Following some advice from the last autocross, I decided to set my rear tire pressures slightly higher to correct a slight oversteering problem. Heading out of turn three, I could feel that the car was very loose at the back, with little grip. It seemed a tire pressure correction would be necessary, a fact confirmed as I turned in at the north end of the speedway a few moments later. Very gingerly applying the throttle, the backend quickly came around and I found myself staring straight into the eyes of a Boxster! As they say, "both feet in" and I hadn't even completed a lap! I got going again and straight into the pits for a quick consultation with the safety steward, then promptly to the garages for a tire pressure adjustment. Back on the track, the car performed much better as the track continued to dry.

My first session was eventful, however my garage mate John Lussier had a more challenging first session with the

left front torsion bar failing on his immaculate '86 911. Unfortunately done for the day, John prepped his car for repairs with a set of torsion bars to arrive the next morning courtesy of Tom Sheehan.

After two sessions, I reported to my work assignment where I had the luxury of working in "control." Control is the heart of the event, responsible for keeping track of the action on the track, keeping track of the time and making announcements to the paddock. While Kristen Karl managed the radio for this session, I managed the announcements and did my best to put on my voice of authority: "Attention in the Paddock! Attention in the Paddock! This is the first call for the Yellow Run Group to Staging, this is the first call for the Yellow Run Group to Staging!" My voice of authority must have worked because soon Doug McIninch popped by to turn down, slightly, the volume of the PA!

Kristen and I were immediately kept busy with a car missing a braking point going into the bowl and getting stuck in the gravel trap, fortunately without damage. We had to end the session short and send the wrecker to extract the wayward car from the gravel. Through a bit of luck, we managed to keep the event on schedule after a quick cleanup of gravel in the bowl. Back to the action and within moments we again had action on our hands as Scott Martineau's 944 slowed coming out of turn two. Scott managed to park the car off the course allowing us to continue the session without interruption. Ready to dispatch the wrecker again, Scott managed to re-fire the lump and headed into the pits under his own power, saving precious minutes on the master clock. Keeping a cool head through all the action, including a spin or

continued on page 24



AUTOCROSS ROUNDS 2 + 3

By: Bill Kallgren - Editor



Autocrossing is always fun

Round Two of the North Country Region Autocross Series was held under sunny skies at the airfield of Fort Devens in Ayer, Massachusetts. Having competed in Round One and being soundly beaten by Jeff Bruewer, my literary brother-in-law, I am determined to make some improvements to my auto crossing skills in anticipation of a rematch with Jeff on his next trip out from Ohio. Also being the man that I am, I am also eager to show my stuff and set some fast times, and if the times weren't fast at least they will be fun.

For reasons unknown to me, I am completely ill prepared the morning of the event. Waking late and departing even later, I reach a stop light several miles from home before realizing that I have forgotten my latest go fast car improvement, magnetic numbers, courtesy of Jeff after he trounced me at the first round (while borrowing my own car mind you!) I return home, fetch my racing numbers, and promptly headed back onto the road only to get a few 12 Northlander

miles again down the road to realize that I have forgotten my helmet. Back to the homestead I am now well and truly late. Heading out a third time, I soon realize that I need to get some gas, the reserve light coming on as I reach the end of my street. Off to the filling station a few miles out of the way, but gas is cheap, plus there is a Dunkin Donuts nearby proffering some iced coffee, a welcome treat after a hectic start to the morning.

Arriving at the airfield, I quickly unloaded my kit and queue into the registration line.

Miriam Dunster, Lisa Roche and Judy Hendrickson quickly have me signed in, lunch ordered (to supplement the lunch I did manage to forget to pack!), and ready for action.

Joe Kraetsch, Kevin Bobbitt and the entire AX team have setup a challenging course running clockwise around the airfield and included what I hear referred to as a "Chicago Box." To me the Chicago box looked a lot like the Bus Stop at Watkins Glen, only much smaller. I am ready for action.

