

NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 35 Number 5

May 2012



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Remembering Butzi

Bob Futterer's Project

Ruger Collection Visit

Autocross #1 Photographs

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The regular article and Advertising closing date for the Northlander is the 1st of the month preceding the publication month. See page 48 for advertising rates.

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PORSCHE CLUB OF AMERICA
May 2012

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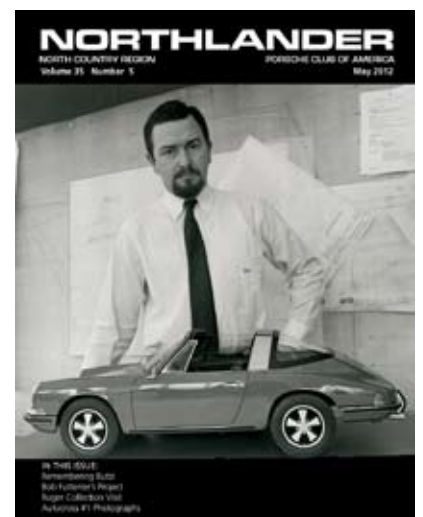
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On the cover

F. A. Porsche passed away in April. He was perhaps most famous for his design of the 911 and the 904 but his Porsche Design company designed a plethora of items including sunglasses, watches, clothing ... The world rarely is blessed with such a brilliant mind. He will be missed but he has left us with icons to enjoy for years to come.



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CALENDAR

5 8 12 15 19 20 22

May & June 2012 ... AT A GLANCE

Date	Event	Location	Time	Contact/Email
May 5 (rain date May 6)	Porsches & More	Panera Bread Manchester, NH	Saturday 7:30am-9PM	Rich Willey social@ncr-pca.org
May 8	Board Meeting	TBA	Tuesday 6PM	Jay Gratton president@ncr-pca.org
May 12	NCR Car Control Clinic	NHMS, Loudon, NH	Saturday	Dave Logan ccc@ncr-pca.org
May 15	Deadline for June Northlander			NcrNorthlander@ncr-pca.org
May 19-20	Zone 1 Concours & Rally	Larz Anderson Auto Museum, Brookline MA	Concours - Saturday, Rally - Sunday	Steve Ross SLR944@aol.com
May 22	Jay & Matt's Spontaneous Dinner	Holy Grail Epping, NH	Tuesday 6-8PM	Jay Gratton president@ncr-pca.org
June 1-3	Zone 1 Clash at the Glen Club Race	Watkins Glen, NY	Friday- Sunday	Aaron Ambrosino zone1clashregistrar@gmail. com
June 2	NCR Autocross #2	Moore Airfield, Devens, MA	Saturday 7AM	Joe Kraetsch autocross@ncr-pca.org
June 9	NCR Make-A-Wish Day/ Charity Laps at NHMS	NHMS, Loudon, NH	10am- 2pm	Ivy Leonard Ivy@consumerprofilesinc.com
June 9-10	NCR DE	NHMS, Loudon, NH	Saturday- Sunday	Mark Watson de@ncr-pca.org
June 12	Board Meeting	TBA	Tuesday 6PM	Jay Gratton president@ncr-pca.org
June 15	Deadline for July Northlander			NcrNorthlander@ncr-pca.org
June 15-17	Zone 1 24 Hours at Watkins Glen	Watkins Glen, NY	Friday- Sunday	Lou Dauerer Zone148Hoursreg@gmail.com
June 26	Jay & Matt's Spontaneous Dinner	TBA	Tuesday 6PM	Jay Gratton president@ncr-pca.org
June 28 (rain date June 29)	Ice Cream Run	Sullivan Farms Tyngsboro, MA	Thursday 6:30PM	Rich Willey social@ncr-pca.org

Come out and join Jay and Matt on May 22 at the Holy Grail Restaurant & Pub in Epping, NH. Meeting time is 6:30pm. The Holy Grail is at 64 Main St. For more information go to www.holygrailrestaurantandpub.com.

Please note: calendar information is correct at the time of *Northlander* going to press but for the latest information you should check our web site: www.ncr-pca.org



Jay Gratton **The Rolling Chicane**

The benefits of cruising through the campus of Dartmouth College on a warm day in a Porsche 911 are a major bonus.

The 2012 driving season is officially off and running and boy, oh boy did we start it off with a bang! On April 15th a handful of NCR folks and a guest visiting from Northeast Region met up off of 93 North in Hooksett. Led by Mike and Biff Gratton in their recently “improved” 911 C2 we made our way up towards exit 12 on 89 and headed towards Newport. The NCR contingent was taking over The Courthouse Restaurant, which is located on Main Street in downtown Newport. Fourteen members in all enjoyed a wonderful brunch accompanied by some wonderful piano music.

Following our brunch we worked our way over to the Old Ruger Mill where we were greeted by Bill Ruger who is the owner of the Ruger Gun Company. Bill had fully restored his old mill to an incredible standard and inside was an enormous room with newly redone hardwood floors and twenty-five stunning cars, two fire trucks, and an old 1850 era steam boat. Bill not only showed us every car, but he explained in detail what made each car so unique. His collection of early Rolls-Royces and pre-World War II cars made all forty NCR members (yes, I said forty) jealous. While Bill Ruger does not charge to view his collection, he does ask that each group collect money for a charity. Because of Mr. Ruger’s “policy” we were able to raise over \$200 for the Make-A-Wish Foundation and the New Hampshire Food Bank. Thank you to everyone for making generous donations

Following the tour, Judy Hendrickson and Jaime came up with a plan to head up to Hanover to get ice cream from Moran Gelato which was recently featured on New Hampshire Chronicle. Let me tell you, it was possibly the greatest ice cream I have ever had and this is coming from a professional ice cream connoisseur. I highly recommend

the trip to Hanover for this delicious treat alone. Also the benefits of cruising through the campus of Dartmouth College on a warm day in a Porsche 911 are a major bonus.

