



Northlander

Newsletter • North Country Region • Porsche Club of America
May 2005 • Volume 28 Number 5



IN THIS EDITION:
JOHN KILLION'S MEIN HANZY
TECH SESSION REVIEWS
A YELLOW EVENING
PORSCHÉ PEOPLE





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Northlander

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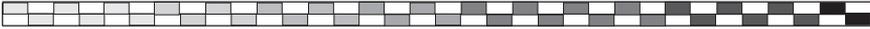
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CALENDAR

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

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

May 10, Board Meeting, FoxFire Grill, Epping NH, Janet Leach, president@ncr-pca.org

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

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

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

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

June 11, AX #1 NCR, Ft. Devens, Kevin Bobitt and Joe Kraetsch, autocross@ncr-pca.org

June 14, Board Meeting, TBD , Concord NH, Janet Leach, president@ncr-pca.org

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

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

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

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

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

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

July 12, Board Meeting, TBD, Concord NH, Janet Leach, president@ncr-pca.org

July 17, NCR Rambly, (Details to Follow)

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

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

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

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

Aug 9, Board Meeting, TBD, Concord NH, Janet Leach, president@ncr-pca.org

Aug 15-16, 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 have decided that spring has finally arrived. The snow will be gone from my yard by the end of the week, songbirds have been scoping out a spot to build a nest on our front porch and I have seen a number of motorcycles out on the road. Unfortunately I got a call from my good friend Chris Bennet this weekend checking to be sure that I was OK. It seems that somebody phoned him that a black 911 had crashed near his home. Chris is familiar with my black 911 and wanted to be sure that I was home and safe, as I don't live too far away. It is always sad to hear of a crash and hopefully nobody was injured. Even a co-worker asked me if I was out driving this past weekend as he too had seen the accident and thought it might have been my car. I certainly hope that this was only a fender bender with no serious injuries, however driving is fraught with danger. From various descriptions of the accident, it appears that one car crossed lanes at an intersection resulting in one car "t-boning" the on-coming car.

Fortunately my car is still in the garage, awaiting some appliances to be moved before I can extract "8-Ball" to enjoy the splendor of spring. But this brings us to a serious point and this is awareness and responsibility when driving. I get to travel for work and recently returned from a California soiree. I spent a few days in San Jose, and then popped down to Santa Barbara before continuing on to San Diego. Without a doubt, the cell phone has taken over the West Coast and has infected a huge percentage of the population. I spent a few minutes standing at an intersection counting the number of people carrying on a cell-phone conversation while driving. A surprising 20% of California drivers were speaking on telephones while driving; there may have been an additional number of folks with "hands free" devices that I didn't see.

Those who know me know that I am also known to drive a motorcycle, in this case a 1995 Ducati 900 SS/SP. Not the fastest bike, but certainly a capable and entertaining scooter. A motorcycle is also very small in comparison with the average "sport-ute" now occupying our highways. Last spring a "driver" came close to killing me when turning left across my oncoming lane of traffic. By the grace of God and by the grace of being aware of my surroundings, I was able to anticipate that a driver with one hand on the wheel and another on the phone might present a potential safety hazard. When the "sport-ute" made a quick, abrupt and (un)expected turn across my personal highway "space," I was prepared for quick, evasive action; in this case a dive to the very narrow breakdown lane and off the throttle to slow gradually. That the "ute" was headed in the opposite direction and "should" have seen me approaching at normal speed is immaterial. A four hundred pound motorcycle would have been no match for the several thousand pounds of Ford Expedition. The driver was engaged in a phone conversation and was completely oblivious to any oncoming traffic on the road. Only through training and awareness did I recognize that the driver was on the phone and not paying attention to the task

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FROM THE PRESIDENT

By: Janet Leach - President



Wow! What a great stretch of weather we are having as I write this column! Spring is surely starting off on the right foot here in New England. Recently, John and I attended our first Red Sox game in several years. What a feeling as we entered Fenway Park! It was almost like visiting a holy shrine. To think that the Sox won the World Series in 2004 and now they are the defending champs! We bought the Friday 4 pack, so we will be attending three more games this season. We can only hope that the nights will be warmer. It's hard to show your team spirit when you are wrapped up in a blanket!

The Boxster has ventured out of the garage - oh happy day! Its first trip was to the Friends of UNH Hockey Banquet in Durham. This annual dinner honored the five departing seniors and reveals the new captain and assistant captain for the 2005-06 season. Despite losing these five individuals, we should have a strong base to build on next year. We had a great freshman class this year, and if recruiting continues as it has, we can look forward to the same caliber of players.

Its second trip was to Judy Hendrickson's house in Nashua for a going away gathering for Loosey and Colin Blake. As most of you know, we are losing two of our most enthusiastic members. The Blakes will be moving to California where Colin has accepted employment. They have been members of PCA and North Country Region since 2000, celebrating their five-year anniversary with the club this month. They have always sought out and made new and existing members welcome at our events, whether it was at Autocross or any other NCR function. Both have been very visible, not only for their distinctive British accents but also for their love of the color yellow, whether it be the yellow Boxster or in their clothing choices. Loosey was always diligent in getting new members to send in a photo of their car to post to the website in hopes of becoming Car of the Month. And speaking of the website; it has become one of the most recognized and newsworthy sites in all of PCA. The site placed third in the website competition last year, and it has received even more improvements for this year's contest. They have provided timely postings of photos, usually on the same day that the event was held. How fun it has been to run in a rally or autocross and see the results and photos that evening on the website! They have been models of efficiency. Colin has received many kudos for the attention to detail he has given to the Autocross program. Everyone who attends knows that they will have a great day on the course.

Colin and Loosey are two very special people; they have been true ambassadors for NCR. We wish them well in their new life in California. The PCA region they choose to affiliate with will be very fortunate; our loss will be their gain.



THE STARTING GRID

By: Lisa Roche - Membership



We have lots of new members this month as well as a healthy list of anniversaries to report on. If someone you know owns a Porsche but isn't a club member, please feel free to encourage them to come out to a club event to spectate and meet some members so they can witness first hand the excellence of the North Country Region of the PCA. The upcoming Car Control Clinic, the Autocross Series or the Driver's Education events are all excellent places to meet members and learn more about the benefits of being a club member.