Run One and the car has a slight oversteer problem, certainly it seems that the tire pressures are not up to the correct level and I am hopeful that a few additional runs will get the tires to the sweet spot.

Run Two and I find that I am really smoking the tires with a lot of oversteer. Certainly the tires will come in soon....

Run Three and I manage a spin.....hmmm....this AX stuff is a bit more difficult than it would seem.

Run Four and I set my best time of the



day, but am still well off the pace of other cars on the course.

Getting ready for my first working assignment, Edgar Broadhead suggests that a pressure change might be needed. At the DE events the tires warm nicely and gain a few more pounds of pressure at the rear, but this autocross stuff has me stymied. Joe Kraetsch now points out what should be obvious; at the DE there is plenty of time to get the tires to pressure, but at the AX, with only a few minutes of run time, the tires don't get as warm and a good strategy is to set the pressures high. No wonder all the fuss about cooling the tires after each run. I had been wondering why these autocross experts were running around with garden sprayers and would spray water on the tires after each run! Behavior that I thought was just balmy actually had a purpose....hmmm...much more to this stuff than I thought.

Out to my working assignment, I find that one of my co-workers, who hasn't done an AX for many years, is out as a result of the article written by my brother-in-law, Jeff Bruewer, Porsche Virgin. One of the primary purposes of the newsletter is to generate interest in club events. If I have to loan my car to my brother-in-law, a Porsche Virgin, get soundly beaten by the man with a total of about twenty minutes behind the wheel of anything German (and never having done an Autocross before) and finally writing a fantastic story about his experiences...well... it is all worth it. A fellow club member, having read the

story decided the time was right to get out and do some driving. What a great feeling! I find myself, while shagging cones, coming to grips with having been so soundly trounced in Round One. In



President Leach styling the latest fashions from Simpson.

some indirect way, I felt I had made a difference.

Tuesday, August 16th and I depart NHIS after a successful DE event. Arriving at the entrance to the highway, I hear a squeal from the rear brakes as I try slowing for a Mercedes merging in front of me. The car barely slows as the remains of the rear brake lining disintegrate in a howl of metal on metal. Wednesday I make a quick call to Jay Gratton at Apex Performance. Yes, he has a set of rear pads for an '85 911 and we arrange to meet on Friday evening. After a quick transaction, I am back in the garage swapping pads. Lo and behold, I find the culprit to my woes. The right rear caliper has a stuck piston. It requires a C-clamp to finally release the piston at which point the dust seal disintegrates like a piece of ancient parchment, undoubtedly due to the excessive heat. Ten hours until my departure time for Round Three of the NCR autocross series and I find a car stuck on jack stands with no parts readily available.

continued on next page

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Autocross Rounds 2 + 3 ...continued from page 13

Not wanting to miss Round Three, I check the back forty and find the 1969 911E with grass growing thick around the wheels. Now the '69 is a bit of a project, and I do not want to put undue stress on a car I have owned less than a year and not really checked thoroughly. Would it start? Would it make

it to Fort Devens? Would it break on the way? Would it get me home? These questions would remain until the end of Saturday.

Saturday morning and the car starts with a roar (following an almost obligatory jump start). Packing my gear the car stalls and I decide to try the old push start to restart after I have finished packing.

On the road I top up the fuel and make my way to Fort Devens. With the original seatbelts I am cautious on the drive down and make a mental note that these might be due for replacement. Arriving at the airstrip, I unload the car and try to restart it to get into the tech inspection line. No go, I have to bump start it again and decide to let it run a bit longer. I bump start the car yet again and park it while heading out for my working assignment.

Once again, Joe Kraetsch, Kevin Bobbitt and the entire AX team had setup a great course, this time running counterclockwise around the airfield. They had also ordered up great weather, not too hot or too cold but just right.

Ron Mann works the starting line



Having learned about tire pressures in Round Two, I felt I was ready for some serious runs.

Run One: I queue up, ready to go having walked the course twice. Get the "go" signal...rev the engine...release the clutch...