North Country has an incredible spring lined up for our members! May 5th we’ll start our own version of Cars & Coffee at Panera Bread in Manchester. We have invited many different car clubs from the area to attend and this is an event not to be missed for any car junkie. May 12th sees us roll into NHMS for the Car Control Clinic and Dave Logan and his team have done an amazing job with this very important event. May 19th & 20th we are heading to the Lars Anderson Auto Museum for the Zone 1 Concours & Rally. Our friends to the south, Northeast Region, are hosting this event and I have no doubt it will be a first rate weekend. Finally, we will be finishing up the month in Epping, NH, for Jay & Matt’s Spontaneous Dinner. Much to Grammie Gratton’s pleasure, we will be heading to church for the evening. The Holy Grail will be our place of Porsche worship and I promise an incredible evening for all.

I hope to see you all at an event in May and until then, drive safely!



Tracey Levasseur

"The design's appearance should be readily comprehensible and not detract from the product and its function." -- Ferdinand Alexander Porsche

On April 5, the same day the new 911, designated 991, was voted "2012 World Performance Car" at the New York International Auto Show, the man responsible for designing the first generation of the model passed away.

Ferdinand Alexander Porsche, known by family as Butzi and by colleagues as FA, was the son of Ferry and grandson of Ferdinand. He had automobile design in his DNA, and he literally grew up in and around his family's cars and business. It's no wonder he would go on to not only work at Porsche AG but design a successor to his father's model, the 356.

It is ironic that the very man who would design one of the most recognizable cars of all time, a silhouette still seen today on the new 991, was kicked out of design school. But everything happens for a reason and we Porsche enthusiasts can thank the design school for this! The young, classically good looking FA did not take this rejection personally, he immediately went to work at the family business. His first design was the 804 Formula 1 car in 1962. The 804 went on to win the Grand Prix in France that summer. Not a bad start to the 23 year old's career!

When Porsche needed a replacement for its aging 356 model, it naturally turned to FA. Grandfather Ferdinand had developed the VW Beetle and the Porsche tractor under Nazi contract in the 1930s. Father Ferry followed with the 356 in the 1940s. Now the gauntlet passed to FA. He traveled to several European auto shows looking for inspiration. What he leaned toward was a smooth, curving fastback which was nothing like what was coming out of Detroit at that time.

Porsche unveiled FA's new design in September 1964, at the Frankfurt Auto Show. At the time it was designated as the 901. However, French auto maker Peugeot objected to the name claiming it had legal copyright to 3-numbered model names with a zero in the middle. So Porsche changed it to 911...and the rest is history.

But FA didn't stop after creating what would become the car that defined Porsche and an automotive icon. Not long after the 911 he created what he considered his greatest automotive design – the 904 race car. Again Peugeot balked at the name so it was called Porsche Carrera GTS. Even the name sounds sleek and quick. This was Porsche's first fiberglass body car and coupled with the four-cam flat four-cylinder engine set mid-ship, it was a formidable competition car.

While FA did not exclusively design another car after the 904, he oversaw the designs of the 906, 910 and 907 in 1966 and 1967. When Porsche AG went public in 1972, FA stayed on its Supervisory Board but ventured off to head Porsche Design Studio. He would oversee the designs of everything from sunglasses and watches to yachts for the next 30 years.

In 1999, the President of Austria bestowed upon FA the title of Professor.

When FA retired in 2005 for health reasons, he was rarely seen by family and colleagues, so much so that even his close relations were unsure of the extent of his illness. His passing must have been as much a shock to his family as those who worked with him in the past and who admired him from afar. He was 76 years old.

... continued on page 42

MEMBERSHIP



Janet Quintero

New Members:

Don DeFreest
Hooksett, NH – 1986 911

Theodore Harris
Keene, NH – 2007 Cayman S

Douglas Rader
Lyndeborough, NH – 1994 968
Transferred from Northeast Region – Joined PCA 3/26/12

Kevin Sendziak
Kyle Sendziak
South Portland, ME – 1986 944

Don Tydeman
Judith Vano-Tydeman
Portsmouth, NH – 1968 912
Transferred from Metro NY Region – Joined PCA 9/2006

Eric Wickfield
Leslie Wickfield
Groton, MA – 2011 977 Turbo S
Transferred from Northeast Region – Joined PCA 12/1991

Member Anniversaries:

1 Year:

Bob Anderson
Marsha Simmons
Dover, NH – 1985 911 Carrera

Grant Kaiser
Sharon Kaiser
Greenland, NH – 1972 914

Jake Moreau
Gerry Moreau
Lincoln, RI – 2011 911 GT3 RS

Audi Pauliukonis
Carrie Pauliukonis
New Hampton, NH – 1986 911

John Schwope
North Hampton, NH – 2011 Cayman

Al Indelacato
Martha Indelacato
Hampton, NH – 2009 911 C4S

Rob MacAlpine
Sheryll MacAlpine
Marlborough, MA – 1968 912

Walt Rogers
Donna Gallagher
Lincoln, NH – 2006 911S Cabriolet

5 Years:

Bob Sauer
Ginger Sauer
Princeton, MA – 1985 911

Paul Valente
Bonnie Valente
Wilmington, MA – 2007 Boxster S

2 Years:

Vince Garcia
Robert Smith
Whitefield, NH – 2009 Carrera S

45 Years:

Jon Grosjean
Beth Grosjean
Hancock, NH – 1991 C2

Please notify the membership chair: membership@ncr-pca.org if you have changed your address.