New Members:

Bobby Baker
Dena Baker
Exeter, NH
2005 997 S

David W. Grondin
Debra Grondin
Rochester, NH
1987 911 T

Christopher K. Lund
Andrew Lund
Portsmouth, NH
1987 944 T

Michael Satzow
Claremont, NH
2004 Cayenne

George F. Tilton
Kathryn Tilton
Hooksett, NH
1976 914

Mert Yildizhan
Manchester, NH
2005 Cayenne

Maichael J. Bagshaw
Mont Vernon, NH
1987 924 S

Harold W. Caton
Dover, NH
1995 911

Paul C. LaRoche, III
Barbara LaRoche
Nashua, NH
2002 Boxster

Joseph F. Ledoux
Mary Ledoux
Canaan, NH
1979 930

Alan D. Mitchell
Patrick Mitchell
Windham, NH
1982 911 SC

1 Year:

Donald G. Brent
Patricia Brent
Manchester, NH
1987 944 S

Henry T. Cowles
Dover, NH
1993 911

Ed Cucci
Manchester, NH
2005 997

Hans F. Olsen
Kennebunk, ME
1983 911

Alan K. Porter
Lois Porter
Haverhill, MA
1991 911

Toby Buckingham
Deb Buckingham
Concord, NH
2001 996

Paul W. Haarman
Niki Haarman
Londonderry, NH
2004 911 T

John Hagen
Loudon, NH
1998 Boxster

James M. Jalbert
Sandra Jalbert
Portsmouth, NH
911

One Year Cont.

John Lombardi
Dan Lombardi
Londonderry, NH
2003 Carrera

Dana C. Lynch
Dover, NH
1986 911

5 Years:

Kevin A. Victor
Jeremy Victor
Haverhill, MA
1985 944

David R. Albert
Laurie Albert
Enfield, NH
1997 911

Raymond Blethen
Bow, NH
1990 944

Debbie D'Andrea
Craig D'Andrea
Acton, MA
1999 Boxster

Dick Stead
Clayton Stead
Portland, ME
2000 Boxster

Michael Sullivan
Chris Gallagher
Center Harbor, NH
2005Porsche

2 Years:

David A. Jaques
Keri Lee Jaques
Durham, NH
1994 964

Joseph Naff
Debra Naff
Manchester, NH
1998 Boxster

Peter C. Clark
New Boston, NH
2002 996 4S

Larry J. Gammon
Patricia Stavalone
Bedford, NH
2004 Carrera

Stephen G. Immel
Peggy Immel
North Conway, NH
1980 911

Ed Sanborn
Dick Sanborn
Killington, VT
1989 C2

10 Years:

Paul S. Hempstead
Lori Hempstead
Windham, NH
1988 928 S4

Ray Khorram
Med Mandochehri
Derry, NH
1991 911

25 Years:

Michael L. Amalfitano
Cheri Marshall
Gilford, NH
1979 911

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2004



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at hand, particularly driving safely. When I got home that night I modified my helmet with a bit of strong social commentary consisting of three terse words describing what the driver/caller might do with the cell phone. I used bold lettering, placed on the side of the helmet for a clear unobstructed view. A strip of “international orange” safety tape on the index finger of my glove helped me highlight my point as necessary with a quick jab of the finger to the text as I passed various “occupied” drivers for the next several weeks.

I eventually got out some iso-alcohol to remove the indelible ink from my helmet and got over the whole incident but I still credit taking a Motorcycle Safety Foundation rider training course on preparing me for such an incident. The MSF class teaches motorcycle riders to be aware of their surroundings at all times and to anticipate other drivers’ actions. I noted that the oncoming driver of the “sport-ute” was on the phone. I also noted that the breakdown lane, although only about 18” wide would act as an escape route if needed. I finally noted that there was some sand on the side of the road and if I attempted severe braking would likely have induced a slide and possible crash. Through MSF training, I intuitively split the lane, switching to the far side of the road as I approached the “ute” allowing me to eventually move to the breakdown lane avoiding an accident. By being aware that there was significant sand on the tarmac, I stayed off the brakes avoiding a slide and possible crash. My heart rate jumped to an easy 180 bpm as the front bumper of the Expedition passed within inches of my left knee, the driver still speaking on the phone completely oblivious to the red Italian motorcycle only inches from the front bumper. I can only guess at the clearance between the bumper on the car and the exhaust of the motorcycle as we passed in the glaring daylight.

So what does my motorcycle incident have to do with Porsches and life in general? Most importantly, the accident this past weekend happened at the same intersection as my motorcycle incident of a year ago. Hopefully nobody was injured this weekend, however from my various informants it seems that the damage to the Porsche was significant while the damage to the Chevy may have resulted in one less American made product occupying our highway system.

God willing, this accident was not caused by the “importance” of a phone call. If you are serious about driving, you should plan to attend the upcoming Car Control Clinic. Be aware of your surroundings at all times. Stay alert to potential danger at all times and please drive responsibly. Only through an understanding of your automobile and how it will react in an emergency will you be able to safely avoid an accident.



TRACK TIME

By: Scott Martineau -Track Chair



Spring is here!! Today the weather is in the mid sixties; won't be long before we are on the track again. I am taking advantage of the warmer temperatures to do some wrenching on the track car. This year I have limited my activities to a couple of safety and maintenance items.

I decided to back date my control arms and ball joints on my 944T to the early steel versions in the name of safety. It also gave me an opportunity to flex my (limited) welding skills by reinforcing the arms for track duty. I also took advantage of the lifetime warranty on my front Koni struts and had them rebuilt to go along with the new bushings and control arms. Seems the one on the passenger side was, shall we say, a bit "weak" after 8 years of use. The new rebuilt front end coupled with a new set of shaved Toyo's and I am ready to go.

Speaking of going, you need to get your registrations in for the May 27, 28, 29th if you want to sharpen those rusty driving skills. On Friday May 27th, we are offering an "Advanced Only" day for White, Black and Red drivers. The day is complete with paid flaggers and loads of track time.

Saturday and Sunday are open to all abilities and novices are encouraged to attend. NCR has some of the best instructors in all of PCA. We not only focus on improving your driving skills but are also dedicated to making sure your experience is fun and safe.

If you are not sure what this Drivers Education is all about, you can come along and try a "Track Sampler." See our website for details on the program. By taking advantage of the program you can find out what it is like to participate and experience the fun firsthand.

Remember, you can also take your car out on the track for some parade laps during the lunch hour on Saturday. For a small donation to the New Hampshire chapter of Make a Wish, you can experience a "driver's" eye view of the track at a casual pace. This event has proven very popular in the past and all the proceeds go to a great cause. Consider joining us for the special event.