...and...

...eventually...

get going. With just 2.0 liters of swept volume, the '69 just needs a little time to get going. But going she does and once up to speed is a fantastically fun car around the AX. Much lighter and quicker responding than my 1985. I am happy with my time across the finish line.

Seven more runs throughout the day, I am rewarded with ever improving times.

If you haven't been to an Autocross, there is one round remaining and is guaranteed to be a great time. Thanks go out to all the hard workers of the AX committee offering an opportunity to push the car to the limits and drive competitively.



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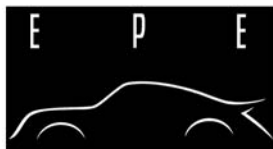
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Happy Motoring
Jerry Pellegrino

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EUROPEAN PERFORMANCE
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ADVENTURES IN RESTORATION

By: Tracey Levasseur - Assistant Editor

or...Completing the Puzzle Without the Picture



*XK140 Vintage Racer,
Complete with Firestones!*

Whenever I inform family and friends that we've purchased another old car I get the usual eyeball roll and exclamation of "It's a sickness isn't it?" And I'm sure any psychiatrist in the country would have to agree with them. But I don't "suffer" from this obsession, I enjoy it and the experiences make great stories at car events and evenings around a campfire.

But let me back up a bit. Two months ago my other half, Jay, and I decided that our two old Jaguars, 1956 and 1957 XK140, should be sold. The '56 was almost ready for the road when it was put up two years ago. It was a difficult decision and anyone who has had to part with a fine antique car will know our pain. So I placed an ad in a popular local guide and a day after its release the cars sold.

It was very emotional watching our old cats hauled away on the flatbed. But before the sense of loss faded from

upon one of those "old car covered up in a barn for 40 years" moments and we would find an early 60s Series 1 E-type convertible. Well I can dream can't I? Shortly after this thought sensibility kicked in. If this guy knows what he's got he's not going to let it go cheaply unless it's totally decomposed. And believe me, I know what a decomposed car looks (and smells) like! A couple of e-mail replies and a phone call secured a time to see this car during our vacation week. The owner lives just half an hour from us, so it wasn't as though we would be going out of our way if it turned out to be a pile of scrap metal.

When we arrived in the neighborhood the owner had left the garage door open so we could find his house easily (or could just drive by and run fast if the car was a total wreck). To my amazement, it appeared to be in good shape – at least I could identify it as a Jaguar. Since Jay

memory, a fateful e-mail would arrive. Jay's former boss's former boss (did you follow that?) was looking to sell his old Jaguar to someone familiar with the marque. All Jay's boss knew was the car was from the 60s and the owner was not asking much. My first thought was that we might actually have stumbled



had made the first contact I let him do the talking as I walked around making a hypothetical “to do” list in my head. It’s a 1967 Mark 2 340 – a sedan referred to as a “saloon” across the pond in England. The “ugly ducklings” of the Jaguars, Mark 1 & 2 saloons are taller, wider and heavier than their sporty counterparts of the 60s, the E-types. The Mark 1 & 2 were actually smaller than the Mark VII, VIII and IX built at the same time, and more economical. For much less money than the three aforementioned land yachts one could buy a Mark 2 with the same engine options, same wood and leather options, even power steering and automatic transmission.

I’m walking around this tall, bubble-like car checking for serious decay and damage that would send up the red flag to tell the owner “thank you but no” and quickly get back to my relaxing vacation. But I must admit the car was in great shape for its age. The owner’s story goes that he bought it in the late 70s and drove it daily for 10 years at

which point he decided it needed restoration. To make a long story short his restoration got as far as removing most of the wood inside, removing the exhaust and having the 3.4 engine’s head removed from the block and machined. A freak accident involving a simple-minded tow truck driver resulted in the destruction of the pistons en route from Connecticut to Maine. So the car sat in the owner’s garage for some 15 years. This would explain its preservation – and the fact that its wood and engine head were sitting in the trunk.