Matt Romanowski

WIDE OPEN

I took a couple laps at the Manchester 500 circuit, also known as my neighborhood, to make sure everything was in working order...

Have you ever noticed that all of those winter project you had planned somehow didn't get done in the winter and turn into super rush, highly expedited, gotta get it done now projects in the spring? Hopefully this isn't just a problem that I have. This year it seems like a bunch of projects are running behind.

The first one is a bathroom remodel. It was supposed to be a pretty easy gut the room and build back up but the house had different ideas. A leaky window meant rebuilding a wall. Long fixed leaks in the room meant a new subfloor. Backwards plumbing led to all new plumbing and some really weird 1950's vintage wiring lead to all new electrical runs. But, now that that work is done and we figured out how to put a 60" tub in a 59" room, we are making some progress. Hopefully by the time I write my next article the bathroom will be completed.

Then there is the boat. You've heard about Loki, Lightning 8494. We are replacing a number of frames to ensure we have years more sailing in her. This has led to an education on various types of mahogany (they are not all equal!), Frearson (also known as Reed and Prince) screw heads, silicon bronze fasteners, boat lofting and some wood working techniques. While the real goal should be to keep the boat as original as possible, reality is to just not mess anything up.

The third big winter project has been to fix up a bunch of body panels on Chiquita, the yellow 914 that Judy Hendrickson and I share on the track. Six years of having two drivers at tracks all over had put a lot of wear and tear on the bumpers, rocker panels and the hood. The bumpers shouldn't have been too bad to repaint, but the previous painter (luckily not me – it was the previous owner) didn't prep the fiberglass correctly so I wasn't able to smoothly sand off the old paint. Some quick thinking and filling primer and I solved the problem. The bumpers look like new.

Now, the rockers panels were a little more work. One was missing a section at the front from hitting a cone. I'm proud to say that it was not Judy or me who hit this errant cone, but

rather the one person who we've ever allowed to drive the Flying Banana. It's someone we all know, but I'll leave them unmentioned for now. Using my West System epoxy from the boat project, I was able to put in some new fiberglass cloth, mix in some superlight filler to smooth everything out and make things look right. Some nice primer and a little paint and the rocker panel is as good as new.

The hood is a similar story. Some careful work removing year old tape, some colloidal silica mixed into the epoxy, and I was able to put everything back together as good as new. A quick morning hanging bodywork and aligning the hood, a wash followed by a quick wax and she was looking good. I took a couple laps at the Manchester 500 circuit, also known as my neighborhood, to make sure everything was in working order for my first event at NHMS with NER this year.

Now I have to get back to putting my street 914 back together. All of the parts have been gathered, most prepped, and now they all need a good cleaning so I can put the engine back together. Hopefully this will happen sometime in May so I can have the mean Willow Green car out around Memorial Day in time for lots of NCR events.

I'm really looking forward to a jam packed NCR summer. We have lots of great DE events, autocrosses, rallies, ice cream socials and spontaneous dinners. Check out the club calendar in the *Northlander* and remember to sign up for club emails at www.NCR-PCA.org so you have up to date info. See you at an event soon!



Mark Watson **MY SPIN ON THINGS**

We recently learned that National is banning 'driveway' tech inspections for insurance reasons.

David gave you the good late breaking news last month regarding the repair to the RSA. We still don't know exactly how it happened but it is safe to say that I was really, really lucky not to have the battery explode and do a lot of damage not just to the car but to the garage and house. I appreciate all the good vibes that came my way!

I will not be able to make the NER event in April due to work – this work stuff is really starting to get in the way of my DE activities. It now looks like my first event of 2012 is going to be our June event at NHMS. By the time this issue arrives, you will have just about a month left before our opening event. So it is time to get serious about getting the car ready for the track; get your car to your mechanic to change the fluids (oil, brake and coolant), check your brake lines and pads for wear and make sure you have tires to get you through the first part of the season. We recently learned that National is banning 'driveway' tech inspections for insurance reasons. Edgar has revised the list of approved Tech Inspectors so if you are impacted by the rule change, please see the list in this edition of the *Northlander* or on the DE webpage to find another shop to perform your Tech Inspection. All of NCR's inspectors are great so you will still get excellent service and treatment even with the change.

John tells me that we are experiencing low registrations from our White and Black drivers. We need your participation in order to help make our events successful. To all White and Black Drivers - please send me a note with your thoughts regarding what we can do to increase your enjoyment and participation at our events. It is really important to us to run a safe, fun and educational event for all of our drivers so let me know what we can do for you.

Here are a few facts about the June event:

1. It is our season opener and the weather is going to be perfect.
2. Saturday is our Make-A-Wish Charity event with rides for the MAW kids and their families, parade laps for those who want to drive their car on the track and a silent auction for some really cool car related stuff.
3. Phil Lombardi will host classroom sessions for the White and Black run groups.
4. Brian is working with NHMS to configure the track so we can run the south oval on Sunday.
5. We are planning a track walk on Saturday after the track goes cold.
6. Toni is planning another fantastic track dinner.

As always, our MAW charity activities make this one of our special events of the year. In addition to our regular activities, Ivy is organizing a silent auction with the proceeds going to MAW and NCR's other charity activities. I've seen examples of some of the items that will be at the auction and I think you will be amazed at the quality and uniqueness of the items.