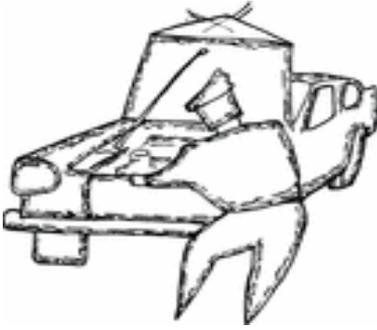
Well, the garage is calling; I have to get that sway bar out of the way. See you at the track.

Scott



DEAR HANZY, MEIN HANZY

By: John Killion - Contributor



Dear Hanzy, mien Hanzy:

As you should know by now, my old, venerable and beloved 944 fatally chomped its factory-installed, rubber-nucleus clutch while hopelessly peddling its way around NHIS last fall, much to amusement of the far too haughty 911 crowd, whose obvious delight with my resulting straits would've embarrassed an adolescent male monkey. Feeling so much shame floating around, sticking to everything and insoluble to no known solvent, I had no choice but to park the car for the winter and bolt the garage

door shut. This plan, though clearly and obviously flawed, worked well for several quite blissful and otherwise delirious winter months, until the empty bottles began piling up and the lengthening days betrayed my true undertakings and pursuits, so, in a typically half-witted effort towards a cheap shot at self-redemption, I've been spending a lot of time holding cold steel tools in my hand while loudly and creatively cursing in the garage.

Ever unbolt a 944 transmission before? Ever conjugate a nasty word at the top of your lungs in all its possible and erudite forms? It's only the first step in a long, Nordic-think clutch replacement process and it is not an undertaking for the fainthearted or even the right-minded. There are BIG bolts holding that monster in place, intimidating bolts, and after pumping my car into the springtime air, its lovely and familiar butt raised oh-so-carefully high, I began to contemplate the magnitude of my intended and consequential mission. Fortunately, not all of those bottles were actually empty, and my resulting joy associated with that discovery clearly clouded my otherwise impeccable judgment and temperance while I was strutting and fluttering around my work bench, when, all of a sudden, there was the ghost of none

other than Dr. Porsche, resplendent in his white techno-geek apron with the obligatory blue pen stain spreading across his chest pocket.

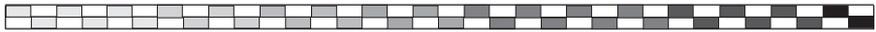
"So," he says to me. "You sink you can fix zat heap vis your hammer und Craftsman locking wrench?" He snickered.

"Hey," I cleverly responded. "How did *you* get in here?"

His eyes were quickly and efficiently scanning the walls at my assortment of tooling implements and nudie girls and he was making sounds which I interpreted to be noises of disapproval more clearly focused on my mechanical weaponry than my choice of pictorial art. Then he said, "Never mind zat, Knucklehead, vee have



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more important sings to consider here.”

Feeling briefly offended by his unkind characterization while privately admitting to myself that he was probably correct in his observation, I proudly and brazenly offered, “I think I have everything under control here. Ohhh, yeaaaaa,” as I tossed something amber colored down my throat and warily thought about those big bolts.

He mumbled something under his breath in German and reached up to turn the volume down on my CD player, which was blaring some hillbilly rant about some dirt poor slob losing his truck, his dog and his wife — in that descending order of importance — and apparently that was just too much for Dr. Porsche to bear in ease. Immediately frustrated by the dozens of tiny buttons and complete lack of intuitive dial knobs littering the facade of my player, he seized the power cord and yanked it from the wall socket with a violent tug while saying, “Zees audio machines is from zee end of zee dog you do not pat.”

Now Hanzy, I know you and I go back a long way and we’ve sought to puzzle out many deep and enigmatic mysteries along the path, and I’m fully aware that you have many, many valid and fundamentally correct reasons for questioning the, ah, say... portability of my table saw, but there I was, more or less sober, standing in my cold garage late at night, talking with the ghost of Dr. Porsche and all I could think of to say to him was, “Hey, do you think I can jam this 11/16 inch socket onto those 17 millimeter bolts?”

He groaned loudly, and turned to face my 944’s stable mate, a bright, arrest-mered 928 S4 date-car and said, “Zat car nearly cost me my house.” He walked over to my workbench and picked up the bottle I’d been working on and carefully wiped off the end before taking a long, slow pull on its nipple and said, “Schnapps it isn’t. But Saint Peter is pretty tight about what gets past zee gates zees days.” He took another swig.

“You know,” he slyly asked, “Vat does zee designation S4 mean to you?”

“Four thousand pound Sweathog?” I suggested.

For the first time since I met him, he actually smiled. It wasn’t a big ole American toothy smile, and was more like a tight and carefully controlled Germanic grin, or perhaps even a sneer, but considering that I wasn’t sure if he’d even get the cultural reference, it was more than I expected, but, apparently, he’s a long-time Travolta fan. Anyway, he took another swallow from my bottle and I could see a warm and fuzzy glow beginning to envelop his otherwise austere and composed persona as I tried to fit some extension pieces onto my rusted ratchet wrench. “So,” I said. “Security is tough even in Heaven?”

“Ja,” he lamented.

“Too many heathens trying to sneak in?”

“Nien!” he exclaimed. “Too many of us trying to sneak out!”

I was shocked. “Trying to sneak out? Why would anyone want to sneak out of Heaven?”

“Sink about it, Knucklehead. Vat is there to do for a fellow like me? Everysing vorks perfectly in Heaven. Zee car, it always starts und runs well. Zee oil never gets dirty und zee gas gauge is always on full. If I sink zee tires need an extra pound of

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ELECTRONICS TECH SESSION

By: Bill Kallgren and Chris Bennet

On April 2, the fourth round of the NCR 2005 season of technical sessions was held under wet skies at Precision Imports in Manchester NH. Dick Horan and his staff graciously allowed the North Country Region into this modern facility for an entertaining and intriguing introduction to automotive electronics. Dick Horan is a nationally recognized leader in Bosch electronics servicing and many of his employees are also certified master technicians.

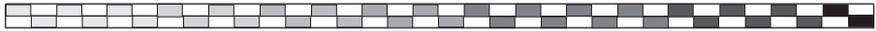
The field of electronics is ever changing and evolving. Complexity of automobiles has increased dramatically in response to an ever-increasing number of onboard gadgets as well as in response to increased safety, efficiency and emission improvements. In order to stay current, every workstation at Precision Imports is fully connected to the World Wide Web for access to updated service bulletins as well as service manuals. Although there can be seen a few printed service manuals, these are all older manuals to support the more elderly cars serviced by the company. Of course with all the computer hardware on board our cars, having the correct diagnostics equipment is also required. Precision Imports has a full suite of sophisticated specialty diagnostics tools.