The car wasn’t in pristine condition but we couldn’t pass up the price. The work it needed was minor and as luck would have it we had a spare 3.4 engine with automatic transmission from an older Mark 2 (if you’re a car nut chances are you have these unusual extras hanging around the house). Money was exchanged for a set of keys (useless at this point) and arrangements made to haul the old beast home.

Like a kid with a new toy Jay immediately got the old engine out based on the advice in the service manual which was

continued on next page

conveniently with the car. This task required not only removing the hood (bonnet) but also the front axle and suspension. All went surprisingly well, it helps to have a car lift and proper tools. After that came out, the next step was to dismantle the spare engine to salvage the block and any other valuables.

The spare 3.4 engine had been sitting outside under a tarp for three years. With the transmission attached, it weighs a couple hundred pounds. So the faithful tractor was employed to lift the beast onto the engine stand. It took the better part of a day to carefully remove the pumps, pans and various accessories. I made myself scarce during the first stage of removal but curiosity lured me over when they removed the head. In retrospect I wish I'd resisted the urge. Now I know what 46 year old oil, gas and sludge smell like! You have to understand this was July and with the high humidity that odor hung in the air around the entire yard.

Just when I thought that was the only bad smell this project would create it was time for me to start working on the interior. An old Jaguar has a distinct aroma that, when used and cleaned regularly is quite pleasant, a fine worn leather scent. This car, though not trashed inside, like some of the used cars we've bought in the past, had been left sitting with its windows up since it was parked 15 years ago. So first thing I did was roll all four windows (and they still roll down just as smooth as new) down and prop open those useless vent windows. The smell of mold and decayed wood hit me as I opened the doors. It was time to purge everything out of this car that wasn't snapped down and bring out the heavy artillery. Out came the four floor mats and what was left of the sound

deadening foam beneath. Empty out the ashtray (never to be used as long as it's in my yard!), clean the contents of the dashboard cubby (I made \$1.27 for my efforts), removed the golf ball under the seat and the wrapped toothpicks from the floor. An ammonia based carpet spray not only pulled out some stains but hopefully killed some of the cooties causing that moldy odor. Next came lavender Pine Sol on the "Ambla" seats. Ambla was the standard seat covering for that year rather than Connolly leather, to keep costs down. Lastly, several squirts of Fabreeze to the headliner and Stage One cleaning was complete. More detailed washing and vacuuming will occur later after I refinish some of the wood trim still remaining in the car. I figure if the previous owner couldn't get that trim out I wasn't going to do it.

At this point the car smells better and is about 500 pounds lighter sans engine, transmission and front end parts. Currently we're awaiting the arrival of the crankshaft back from the machine shop before the rest of the engine can be assembled. I'm waiting for cooler weather before sanding and refinishing the wood. It's not fun sanding and the dust sticks to you because of the humidity. In a couple months if we're persistent the car should be road worthy. In that time I also plan on reading up on this little known Jaguar as I understand the Mark 2 made some contributions to race and autocross history. Since it's an obsession I'll not only know every inch of this car inside and out but hopefully know the history of the Mark 2 and maybe even this particular car's history. If it has any to give.





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Saturday Sept 17th

Where:

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email AutoCross@ncr-pca.org.

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

356 RESTORATION

By: Judy Hendrickson - Contributor

A few of us were lucky enough to get to see this beautifully restored car on its first day out. It was a privilege and a joy to see.

More so it was an absolute blast to sit in and drive. There is no greater joy than seeing function meet beauty

There were no real stories during the restoration, other than the body was a lot worse than anyone anticipated - more rust and lots of bad previous repairs. Judy said, she felt lucky that Eric, the metal man, was so talented and Peter so patient to keep at it until a solid car was re-created. Peter Brittingham was in charge of the overall restoration.