We are fortunate to have Phil Lombardi participate in our June event. Phil has an extensive background in driving -- coming up through karts and open wheel race cars, with several wins in Formula Continental series and winning the NARRAC and NERRA SCCA Championships. Currently he's a private development coach who also works with advanced drivers at the Skip Barber Racing School. After the classroom sessions, Phil will be available for private sessions Saturday afternoon and all day on Sunday. If

you have any questions, contact Matt Romanowski at vice-president@ncr-pca.org.

Speaking of Matt, make sure you congratulate him on his recent appointment as the Zone 1 Chief Instructor. This is a significant appointment within our Zone and a great opportunity for NCR to continue to provide leadership to all of the Regions in Zone 1. Matt will be transitioning into the position during 2012 and I am sure he will welcome your thoughts and ideas of ways to improve the Zone. Way to go Matt!

For those of you in the Green and Yellow run groups, registration opens June 1 for the remainder of our season. John staggers the registration to allow for early season promotions and to make sure everyone ends up in the correct run group. For everyone else, please go to motorsportreg.com and register for our events. Lime Rock is filling up quickly so get registered to secure your spot in what is going to be one of our best events of the year. Two (2) full days at LRP all to ourselves...take advantage of this opportunity.

As I reported last month, we are sold out for our May 12th Car Control Clinic. However, at the new member meeting there was some interest in possibly holding a second ses-

sion this year. If you are interested, contact Dave Logan and we can investigate whether there are any weekends open for a CCC.

I hope those of you who attended NER's opener had a great time and are anxious to get back to the track for our June event. Use the DE schedule at the end of the article to help organize your 2012 season and to make sure you register in time to be accepted. Register for NCR events at motorsportreg.com and for NER events at clubregistration.net.

Please stay safe until I see you in the parking lot for the Car Control Clinic in May or at the track for our opener in June. As always, e-mail me at de@ncr-pca.org with questions, comments, suggestions or just to say 'hi'. White and Black drivers I am especially interested in your thoughts and feedback on ways to enhance your driving experience.

Mark

The 2012 DE schedules for North Country, Northeast and Zone 1 Regions:

Month	Date(s)	Track	Host Region
April	24 & 25	NHMS	NER
May	12	NHMS CCC	NCR
June	09 & 10	NHMS	NCR
	15 (Instructors)	WGI	Zone 1
	16 & 17	WGI	Zone 1
July	06 - 08	Calabogie	NER
	10 -12	LCMT	NER
August	06 & 07	NHMS	NCR
	24 -26	WGI	NER
September	11 & 12	NHMS	NER
	19 & 20	LRP	NCR
October	15 & 16	NHMS	NCR



Judy Hendrickson **LOOKING BACK**

The distance from the facility to the autobahn was adequate to warm the engine and brakes ...

There were several worthy articles in the May/June issue for 1992 so perhaps one not featured this month will appear next month. May 2002 was packed with good information as well, but I settled on a home grown technical article that some may find useful anew.



From Volume XV, Number 3, May/June 1992

1992 Carrera RS

by Curt Hammill (Text and Photo)

In early 1991 I had heard that Porsche was coming out with some new models and I was ecstatic that they would be offering the CARRERA RS lightweights. This is a performance car that uses the weight-to-power formula as a selling point. I have always considered all of the spyders, 356GT, 356 Carrera, 911 R, 911 RS, and RSR's very special models and felt that they kept the power-to-weight aspect in the forefront of their development. The CARRERA CUP car and the CARRERA RS will easily fit with this stand of historic cars.

In the later months of 1991 I was shocked to read that this new street performance car would not be offered in the USA. Though Porsche would offer the AMERICAN RS in 1992, there are subtle differences between it and the CARRERA RS.

In April of this year I had set up an appointment with the documentation department to acquire the production data for my Porsche. When I arrived at the Porsche facilities in Ludwigsburg I found myself waiting in a showroom with several nice Porsches including a Signal Green Carrera Cup car. As I waited to meet with Olaf Lang, who had the info I had requested on my car, I admired these Porsches. After Herr Lang arrived we went over the production data for my 1969 911 E. During the course of our conversation the Carrera RS came up, I then found out that Herr Lang is a Porsche race car driver, and among other Porsches drives a Carrera Cup car in the endurance cup races (ie: 24 hours on the Nurburgring), and that he had just been out test driving a new Carrera Cup car. (See your *Pano* for April 1992, page 51). He then asked if I would like to go for a test ride in a CARRERA RS! Well I jumped at the opportunity, after all it was a slow Monday, and this would definitely put me in the right frame of mind for the week. It was like a Genie granting three Porsche wishes, and getting two at the same time. The first to ride in the CARRERA RS, and the second to be piloted by one fast driver.

We walked down to a building in the back to pick up a Blue CARRERA RS. Along with the Blue RS there were nine 959's in for factory service(\$\$\$\$\$\$). We climbed in over the Recaro fiberglass seats, upholstered in color coordinated leather. The seats have high balusters to handle the side G, I felt that the seats were functional as well as very comfortable (especially compared to my 1969 sport seats).

The distance from the facility to the autobahn was adequate to warm the engine and brakes. Lang handled the car smoothly as

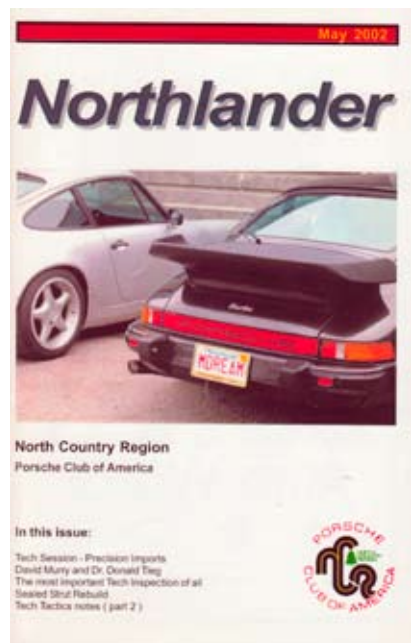


Olaf Lang and the Blue Carrera RS

we four wheel drifted through the on-ramp to the autobahn. The roadway had mild traffic, so we were able to check the RS's acceleration on the top end (160) and also the stability of high speed braking. Olaf asked if I would like to drive the car, I refused stating that I was enjoying the ride too much. I didn't mention that I was more than slightly intimidated by Lang's very professional driving skills. It was worth letting Lang drive the last off ramp anyway as the back lateral movement was faster than the front, Lang handled the situation perfectly.