It seems that the electronic genie was let out of the bottle with the introduction of the OBD (On Board Diagnostics) system. The original system allowed service engineers to plug a special scanner into a port on the car and would get a series of blink codes identifying the basic problem encountered based on feedback from a limited number of sensors. OBD was replaced by a more modern version OBD II in 1996 allowing for a larger number of sensors and increased sophistication in onboard software capabilities. Through the onboard sensors, the automobile can automatically adjust operating parameters to maintain peak efficiency. Unfortunately, the car can also report problems even if they do not exist, say due to failure of a sensor or a possible software bug.

Much of the technical discussion hinged around proposed statewide emissions inspections and the technical implications of this technology. Precision Imports has been operating as a test site for the new system for some time and Dick was able to give us some insight in how the system has been working so far. In summary, when you require a state emission inspection, your car will be pulled into a special service bay in the shop fitted with the specialty test equipment. The service technician will then be able to use a bar code scanner to scan the VIN number on your car. They will also plug a test computer into the OBDII port to retrieve data from the onboard system, the test computer will also be connected to a database offline. When the car



Dick Horan, Precision Imports



is tested, the results will be uploaded to the database and the machine will print out an inspection sticker. Dick reported a number of niggling problems that make this simple sounding system more complex than necessary; first is that the bar code scanner does not work properly through many of the darker tints on the windscreen requiring the technician to manually enter it. Second, if there is an error reported by the OBDII computer the car will automatically fail the test. Although the service light may have been reset after performing required service, the car may still fail if the "Readiness Monitor" on the OBD II computer has not reset itself. In some cases this may require driving the car up to 1000 miles before the computer resets.

In other cases, the customer may need to fix the problem prior to the sticker being issued. Based on the proposed legislation, the customer may be obligated to spend up to \$250 to fix the problem before an emission sticker will be issued; although it is interesting to note that the problem does not have to be fixed, only that the customer paid a certain dollar amount to attempt to fix the problem.

Of course, there is a special computer system required for the test which limits the number of cars that a shop can inspect based on the number of "emissions" computer systems installed. Although Dick didn't mention the cost of the setup, I am sure it is not cheap.

Moving onto some of the benefits of electronics, many diagnostic functions can be quickly accomplished by reading the computer. If a customer reports "the car runs rough" and really can't explain the symptoms any better than that, the technician has a good chance that the computer will report what the problem is. Of course, if there is a sensor which has failed or if there is a software bug, tracking down the problem can be time consuming and costly. Of course there were many stories regarding this and Dick mentioned that in the case of certain BMW models, if the car needs to be reprogrammed the car is connected, via an infrared (line of sight) connection to a computer connected to the www where it is then connected to a factory computer in Germany. The reprogramming may take up to eight hours where the technicians hope that the connection to the web will not be lost. This type of task is best done overnight as having the car occupy a service bay all day is certainly not the way to work efficiently. Also with the line of sight connection, there is the very real possibility of a technician walking through the beam, breaking the connection requiring the entire task to be restarted.

We also learned the importance of the proper method to change a battery on these sophisticated automobiles. In some cases, power needs to be maintained to the onboard computer at all times, even during a battery change. Dick mentioned a particular make and model car which, when the battery is disconnected, the power windows, sunroof, electric mirrors and so on will not work until the computer has been fully reprogrammed, a time consuming exercise. Dick also mentioned an Audi



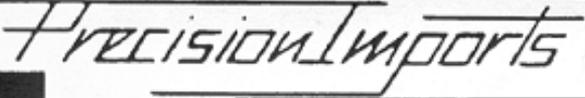
Did Someone say "software"?

continued on next page

A8 where all the driver readouts were magically translated to Spanish during a battery change and it took the technicians 45 minutes to figure out where in the software maze to change the language back to English. Shortly thereafter, Dick passed around some of the diagnostics troubleshooting modules, these various electronic hammers costs many thousands of dollars apiece for us to contemplate.

In the end, I left the tech session wondering if I should sell my 97 VW Golf immediately. The check engine light is on due to a faulty cold air idle control module. The car MAY stall if the weather is extremely cold (it stalled twice this past winter). Will the legislature in Concord come to their senses and pass legislation that allows a car to pass the emissions test when the check engine light is on, but the failure mode may not affect emissions or will I have to spend \$250 trying to "fix" the "problem"? In my particular case, the cost to "fix" the "problem" is somewhere north of \$1500 and my technician has advised not to bother; the emissions would not be affected, however the \$1500 quoted to "fix" the problem comes nowhere near the \$250 "fix it" threshold. I can only guess that it will cost me \$250 to inspect my car should the proposed legislation be passed. Of course, you might wish to write your local representative and voice your opinion on the matter. If anybody wants to buy a 1997 VW Golf with 70K easy miles on it, for sale cheap, contact me at Kallgren@netzero.net. 

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

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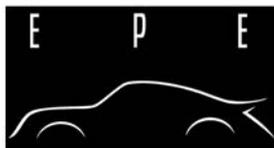
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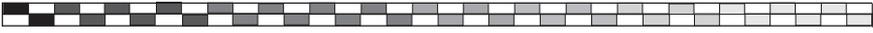
The next time you need any service, repair or perhaps just a second opinion on Porsche related questions, please feel free to give me or my staff a call or just drop us an email at EPE@EPE.com

Happy Motoring
Jerry Pellegrino

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



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DRIVERS EDUCATION SCHEDULE

By: Paul Frucci - DE Registrar

Dear Fellow DE Junkies:

I'm told that Spring is here, in spite of the fact that I still have a foot of snow in my yard! And you know what that means, time to get your Porsche out for some exercise!

For those of you who have not had a chance to visit the NCR website, I wanted to make sure you aware of the great DE season that NCR has planned for 2005.

NHIS Memorial Day Classic

Friday, May 27th through Sunday, May 29th

- Friday is for advanced drivers only (white/black/red), so there will be plenty of track time
- Registration is open on the NCR website now and the event is filling up fast. CVR is co-sponsoring this event with us this year.

Le Circuit Mont Tremblant

Saturday, August 6th through Monday, August 8th

- NCR is co-sponsoring this event with CVR this year for the first time
- Registration opens May 1 on the CVR web site: <http://www.cvrpca.org>
- Tremblant is a great track and a great place to spend a weekend.