Judy really did not want to track the restoration hours and cost too

*Right - Original Invoice
Below - Ready for Paint*

ORIGINAL

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Wiesbaden
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QUOTE	BESTIMMUNGSPUNKT
Quoten - Quotes	Destination - Liste des Destinataires
1	PORSCHE-WAGEN TYP 356 C / Cabriolet.
	FAHRGESTELL : 161.093
	MOTOR-TYP + NUMMER : P- 821.339- "90"- 95.
	GETRIEBE-NUMMER : 82059-741/2 C.
	LACKIERUNG : signalmal 6407 B.
	INNENAUSSTATTUNG : Leder, schwarz.
	ZUND- UND TÜRSCLOSS : K 308
	HANDSCHUHAUSSTATTUNG : GZ 146
	HAUPTSCHLÖSSIGES (Gehäuse) : 82-94
	SCHLÜSSEL : PE 911
	REIFEN : Dunlop 165-15. \$ 4,30,-
9366	SONDERAUSSTATTUNG, 1 abschließb. Antenne 13,-75
9409	Zierleisten 9,-50
9121	2 Hebellampen 47,-50
9103	Mehrpr.f. verchr. Lochnotenbenützer 68,-75
9510	1 verchr. Gepäckbrücke 34,-40
9131/32	2 Talbot-Spiegel, links-rechts 11,-20
Summe: US \$ 4,295,70	

Dr. Ing. h. c. F. Porsche K.-G.
Erweit





Before the paint could go on, rust needed repairs.

closely. However, there are a few stats that can be shared... Number of hours spent rebuilding the body was 901, another 54 hours are exclusive to the painter, plus 13 hours to rebuild and recover the 2 front seats. Judy estimates the # of hours spent on parts cleaning and prepping and on engine and carburetor rebuilding represents another 33 to 100 hours, for a total estimated effort of over 1000 hours over the 2 1/3 year period. Paying over time made payment for it much more manageable, or did she say less painful, than getting it all in one big bill. As Judy put it, *"I guess the reality is that no matter how old, in the long run a Porsche costs what a current new model costs."*



View from the cockpit.

continued on next page



Judy took it for its first fairly long drive - to Exeter and back last Saturday night. With pride she said: *"It did real well - top down going over and top up coming back - it is so quiet with the top up. Got lots of thumbs up. It brings smiles to the driver and onlookers alike."*

And proud she can be! Congratulations Judy and everyone involved in this project. It is due to your love, diligence and patience that we can all enjoy this restored Porsche 356 SC.

"Joy is driving a Porsche, true joy is driving a 356 Cab! "- JH





9th Annual Toys for Tots Car Show!

Sponsored by Porsche of Nashua

It is that Special time of the year when North Country Region is asked to give back to the community. This year we will be having three classes. The classes are: **Judged**, **People's Choice** (which is a non judged display group where the attendees vote for their favorite car), and the **Scratch & Dent** class where the worse the car is the better its chances. The People's Choice is new this year and is being set up to get you the attendees more involved. The Scratch & Dent is also new to this year's Car Show. This class awards points to the Porsche owner with the most scratches, dents, dings, chips, tears and cracks; where the worse the car, the better its chances! Even if you don't want to enter your Porsche in the show, come on down and enjoy Porsche of Nashua's first-class facilities, have some food, donate some gifts and/or some money to a great cause and spend the day with some great people and their cars. Come see why North Country Region is the Porsche Club of America's *Region of the Year!*

When:

Saturday Oct. 2nd

Where:

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At my working assignment - "Control"

two, Kristen did a fantastic job on the radio and when we were relieved of duty by Fred Bussiere and Bob Futterer the event was still on schedule, which would continue to the end of the day. I really enjoy working at the events and this was a great posting to have. The work assignment is a great opportunity to spend some time with fellow club members and working with Kristen Karl was a load of fun.