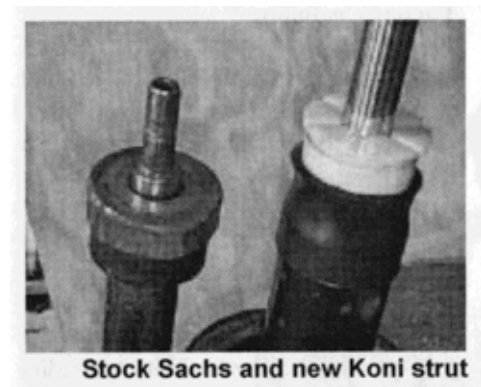
As for the third wish from that Genie ... I can picture myself behind the wheel of my own CARRERA RS. Thanks, and best of luck racing to Olaf.

From Volume XXV, Number 5, June 2002



Sealed Strut Rebuild

by Marc Gagnon



For those of you with a sealed Sachs strut car (like my '87-944, and some 911's), you can easily remove and modify your struts to accept the new Koni Yellow adjustable sport inserts (P/N 8741-1136). All it takes is a little research, the right tools, and the guts to take a hacksaw to some expensive hardware. This

is not a how-to article as much as it is a how-even-I-managed-to-do-it experience.

Now I do not claim to be a professional mechanic, but I am an engineer and a somewhat seasoned auto hobbyist who has learned by rolling up my sleeves and just digging in and doing things, though not always the right way the first time. In those earlier days, though, it was a steady progression of Chevys - not quite the mechanical match for Stuttgart's finest. So as a relative Porsche novice (less than 2 years), I try to plan and study all aspects of a project before jumping in. And I know I can follow directions.

Thank goodness for the Internet! It is there I discovered that my car had the special sealed struts, and my options for replacing and upgrading them economically were limited. The excellent site operated by Paragon Products (www.techsession.com) provided the necessary information I needed to get going. The step-by-step instructions available there were my guide, although I regret to say that I did not buy my Konis from them. (Further research found that shox.com had better prices and free shipping.) It was also at techsession.com that I discovered that in order to effect the changeover I had to (gasp!) actually cut off the top of my strut housings with a hacksaw, and drill a hole through the bottom. Sure, no problem. I've got a hacksaw. What else do I need?

The Paragon instructions mention that it is possible to do this job without the benefit of spring compressors by using the weight of the car, although they do not recommend it. Thanks for the idea, guys! If I hadn't had a near death experience attempting this in my foolish younger days on a 350lb. Corvette spring, I might have tried it. (The spring slipped out from between the control arms with tremendous force. Fortunately for me I had rigged a safety cable through the spring which stopped its trajectory toward my otherwise unprotected undersides.) Kids, DO NOT try this at home. Spend the \$39.99 at Sears and buy the spring compressors. Hell, if you're in the PCA, I'll even lend you mine. Just remember it's two compressors per spring. I recommend buying one set and doing one strut at a time so that you can leave the spring compressed during the rebuild.

Now you **CAN** use the weight of the car to partially compress the spring before putting on the compressor to save some time. However, I found that this would not completely compress the spring enough to remove all of the pre-load. You will need to tighten further until the spring is completely loose in the perch.

Following along the instructions, I quickly encountered my first glitch. Despite presoaking all fasteners in Liquid-Wrench (always a good idea), I managed to snap off the brake wear sensor mounting stud. Luckily this tiny stud with a collar is welded onto a small bracket, so I was able to drill it out and thread in a self-tapping ground screw. I avoided this mistake by exercising more caution (and more Liquid-Wrench) on the second strut.

Deviating from the instructions I found that I needed to remove the brake caliper to make room to loosen the lower strut mounting bolts with a socket and breaker bar. But before removing these bolts scribe around the bracket, take measurements, and maybe even a photo or two so that you can approximate your camber setting upon reinstallation.



Brake wear sensor mounting stud

So now you've got the strut out of the car and need to disassemble it. As my research indicated I would need a 22mm, deep 60 degree offset box wrench, and I didn't have one around. I had planned ahead and bought one at Sears (\$18.99). Forget about it! It just doesn't fit in the recess of the mounting plate. Although Plan B would have been to try an air impact wrench, I don't own one. Yet. (But I think- Sears has them.)

On to Plan C. I had discovered on the Internet that 9xauto.com was selling a special 22mm strut socket for about \$40. It looks like a spark plug socket which allows you to grip it with a wrench while reaching through the hole with your Allen wrench to hold the shaft. The photo of this in action gave me the idea to use my standard 22mm socket, gripped by locking pliers to accomplish the same effect. Success and \$40 saved!

Now you're ready for the fun stuff. Although Paragon had a fairly well written procedure for modifying the strut, the illustrations were small and not too legible. I was hopeful that when the Koni arrived, I would get specific, detailed, all-knowing instructions to ease my anxiety over what I was about to do. Wrong. The Koni instructions are a wordless, pictographic, one page puzzle. (They were also the source for Paragon's illustrations.)