NHIS Beat the Heat of Summer

Monday, August 15th and Tuesday, August 16th

- Registration is now open on the NCR website for advanced run groups
- Registration opens for Green/Yellow/Blue run groups on July 5th

Lime Rock Fun Day

Thursday, September 8th

- Registration is now open on the NCR website for advanced run groups
- Registration opens for Green/Yellow/Blue run groups on July 26th

Club Valley Motorsports

Thursday, September 22nd

- This is a planned new track located in Tamworth, NH

- 
- It is still questionable as to whether or not it will be ready for the 2005 season
 - If it opens, we'll be there
 - Stay tuned for more details!

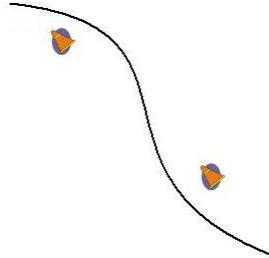
**NHIS Spring is a Long Time Coming (sure is!)
Monday, October 10th and Tuesday, October 11th**

- Registration is now open on the NCR website for advanced run groups
- Registration opens for Green/Yellow/Blue run groups on August 30th

Check out all the details on the NCR website: <http://www.ncr-pca.org>

Hope to see you at the track!

Paul Frucci
DE Registrar- North Country Region
603-224-2029
de-registrar@ncr-pca.org



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*My other car is a
Porsche!*

A YELLOW EVENING

By: Judy Hendrickson - Contributor

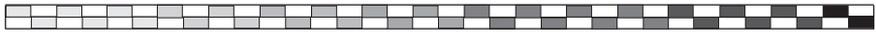
Saturday evening, April 16, brought about 25 North Country members and family together at Judy Hendrickson's home in Nashua to bid a formal farewell to Colin and Loosey Blake. News of their move from four season New Hampshire to single season northern California came about very suddenly, but we can all appreciate that one has to go where the work is.

News of the impending move came April 8, leaving the NCR leadership and senior members fighting off panic as to how to replace these two stalwart volunteers of North Country. Autocross and our website have become large and important parts of our member program. However, not to worry, the spirit of volunteerism is strong and widespread in North Country. By the time of the Board Meeting on the following Tuesday (April 12), Colin and Loosey not only had a qualified replacement lined up for the website (Berthold Langer) but a solution for managing the Autocross program was sorted out during the meeting (Joe Kraetsch and Kevin Bobbitt co-chairs).

With no time to lose (Colin starts work in California on April 25) the members present at the Board Meeting quickly set plans in motion for a short notice farewell party for the Blakes. I volunteered (or was that Kevin who volunteered me) to host the get together at my house. Due to the short notice along with the fact that I was doing the Concours Tech Session that morning, we settled on a semi-potluck style of bring your own meat to grill with the side dishes and fixin's being provided by the Bobbitts, Miriam Dunster and myself. A quick email to the NCR Members list, Board and to the NCR News list started the ball rolling. As the RSVPs came in I confirmed back for all to wear something yellow as a surprise for the Blakes – we all know how much Loosey loves yellow!

Several guests had already arrived when Colin and Loosey drove up. We wondered how long it would take Loosey to notice all the yellow. We didn't have to wait long. As she exited her car Loosey exclaimed, "You're all wearing yellow! Ohhhh!" Needless to say it was a fun evening. The weather was grand, the grill was busy with everything from burgers, dogs, bratwurst, chicken to steak tips. Baked beans, pasta salad and tossed salad rounded out the menu with dessert being a special sheet cake (accented in yellow, of course) depicting the Blakes' move from New Hampshire to California.





Thank you gifts were presented and words of gratitude and best wishes spoken. We will miss Colin and Loosey's hard work with Autocross and website but we will especially miss them as our friends. We wish them the best in their new endeavors in Santa Clara, California. Our loss is Loma Prieta Region's gain.



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FUNCTIONAL BEAUTY: THE RALPH LAUREN CAR EXHIBIT

By: Tracey Levasseur - Asst. Editor

The Museum of Fine Arts in Boston had a problem: admissions were down in recent years, especially visitors of the male persuasion. Some brainstorming culminated into the idea of holding an automobile exhibit. Arguably, automobiles are an art form of their own. However, with so many varieties to choose from what type of collection would fit into a building holding thousands of years of human creativity? MFA director Malcolm Rogers states in the forward of the book accompanying the exhibit that after speaking with many experts they all pointed to fashion designer Ralph Lauren. Clothing design is also an art form and who better to choose than a man who designs couture and collects cars?

If there's one thing to appreciate about museums it is their special exhibits. They finagle important, priceless art from private collections to display for a short time so that we devotees have a chance to see items up close. One would probably never see or even hear of the Mercedes Benz "Count Trossi" SSK were it not for the MFA's efforts. Many of Lauren's cars are either one of a kind, like the Count Trossi, or very limited quantities were built so he probably wouldn't be driving them to the office every day. Those rare cars that have survived were most likely bought privately and stored away, never to be seen again until their owners died and the cars would be auctioned. We must thank not only the MFA for presenting these fine rarities to the public but also Mr. Lauren for allowing us to drool over his "art collection."

What follows is a little overview of each vehicle in the exhibit. Each has its own intriguing story, so you not only see a work of art but also get an early automotive history lesson as well. I encourage anyone who has a true appreciation of European coachbuilding craftsmanship and desires to see automobiles you would otherwise only see in books to take the trip down to Boston.

1958 Ferrari 250 Testa Rossa.

The MFA is very clever in advertising this exhibit. Though the full exhibit is housed upstairs in the Gund Gallery which you must pay extra to enter, they have strategically placed this V12 "red head" (the translation of Testa Rossa) at the west entrance to the museum just as you walk in. Parked on a pedestal for all to see, this car is flawless. The paint, competition red, is so smooth and shiny it looks wet. It's begging you to touch it, though there's a ticket taker nearby who makes sure you don't.



1958 Ferrari 250 Testa Rossa



It's also tempting you to fork over the extra \$7 to see the other four-wheeled goodies upstairs. Must have worked, because the exhibit sold out the day I went!

1933 Bugatti Type 59. Once I tore my eyes away from that Testa Rossa I headed upstairs to the Gund Gallery. As you walk into the gallery the first car is the barrel-shaped machine that resembles an early race car. In fact, the previous owners of this car raced it up to the late 50's. Besides its odd shape the car has these large, striking alloy piano wire wheels, an Ettore Bugatti trademark. This is the first of only eight Type 59s built.