Around midday the instantly recognizable silhouette of the latest super car offering from Porsche could be seen entering the infield. The bright yellow

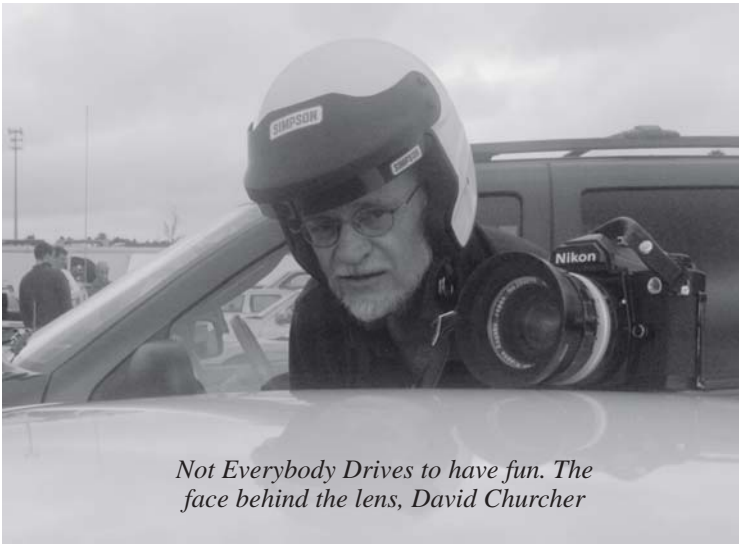
Carrera GT of Russ Jeter had arrived and it was rumored would be heading on to the track. With some hasty numbers attached to the side, I next saw this fantastic car as I headed to the grid for my next session. The Carrera GT gridded immediately in front of me allowing the opportunity to follow this car around for a least

the first sighting lap. I was immediately impressed by the howl of the exhaust of this awesome machine as we headed onto the track. Having already had a couple sessions under my belt that day, I felt pretty warmed up and had no problems hanging with this exotic car for more than a few laps, at least through the twisty bits. Down the long straights, the 8-Ball was well and truly left in the dust, but what a dust it was!

By the end of the day, I had spent a total of four sessions on the track and again worked a few sessions at Control,



Another view of Carrera GT



Not Everybody Drives to have fun. The face behind the lens, David Churcher

this time manning the radio while the green drivers worked the flagging stations. I was very impressed with the performance of the green workers; they did an excellent job.

Keeping in mind the big picture of a good time, the DE committee hosted dinner at Makris Lobster and Steak House with many participants enjoying appetizers of seafood chowder, clams and mussels. It should be noted that a few frosty beers were also enjoyed prior to dinner. A choice of lobster or a big fat steak was available as an entrée along with fresh vegetables and potato. The lobster was soft shell and very tasty. I had a great time with my tablemates including Andy and Lauri Sanborn, Damon Josz, Chris Bennet, Tom Harris, Steve Masters and Tom Sheehan.

If the weather on the first day was improving, the weather for Tuesday was absolutely perfect. More great cars, more great driving and greater times with fellow club members. Special thanks definitely have to go out to the entire DE

event committee, this was a great event and would not have been possible without them. Special mention also goes out to David Lipman of the NER region. David, a novice in the green group, suffered mechanical problems on Monday. Although able to drive the car home, he elected not to run on Tuesday to avoid additional mechanical problems. David did however report to the track for his worker assignment on Tuesday. Now that is moxie!

Indeed the heat of summer was beaten.



MORE AUTOCROSS ACTION

By: David Churcher - Club Photographer



continued on page33

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HELP WANTED

North Country Region is currently seeking individuals to assist as our yearbook and advertising chairs. If interested, please contact Janet Leach at (603)433-4450 or email at 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 rambles. 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.

Advertising Chair

As Advertising Chair, you will work closely with the *Northlander* newsletter and club webmaster acting as liason. The advertising chair will also coordinate with various committees that may be seeking event sponsorship offering additional exposure to advertisers that may wish to sponsor club events. The advertising chair will finally seek new advertising opportunities and ensure that invoicing is done promptly while responding to any concerns of the advertisers.



Jay and Matt's Most Excellent Rambly Adventure: The Rambly-Masters Strike Back

Sunday October 16th, 2005

Frequently Asked Questions:

"Matt and Jay, what is a Rambly?"