Undaunted, I plunged ahead. You are instructed to drill a 3mm pilot hole in the EXACT center of the bottom of the housing to relieve the gas pressure and drain the fluid. Knowing that later on I would need to enlarge this hole to 14mm for the mounting bolt, I added metric drill bits to my shopping list. Have you ever tried to buy metric drill bits? Even Sears doesn't have them. (Did I mention I went to Sears?) Anyway, checking the Koni parts bag revealed that the mounting bolt was actually 12mm in diameter, so I ended up drilling a 3/32" pilot hole (which was arbitrary anyway) and then enlarging it with a 1/2-inch (12.7mm) bit. A perfect fit.

Now it's time for the hacksaw. For this application, according to the directions, you need to cut the strut housing off precisely 329mm from the bottom. For those of you without calculators, that's about 13 inches. But "about" doesn't cut it when you're dealing with precision equipment such as a Porsche, right? Anybody got a metric tape measure? (I forgot to check if Sears ... never mind) Fresh from the metric to inch drill bit exercise, I reckoned that 329mm is exactly 10 inches plus 75mm, easy to lay out with a standard 12-inch steel rule and my metric calipers. So go ahead and cut, just take it slow and careful, rotating the strut housing as you cut through.

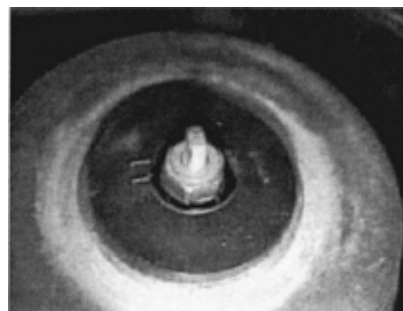
After removing and discarding the old guts, a little filing and clean up and you're ready to re-assemble according to the instructions. What you'll find is that the 329mm really didn't need to be that precise, as the new insert sticks out from the housing a couple of inches and is just overlapped with a rubber sleeve. Had I realized this, I might have actually left the tube a little longer for a wider overlap.

One extra step not in the instructions but rather a tip found somewhere on the Internet (maybe Rennlist) was that you can fill the small void between the new insert and the housing with a fluid for better heat dissipation. Various suggestions were ATF, hydraulic oil (you can use the old strut oil) or 50/50 anti freeze/water. NEVER use straight water as it could freeze and destroy your nice new strut. I used ATF. With such a small gap in which to pour, it is tricky to do this cleanly. I used the supplied rubber sleeve slid to just above the top of the housing tube to create a sort of cup to trickle the fluid in slowly while holding the strut at a slight angle. It was recommended to fill only about 3/4 up the strut. You'll have to guesstimate, but it will only take a few ounces of fluid.

Now you re-assemble the re-used parts in reverse order. I re-used my snubbers as they were in decent shape. I didn't change springs so it was already compressed and waiting.

After that, just re-install the strut into the car reversing all of the disassembly procedures. The new Koni seemed to have a higher gas pressure charge than the old and therefore needed to be compressed manually somewhat in order to fit back in place. Try to re-align the strut as close to its original position as it was before using your markings. This should get you close enough to get to the alignment shop for a check.

One finishing touch is the plastic cap that covers the top strut nut will not fit because the Koni adjusting tang sticks up too far. You could leave the cap off, but I chose to cut out a hole in the center for a nice finished look, and the cap keeps dirt out of the recess.



Strut Adjuster

That's it. This is an interesting and do-able project for many people, and a worthwhile enhancement to your car. As I also upgraded the rear shocks on my car at the same time, I'm hoping it pays off on the autocross course as well.

One final note on safety. Take it seriously. I have four jackstands and even when I only have one corner of the car off the ground, I never use less than two at a time. If you haven't got them, I know where you can buy them...

Tech Session At KMC

March 31, 2012

Story by Michael Firczuk, Allen MacGillivray, & David Churcher
photography by Michael Firczuk & David Churcher



Tech Session at Kachel Motor Company, March 31, 2012

by Michael Firczuk

We all like opportunities to learn new information. And we look forward to the prospect of pleasant things like the coming warmth of summer and the opportunity to get the 'good' cars out of hibernation. On Saturday, March 31st, these two truisms attracted about twenty North Country Region members and guests to a tech session at Kachel Motor Company in South Lawrence, MA. Timothy Kachel graciously hosted, let us browse the shop, examine the cars and projects in progress, and he demonstrated their Superflow 2-wheel chassis dynamometer.

The shop was clean, well equipped, and orderly. Clean: floors gloss battleship gray, and metal workbenches spic and span. Well equipped: lifts, metal forming, machining, cutting, shaping and welding tools, and sophisticated diagnostic equipment including the dyno (which was the reason for our visit). Orderly: tools

and vehicles were all neatly arranged, displayed and stored. And finally the cars: a Cayman for sale over here, another Cayman being prepared for the track over there, three Nobles (low-production mid-engine English high performance sports cars with the look of a racing prototype). A 1964 ½ Mustang convertible on a lift with decidedly un-Mustang-like suspension mods designed to handle high torque. A BMW M3, a 911SC Cabrio for sale near the entrance next to a 550 Maranello which was marked 'sold', a Ferrari F40 nearing completion of some major work, and a 996 on the dyno.

When it was time for the dyno demonstration, we all crowded into the dyno bay. In addition to the dynamometer rollers and readout displays, the bay is equipped with a lift and a pit which gives Kachel great flexibility for work access. For the run, the 911 was strapped in position to a central anchor point at the bottom of the pit. Timothy ran several pulls through the gears and explained the information displayed: horsepower and torque at the wheels, engine rpm, road speed and air-fuel-ratio. Great

sounds and great fun. Rates for use of the dyno are \$150-200 per hour depending upon whether tuning is requested.