1929 Blower Bentley. The next car is another ex-racer. Though the proper name is 4-1/2 Liter Supercharged Bentley, its more popular name comes from the large, awkward blower protruding from the front grill. Henry "Tim" Birkin, one of the "Bentley Boys" racers, convinced WO Bentley that installing this blower on the crankshaft would increase the car's performance without increasing the engine size. The "supercharged" Bentley could reach 120MPH but other mechanical failures during races



Blower Bentley

caused the company to withdraw from the 1930 race season. Bentley was eventually bought out by Rolls Royce the following year. Interestingly, the Blower Bentley was chosen by Ian Fleming to be 007's ride in the early James Bond novels.

1938 Alfa Romeo 8C 2900 Mille Miglia. Painstakingly restored by Paul Russell Restoration in 2004, this curvaceous car with ample louvering was built specifically for the 1938 Mille Miglia. Car "stylist" (as they were known back then) Felice Anderloni was able to construct such a rounded body because of the ingenious framework. Anderloni's company, Carrozzeria Touring, patented the Superleggera, or super light, frame using small-diameter steel tubes. This car, one of eight built, finished the race in second place by a mere 2 seconds.

1961 Ferrari 250 TR61 Spyder Fantuzzi. One of only two cars built, this sleek beast finished first overall at 12 Hours of Sebring less than two months after it was manufactured. Medardo Fantuzzi, of Maserati fame, built the body.

1930 Mercedes "Count Trossi" SSK. After the early race cars, the exhibit turns a corner and this long black roadster sits almost in the center of the room. If the exquisite paint job doesn't strike you the sheer length of the nose will. This one of a kind Mercedes has a hood more than half the length of the overall body. Count Carlo Felice Trossi designed the body himself in the Art Nouveau style. Interestingly, Dr. Ferdinand Porsche was responsible for the supercharger in the car, bringing the horsepower up from 160 in the regular K model to 225 in the SSK.

1938 Bugatti Type 57SC Atlantic Coupe. The huge advertising banner hanging outside the MFA's main entrance features the back view of this car. You either love it or you hate it. Up close, what strikes you first are those sinister looking riveted seams. That, and its black paint and minimal chrome denote a futuristic automobile.

continued on next page



Bugatti Atlantic Coupe

Why the riveted seams? Some Bugatti prototypes were made of aluminum alloys or magnesium alloys which were hard to weld. Though this car is made of regular aluminum, designer Jean Bugatti liked the rivets and kept them on the finished product. Call it artistic license, it adds to the car's overall looks as much as the abundant use

of ellipses. If you can overlook the rivets the car is quite lovely.

1950 Jaguar XK-120 Alloy OTS. One of six factory works cars built, this car is coated in British Racing Green. When the first XK-120s rolled out of Coventry, England, and into the London Motor Show in 1948 the world was captivated. Its graceful flowing curves are free of unnecessary adornments. In fact, the only label identifying it as XK-120 is the round hood ornament "growler." But the XK-120 wasn't just a pretty face. Under the "bonnet" is one of the first twin overhead cam engines that would be put into large-scale production. The car could reach speeds in excess of 120MPH (hence the designation XK120).

1955 Jaguar XKD. This car, affectionately known as the D-type, was built entirely for speed. The car, again in British Racing Green, has a monocoque structure under its smooth, jet engine style body. The D-type used the dry-sump lubrication system that would allow it to be 30%



Editor's Choice D-Type Jaguar

lower than its predecessor the C-type, and thus more aerodynamic. In 1964, Patricia Coundley drove this very car 161.278MPH making her the "fastest woman in Europe" at the time. The D-type could clear 190MPH.

1954 Ferrari 375 Plus. It is no coincidence that this car is parked beside the Jaguar D-type. In 1954, this long low Ferrari built by Battista "Pinin" Farina raced alongside the D-type at Le Mans. The prancing horse took first place while the leaping cat came in a close second. Farina, who later changed to Pininfarina, built this car by hand the old-fashioned way without a blueprint.

1955 Porsche 550 Spyder. It's interesting to note that for years Dr. Porsche's technical expertise was praised by automotive magazines, reporters and other car enthusiasts but none actually looked at the car as a work of art. However, this car in particular deserves a longer look. It's smooth and simple in construction, one could place it into the category of "minimalism." This simplicity came about probably because the 550 was specifically built for competition. Ninety of these 1,500 pound sports cars were produced, more than needed to race. The extras were

continued on page 27

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CONCOURS PREP TECH SESSION

By: Bill Kallgren - Editor



Round Five of the North Country Region Tech Sessions was held under sunny skies Saturday, April 16 at Porsche of Nashua. A multitude of faithful car show participants, concours specialists (including at least two National judges) and future car show participants were on hand for a technical session detailing car preparation for show. The day included a concours preparation analysis, hands-on demonstrations and, of course, a variety of questions and answers. The Dent Wizards (Mark Brown and David Dorci) were also on hand to work their magic on several members cars. We hope to have them available at some of the upcoming DE's as well.

Our hosts, Porsche of Nashua, rolled out the red carpets by providing plentiful fresh coffee, donuts and just for the North Country Region, we were treated to a special display of the latest Porsche super car, the Carrera GT, fresh from the factory and awaiting its new owner. Although the *Northlander* would have loved to give you a completely unbiased road test and full report on this special car, we were in Nashua for other business and headed to the service bays where our host had provided access to car lifts, service tools and workbenches for our use during the day.

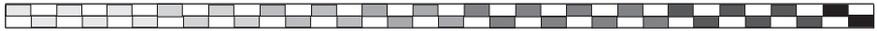
Our very own Judy Hendrickson took center stage with a detailed description of each of the car show classes, including Preservation, Preparation, Restoration and Race. Depending on how badly bitten you are by the car show bug, there is a class for everybody. (You can find the details and score sheets for the various classes at <http://www.pca.org/news/pcr.html>, Appendix II and IV.1-4 for the score sheets.)

With the various classes now well understood, Hank Cowles was selected as our participant extraordinaire for the day. Hank had volunteered to bring his car into the



everybody. (You can find the details and score sheets for the various classes at <http://www.pca.org/news/pcr.html>, Appendix II and IV.1-4 for the score sheets.)

With the various classes now well understood, Hank Cowles was selected as our participant extraordinaire for the day. Hank had volunteered to bring his car into the



shop to be put up on the lift for a careful analysis by our concours experts. Hank and his son, Colin, are the owners of a particularly stunning 1977 911S finished in a fantastic shade of Ice Green Metallic paint and what appears to be a cork interior to this novice. The car was purchased last September via Ebay sight unseen from a private owner out of Portland, Oregon. The car was shipped to the East Coast and when it arrived, it was in much better condition than expected. In fact, it was in such good condition that the younger Cowles has been hesitant to drive it much for fear of wearing out such a marvelous car.