Well, a Rambly is a hybrid between a rally and a ramble. What that means, is that it has the challenge of a rally, but all the fun and relaxation of a ramble. That means it's a wicked good time!

"Where does this Wicked Good Time Take place?"

The wicked good time starts on Sunday, Oct. 16th, in the parking lot of the Sunoco Gas Station on Rt. 101 off of Exit 2 in Auburn. Things kick off with a driver's meeting at 8:40 AM and the first car off at 9:00 AM. It will end around lunch time in Gilford, NH at *Amalfi Racing* with the opportunity to view **Porsche 917's, 962's, 908's.**

"Can normal people afford this much fun?"

Of course! Matt and Jay are next to poor, so if they can do it, anyone can! It's only \$15 per person! We even encourage bringing the whole family!!

"This sounds too good to be true. What life altering sacrifice do I have to make to get into the Rambly?"

Although it sounds too good to be true, it's really simple. All you have to do is fill out the bottom of this page and mail it to Jay by October 9th.

Call Jay or Matt with any questions at 603-644-8170

Name: _____ Region: _____

Phone: _____ Membership #: _____

Attendees _____

Lunch Sandwich Choice – Box Lunch with Chips: (one per person)

Ham _____ Turkey _____ Roast Beef _____ Veggie _____

Please include \$15 per person. Checks made payable to NCR-PCA. Please mail this registration flyer to Jay Gratton, 50L English Village Road # 304, Manchester, NH 03102





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Annual Shrimp Rally "Alton to Wolfeboro"



Sunday, Sept 25, 2005

A fun Rally/Tour in your Porsche through the colorful Fall Countryside, ending in Lovely Wolfeboro with all the hot spiced shrimp you can eat. This has become a "Can't Miss" event for NCR Members

The starting point will be at the "McDonalds" on the Alton Circle (SR 28 and 11). **Be there at 9:30 AM;** expect to leave at **10:30 AM.**

Although the Johnson's will be preparing the marvelous shrimp as usual, the Hosts are going to be Paul and Lindsay Frucci. For those not going on the Rally, directions to the Fruccis are: From the blinker in downtown Wolfeboro, take 28 North, past the Boat Museum, turn left on Allen Rd. (First opportunity after "FRENCH" auto body shop), left at first opportunity, this is a gravel road, drive slowly and DO NOT tailgate and you will not have a problem. The Frucci house is at end of the road

Soft drinks will be provided. Bring other beverages if you would like something else.

Driver: _____

Email: _____

Phone: _____ PCA Region: _____ PCA #: _____

Address: _____

Assistant(s): _____

Rally Entry Fee (\$5.00 per Car)	\$	_____
Shrimp Boil (\$15.00 per person) #	_____	\$ _____
Children under 10 \$5.00 #	_____	\$ _____
		Total \$ _____

Mail your entry and check (payable to NCR-PCA) **by Sept 15** to Don Johnson, 10 Lary Rd, Wolfeboro, NH 03894 603 569 3337 for questions

A traditional New England entree is available on request for non-shrimp lovers – Fresh TRIPE fried in 100% lard

TRACK TIME

By: Scott Martineau -Track Chair



Drivers Education!

Date and Location:

September 8, Lime Rock Park
October 10-11, NHIS

Why:

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More Autocross Action...continued from page 26



NCR BOARD WERKES

Doug McIninch - Secretary



NCR/PCA Meeting Minutes July 12, 2005

On July 12, 2005 seven Board members and fourteen Club members met at the Foxfire Grille in Epping, NH to conduct business.

President's Welcome and Correspondence. Janet Leach welcomed all present and indicated that there were no correspondence from PCA. Janet did confirm that all go-cart events must be run as private events and not as events sponsored by NCR.

Vice-President. Miriam Dunster reported that all the required insurance forms for our upcoming DE events at LCMT and NHIS have been processed.

Secretary. The minutes of the June meeting were accepted as distributed.