After the dyno demonstration, Timothy then explained the Cayman track modifications which include a full roll cage. He said that the plastic air vents might seem superfluous but it can get pretty warm in there with the mid engine right behind the driver and all insulation removed. He also felt that the easiest way to perform most powertrain services was to remove the engine and gearbox.

The quality of Kachel's work was impressive, and the best example was probably the work done to the Ferrari F40. Among other modifications, a completely new exhaust system had been fabricated. The metal forming and welds were outstanding. Those who attended the car show at the Anheuser Busch brewery last year may remember Kachel displaying this F40 engine and gearbox on a stand.

So we all saw and learned a few new things, and received notice that our winter wait is nearly over and the summer driving season will be here soon.



Tech Session at Kachel Motor Company, March 31, 2012

by Allen MacGillivray

The KMC tech session on Saturday, for me, was very special. From the moment I walked through the door, eye candy everywhere. The shop itself was previously a Studebaker dealership in 1952 belonging to the Great Grandfather of Timothy Kachel. In addition, there were historic photos on the walls of the shop and mill buildings. The first car I saw was a 1964 Mustang with a totally fabricated coil over suspension. Everything on this car was new except the stock look which was very cool. From there we moved to a Noble and a Cayman fitted with a new full cage. Great welding I might add. Then, the show stopper; the red V-8 twin turbo Ferrari with a stainless steel exhaust which was a work of art. They fired it up for us, and that was enough to make my day, but there was more. Then the grand finale...a 911 on the dyno. It was run up a number of times to get some readings, and we could see the results on the computer.

So, if you tend to make changes to your car every off season, as I do, and can't seem to leave well enough alone, this is not only a safe way to find out if it worked, but less expensive in the end. I am hoping I will be able to get my 911 on the dyno this year.

I could go on and on about the facility, how clean and professional it all was right down to the candy paint job on the fridge. Tim and his crew were really knowledgeable and fun to be with. They truly love their work. I hope everyone enjoyed the day as much as I did.



Photograph on page 15: Tim Kachel explains the results on the screen after the Carrera was run on the dyno.

Photographs on page 16: The Carrera sits on the dyno and is secured by the straps seen in the pit below. Even so, nobody wanted to stand in front of the car while the test was in session.

Biff and Jay Gratton check results at the PC, Rich Willey examines the big monitor.



Tech Session at Kachel Motor Company, March 31, 2012

by David Churcher

We have that saying: "It's not just the cars ..." But in some events, it is the cars. Well, not totally but the wow factor of the cars is sometimes ... wow.

And so it was at the KMC Tech Session. I had seen a photo months ago which indicated a NOBLE was in the shop. I wrote Tim Kachel last week to ask if it still was. He replied there was in fact two and also the Rossion which is a Lee Noble design.

Noble? Lee Noble? Lee Noble is one of those larger than life Brit engineers who has done wonderful things. Since 1982 he has designed no less than 17 "super cars" and most of them carry his name. I have followed his adventures for years with admiration. But until KMC's event I have never had a close look at a Noble with the hood up. It's a relatively "simple" design and I had to question some of the suspension geometry (short links) but Tim noted the car can do 1.4G on a skid pad. So it works. The Nobles at KMC have extensive engineering time into them to make them more reliable and faster. KMC's customers with the Nobles enjoy them on the street and race track.

So other than the Nobles? Oh, yes. A really impressive rebuilt '60's Mustang with a complete custom suspension. It has two years of Tim's work into it. I overheard Rich Willey explaining the details to Biff Gratton. I can tell you ... if you need to know about hot rods then Rich is your man.

And the Ferrari F40. This is the second one I have been able to get close to. The other was in Tasmania believe it or not. It's hardly a sports car ... more a 1980's Formula 1 with two seats. The sound of the engine, even at 2000 RPM, is music. The owner of this car was visiting and while I admired his taste in cars I really admired his stories. We need to interview him for *Northlander*. The F40 has been with KMC for 2 years. The owner plans to display the car at shows along with driving the car on the track.

And Porsches? Yes ... the main theme of the day was to put a Carrera on the dyno. We did and it was an informative event. Perhaps I was a bit distracted though. :-)

Thank you Tim and KMC ... wow.

This was a day for enjoying cars and was more than just a Porsche day.

Above is the Mustang which captured everyone's attention ... Bob Futterer and Biff Gratton inspect the details of the modified suspension.

Allen MacGillivray clearly admired the Noble but you can see just beyond Allen that Ed Broadhead is off to inspect the Ferrari F40.

Photographs by David Churcher.



Michael Firczuk captured the glory of the F40 in this photograph.

You can't think of this car as being just a sports car. It really is a Formula 1 car with two seats ... and it is also a work of art.



A close up of the stainless steel exhaust system ... which too can be considered a work of art.



The Rossion is a Lee Noble design. Like the Nobles it is built in Port Elizabeth, South Africa. The roller chassis comes to the USA to be fitted with the Ford V6 Duratec before delivery to a customer.

FERDINAND ALEXANDER PORSCHE 1935-2012

WHILE I, LIKE MANY OF YOU HAVE NEVER MET BUTZI PORSCHE, I THINK IT WOULD BE SAFE TO SAY HE HAS LEFT AN INDELIBLE MARK ON ALL OF US. HIS INFLUENCE ON THE AUTOMOTIVE LANDSCAPE HAS BEEN AS PROFOUND AS IT WILL BE PERPETUAL.