The garage was opened and Hank wheeled the '77 911S into the garage for a critical examination by our team of experts. To this writer, it seemed that the car was ready to be put in any show; however I quickly learned that my standards are simply nowhere close to those of a concours expert.

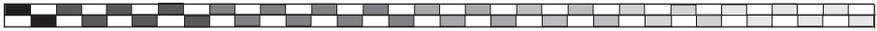
Up on the lift, Judy started with a careful examination of the exterior of the car. The quality of the paintwork was examined, the fit of all body panels was carefully evaluated, as was the condition of the rubber and chrome bits and pieces. Judy's critical eyes quickly found a door gap that was not ideal as well as a paint scratch on the driver's side door. Clearly some attention was needed to bring these up to the standards of the judges. As Judy continued around the car explaining some of the other checks, I noticed our National judges Edgar Broadhead and Charlie Dow carefully examining the fit of the rear decklid. It seems more attention might be needed there.

Working around to the interior Judy carefully examined the seats, seat belts, carpeting dash, headliner and even the seat rails for dust. Judy emphasized that although the emphasis on car shows is to look, not touch, some judges might still poke around a bit and to demonstrate, she quickly came up with a finger full of dust from what appeared to be a spotlessly clean interior. Where appropriate we were treated to little hints on how to get some of the nooks and crannies really clean, such as putting a piece of tape on the end of a toothpick or long stick to pick up dust and sand where a vacuum will not reach.

With the interior completed, attention turned to the engine bay. Judy emphasized that cleaning the engine needs to be approached with care. Care needs to be taken to ensure that none of the electronics are damaged and recommended only very gentle cleaners. There appears to be a raging debate how much water pressure is appropriate for cleaning an engine and whether a pressure washer should be used to remove the accumulated gunk.



continued on next page



Our sage recommended putting bags or latex gloves over all the electronics, use a mild citrus cleaner and gentle rinse to clean the engine. If the engine doesn't come clean, use the same procedure several times rather than resort to the temptation of a pressure washer and aggressive engine degreasers, which may damage other components in the engine bay.

With the engine bay completed, focus moved to the storage compartment where even here attention is required. Judy pointed out that even the inside of the fuse box would need a bit of cleaning to bring it to its full potential.

Depending on the class entered, the underbody might also need some attention. With the car on a lift and a wheel removed, we were able to see quite a bit of road grime that would have to come clean. For the really heavy stuff, Judy suggested that as a last resort, kerosene might be used cautiously to remove the grime but to start with gentler degreasers and cleaners first.

So how did the Cowles car fare? With my newfound education on car preparation it seems that Hank and Colin have a lot of work ahead of them. The judges will be ruthless in their evaluation of the car and there were a large number of very small details that might result in demerits, but on the whole Hank's car is a good candidate for the Preservation Group.

After the car analysis, Judy moved onto her collection of cleaners, tools and techniques for getting the car spotless. Before doing any real work, her advice was clear: give the car a quick wash to remove any dust or dirt, wear soft clothes that will not scratch the car and use only 100% cotton cloths for washing and drying the car. Although Judy didn't recommend too many specific products, she did point out a few favorites. Particularly, Griot's Rubber Cleaner for cleaning rubber (although note this might be too expensive for tires, but great on trim), P21S cleaner for wheels and Lexol products for leather care. Other sound recommendations were to use a family of products. For example use a car wash, cleaner and wax from the same manufacturer. Of course always follow the instructions carefully, wear appropriate protective gear (safety glasses for example) when necessary. Finally for the novices, the advice was to NEVER wash or wax the car with a circular motion, always go in the direction of air flow across the car.

So when Hank asked the \$100K question, "How long would it take to get the car to top standards?" the answer came back, "you will never be done." Yes, the show car standards are high and the work involved can be time consuming. With the right equipment and cleansers and techniques the results will be well worth the effort. You'll have not only a prize winning car but one that will continue to look new for years to come.

Special thanks again to the entire team at Porsche of Nashua for allowing us the use of their wonderful facility and to Judy Hendrickson and Matt Romanowski for putting together a wonderful day.



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Functional Beauty (continued from page 20)

sold to enthusiasts. One enthusiast, James Dean suffered a fatal crash on September 30, 1955 in a 550 he dubbed "Little Bastard."

1988 Porsche 959. Only 337 of these were produced. If you squint you can see hints of the 911. Not as "simple" in design as the 550, the 959 has ground effects, oversized rear tires and amplified body lines. One of Ralph Lauren's newer cars, this one's top speed approaches 200MPH.

1962 Ferrari 250 GTO. In 1962, Jaguar unveiled its new model, the XKE or E-type, in Geneva much to Ferrari's horror. So he set coachbuilder Sergio Scaglietti to work on a car more beautiful and functional than that of the Brits. This car is the result: covered headlights for better airflow, wide side vents behind all wheels for cooling and a little rear spoiler to keep it on the track at speed. This car won three of the four races it entered in 1962.

1955 Mercedes 300SL Gullwing Coupe. The frame of this car is made of thin tubes of steel welded together in triangular patterns. Though lightweight and offering great stability, the frame would not allow the usual side hinge doors. So the doors hinge on the roof, giving the "gullwing" effect when both are open. For optimum aerodynamics there are no door handles, side mirrors or other bits sticking out from the body. The car was built to re-introduce Mercedes to the sporting world. With 215 horsepower, speeds close to 150MPH and astonishing acceleration, only the Ferrari of that time was a contender.

1996 McLaren F1. The "baby" of the exhibit, every inch of this car is built for a specific purpose yet it's awe-inspiringly gorgeous up close. The driver's side scissors door was open revealing a center position driver's seat with two passenger seats one either side and slightly behind. This keeps the car balanced. The engine's air intake scoop is mounted unobtrusively on the roof. Front ground effects incorporate vents that allow air to flow in between ports of the coolant radiators. Even the "trunks" on both sides near the doors are situated so their contents won't disturb the balance of the car. All this thought pays off: the car will clock 231MPH, has 627 horsepower and will do 0 to 60 in 3.5 seconds. Only 75 were made and Lauren bought this one new.



Today there are so many cars around built merely to get from point A to point B without much thought to how they look standing alone. This collection shows how even in the early days of auto manufacturing the elements of purpose and style could be merged into moving sculpture. Some modern manufacturers understand this and work toward this goal. Unfortunately, as in the case of the McLaren F1, they are out of most drivers' price range. The Ralph Lauren exhibit gives art lovers and car enthusiasts a taste of the "functional beauty" of some of the world's best manufactured cars, cars that could get you there quick and look awesome doing it!