Treasurer. The Treasurer's report was accepted as distributed by E-mail. The joint event with CVR at NHIS this May had a better economic return than last year's event.

Membership. Lisa Roche reported that the June membership was at 491 at the end of the month.

Northlander. Tracey Levasseur indicated that there are no problems of significance with the publication of the *Northlander*. July 15 is the deadline for articles to be submitted for the August edition.

Advertising. There is little to report and there were few payment delinquencies.

Website. Berthold reviewed, in some detail, the adjustments he has been making in order to improve the flexibility and appearance of the NCR Website. The photo displays in particular will be improved. He also summarized the usage of the Website. In June there were approximately 8,000 visitors to our website. He also noted that our membership must not work during the day as the concentration of visits tends to be during working hours. Berthold also solicited comments on how the Website could be better used in event planning and promotion.

Safety. All of our recent events have been safe.

AX. It was reported that six club members received AX trophies at the Parade. The issue of requiring roll bars for convertibles participating in AX was hotly debated. Any formal action on this thorny issue was finally deferred for Board vote at the next meeting.

Social. Steve Robbins noted that the Annual Meeting and Banquet will be at the Cochecho Country Club on November 12, 2005. He also proposed a variety of other exciting social events for the fall ranging from golf outings to helicopter rides.

The Board received a written summary of the results of the clambake. The club subsidy of the event will be slightly higher but still on budget. Judy Hendrickson, Miriam Dunster, and Jim Gratton were thanked for their work in putting on this



event.

DE. Scott called for more drivers to participate in the upcoming joint event with CVR at LCMT. There are 80 drivers registered and 100 is the break even point. Similarly, more drivers and instructors are needed for the August DE at NHIS.

There was a lengthy discussion of the need to purchase worker helmets for our NHIS events. The debate was finally concluded upon the reminder that at the June meeting the Board had authorized the Track Committee to purchase the helmets after they researched the issue.

Rally. Don Johnson announced the September 25, 2005 date for the “Shrimp Boil” Rally.

Other. Region of the Year tee shirts were discussed as well as updating the region of the year banner from 1994 to reflect the 2004 award.

There being no further business the meeting was concluded.

Respectfully submitted,

Doug McIninch
Secretary
8/24/2005



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NCR TECH INSPECTORS

By: Edgar Broadhead - Safety Chair



Due to an oversight, the *Northlander* had incorrectly listed a fee charged by Ray Ayer at Ayer European Auto Restoration. Ayer European does NOT charge for this service. Please accept our apologies for any confusion. We are also pleased to welcome Tyson Duve of Windham NH to our list of technical inspectors.

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
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Bill Smith
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Northfield Road
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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,
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Abe Anderson
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Craig Wehde
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Richard Albanese
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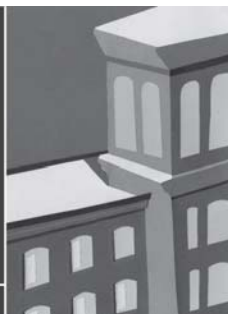
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ASK THE EDITOR

By: Bill Kallgren - Editor

Dear Mr. Editor, Where do you get such excellent photographs? I would like to be able to take pictures like those in the *Northlander* - Via the internet

So would I! I have a special source, contributions from fellow club enthusiasts. The *Northlander* is lucky to have some excellent photographers who attend events and submit photographs to spice up our newsletter. To be honest, it seems a good amount of practice is required. Having good equipment I am sure doesn't hurt. David Churcher is our official club photographer and has a wealth of information on the topic. Next time you are at an event, try to track down David and spend some time learning some secrets from a true professional.

I have tried using my garden variety digital camera to snap shots with poor results. The lens is mediocre and the shutter slow to respond, missing a great number of opportunities as the camera decided to take the picture. I have a 35mm SLR which is much better and I can shoot a number of rolls of film before I can justify the cost of upgrading to high end digital gear. The local film developer will even put the photos on CD which I can then use for the newsletter.

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