PORSCHE PEOPLE ON WEEKENDS

By: David Churcher - Club Photographer



Pot Luck Dinner

dinner as well. That part was not planned. There was quite a bit of alarm about what to do to ensure the continuity of our excellent web site. This dilemma was resolved, and other surprises too, were part of the evening.



Berthold Langer New NCR Webmaster

the story of driving his father's Porsche at a high speed on the autobahn and not (!) being able to pass a 2CV. I won't spoil that story by telling it here. Berthold must

What do Porsche People (NCR-PCA) do on weekends between club events? They get together to talk food and cars and share a meal. At least a good number of our group do this. This is what happened to about a dozen or so last weekend (April 9). The event was quite informal and arranged quite casually weeks ago when Loosey and I discussed curry recipes. A pot luck was planned.

It turned out to be a 'goodbye'

What a meal. Colin and Loosey had set up the nibbles and had a curry with side dishes on the way. Malcom and Judith arrived with a leg of lamb all spiced up ready for the grill. I had my chicken curry with secret ingredients from Amsterdam. It was a great meal topped off with salad by Judy, and a Mango ice cream by Judith ... and that topped off with Ellen's Brownies. Berthold and Jack brought excellent wines.

The stories flowed and tears of laughter flowed too. Berthold told

he did on Saturday. You will weep.

Berthold also announced he can write HTML and run a web site (*Editors Note: Berthold Langer is the new NCR Webmaster*). Guess what happened next!

At the recent Yankee Swap party there was a great deal of to and fro with a very prized air tank. Jack Saunders really, really, wanted it. But lost it. However, at the Curry



Jack's New Toy

Party ... a consolation prize arrived and Jack was suddenly a happy man.

If those stories do not get you then Ellen's descriptions of Driver's Ed classes at NHIS will. These stories are fun now but at the time some serious risks were being taken with life and Porsche. My favourite story was Ellen's description of driving behind Judy who was on borrowed tires which were 'bowling balls' (hard and smooth) ... and put Judy



Add your own "wooo wooo wooo."

into a series of left/right/left maneuvers. To truly appreciate this story you had to be there and hear Ellen's "wooo wooo woo" sounds which go with it. I caught the moment on the Nikon ... see the pic Add your own "wooo wooo woo."

It was a great evening. Porsche people. Wonderful people. 



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RAINER COONEY • JERRY DASCOLI

Dear Hanzy, mein hanzy...continued from page 10

pressure, zay already have it before I even finish my thought. I feel useless there.”

I considered his problem for a moment, and the *seriousness* of his terrible and peculiar situation, and as it percolated in my mind I suggested, “Well, perhaps you should import an early Boxster.”

“I thought of zat too,” he said, clearly defeated. “But I can drill holes in zee crankcases all day long and it still won’t leak. In fact, I can run zem without any oil at all und zay still run fine. Nothing wears out in Heaven. Ever.” He took another long pull from my bottle and I astutely recognized that he was indeed very troubled by his current condition. I warily looked over at my partly dismantled car, dangerously teetering in the air on mismatched jack stands, and discovered that I was having a difficult time working up any real sympathy for him, considering the earthly nightmare I had in front of me. But, smartly and quickly sensing a rare opportunity, I handed him a wrench and invited him to join me under my car. Now, Hanzy, let me tell you, he scampered like an elf under my 944 with an agility I never would’ve expected from a dead guy, and his hands moved so fast I could hardly even *see* them! Within moments, my transmission hit the floor with a heavy thump and I felt a strong wave of satisfaction crest and roll over me, which immediately inspired me to let loose a whooping victory cheer which I knew would annoy him greatly. As my joyful WooHoo vaporized into the same chilly air as all my previous and quite hideous obscenities had, I looked around the garage but Dr. Porsche was nowhere to be seen, and, sadly, neither was my bottle. 🍷

HELP WANTED

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

Charity Chair

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

Yearbook Chair

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

AUTOCROSS

Photo
Pending

As we go to press, the *Northlander* has learned that Colin and Loosey Blake will be moving to sunny California. Those of you who read this column regularly will recognize that much of the success of the North Country Region Autocross series has been the result of the hard work of both the Blakes. Although they will be missed from the Autocross series as they say in show business, "the show must go on!" The staff of *Northlander* as well as the entire North Country Board of Directors are pleased to announce that Kevin Bobbitt and Joe Kraetsch will be picking up the reigns of the Autocross program as Autocross Co-Chairs. If you haven't been to an Autocross, come out to the show and be sure to bring your car. Autocross events are held on the runways of Fort Devens in Ayer, Massachusetts.



2005 Autocross Dates

June 11 NCR Autocross #1

June 19 NER Autocross

July 23 NCR Autocross #2

July 31 NER Autocross

Aug 7 NER Autocross

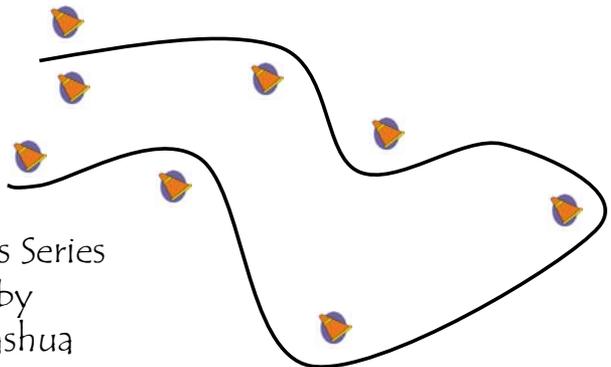
Aug 20 NCR Autocross #3

Aug 28 NER Autocross

Sept 17 NCR Autocross #4

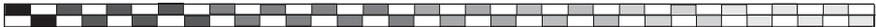
Sept 18 NER Autocross

Oct 2 NER/NCR Autocross Rumble



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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
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Jerry Austin
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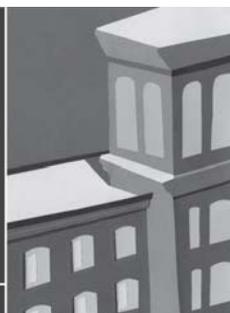
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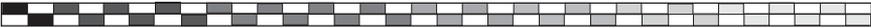
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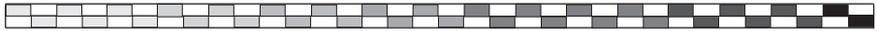
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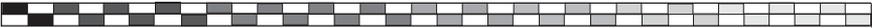
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