THE 911, BUTZI'S GIFT TO THE AUTOMOTIVE WORLD, HAS SEEMED TO TRANSCEND FASHION, TECHNOLOGY AND EVEN TIME ITSELF. WHILE THE 911 WAS JUSTIFIABLY VIEWED AS TRULY REVOLUTIONARY NEARLY FIFTY YEARS AGO, IT NOW UNQUESTIONABLY DEFINES THE WORD EVOLUTIONARY IN AUTOMOTIVE TERMS. WITH A PURITY OF LINE, ITS BRIGHT-EYED FACE AND PERFECTLY "DRAWN" SLING SHOT PROFILE CREATE AN UNBROKEN LINK THAT SPANS SIX DECADES.

FOR ME, THE WORD THAT SPRINGS TO MIND WHEN I THINK ABOUT THE 911 IS "ICONIC". HOWEVER, AS FAR AS I AM CONCERNED "ICONIC" SEEMS TO BE FAR TOO LIBERALLY THROWN AROUND THESE DAYS, SEEMINGLY DILUTING ITS DESCRIPTIVE IMPACT. WELL, THIS MORNING I DECIDED TO CONSULT WITH TODAY'S ULTIMATE ARBITER OF ALL THINGS CULTURAL. I WENT TO GOOGLE IMAGES AND SUBMITTED "ICONIC SPORTS CAR". IN AN INSTANT I WAS INFORMED THAT THE GOOGLE WIZARDS FOUND ABOUT 17,500,000 RESULTS....AND THERE ON PAGE ONE WAS A PICTURE OF BUTZI STANDING NEXT TO A BLACK 911.

I HAVE ALWAYS ASSERTED THAT A TRULY GREAT DESIGN IS BEST REALIZED WHEN A PRODUCT ACHIEVES ITS PROPOSED OBJECTIVE IN THE SIMPLEST AND MOST ELEGANT WAY. THE GENIUS OF THE FINEST DESIGNS IS CAPTURED NOT ONLY BY THE EYE; BUT IS EMBODIED IN THE ENTIRE EXPERIENCE THE OBJECT HELPS TO CREATE. THE GERMANS REFER TO THIS AS "GESTALT"....I WOULD SAY THAT BUTZI'S CREATION HAD THIS IN SPADES.



11 pca ZONE CONCOURS & RALLY MAY 19 & 20, 2012



ON MAY 19 & 20, 2012, THE NORTHEAST REGION OF THE PORSCHE CLUB OF AMERICA WILL HOST THE 33RD ANNUAL ZONE 1 RALLY AND CONCOURS WEEKEND.

SATURDAY MAY 19, 2012, THE CONCOURS WILL TAKE PLACE AT THE LARZ ANDERSON AUTO MUSEUM IN BROOKLINE MA. (<http://larzanderson.org>)

SUNDAY MAY 20, 2012, THE RALLY WILL DEPART FROM THE BOSE CORPORATION HEADQUARTERS IN FRAMINGHAM, MA.

CONCOURS:

THE CONCOURS WILL BE HELD ON THE LAWN OF THE BEAUTIFUL LARZ-ANDERSON MUSEUM OF TRANSPORTATION. THERE WILL BE TWO CATEGORIES: FULLY JUDGED (NO UNDERCARRIAGES BUT WHEEL WELLS) AND A "PEOPLE'S CHOICE" (WASH AND SHINE).

CONCOURS PREPARATION WILL BE AT THE HOST HOTEL SHERATON-FRAMINGHAM WHERE THEY WILL HAVE HOSES AND TOWELS AVAILABLE FOR USE ON FRIDAY EVENING AND EARLY SATURDAY MORNING.

PLACEMENT OF THE CONCOURS CARS WILL COMMENCE AT 8:30AM SATURDAY MAY 19TH WITH JUDGING TO START AT 10AM. TROPHIES WILL BE PRESENTED AFTER NOON.

RALLY:

THE RALLY ON SUNDAY MAY 20TH IS SPONSORED BY BOSE CORPORATION AND WILL BEGIN AT THEIR CORPORATE HEADQUARTERS LOCATED LESS THAN 5 MINUTES FROM THE HOST HOTEL. THE FIRST CAR WILL DEPART AT 11AM. THIS YEAR'S FORMAT WILL BE A GIMMICK RALLY WHERE YOU HAVE TO ANSWER QUESTIONS. THE FORMAT IS EASY TO FOLLOW AND LOTS OF FUN, ENDING AT A RESTAURANT NOT FAR FROM THE HOST HOTEL.





REGISTRATION:

REGISTRATION FOR THE WEEKEND'S EVENTS WILL BE AVAILABLE ON clubregistration.net, VIA PAPER REGISTRATION AS WELL AS ON SITE AT THE CONCOURS LOCATION.

ADVANCED REGISTRATION OPENS ON MARCH 1 AND CLOSES MAY 7.

CONCOURS REGISTRATION COST IS \$30 UNTIL MAY 7, 2012 AND \$40 THE DAY OF THE EVENT.

RALLY FEES ARE \$30 UNTIL MAY 7, 2012 NO REGISTRATION AT THE EVENT.

RALLY AND CONCOURS COMBO COST IS \$45 UNTIL MAY 7, 2012

ACCOMMODATIONS:

THE HOST HOTEL FOR THE WEEKEND IS THE SHERATON-FRAMINGHAM. THIS PARTICULAR WEEKEND IS GRADUATION WEEKEND FOR MANY AREA COLLEGES AND AS SUCH, ROOMS WILL BE BOOKING QUICKLY. DESPITE THE BUSY SEASON, ZONE 1 HAS SECURED A BLOCK AT THE HOTEL AT AN AFFORDABLE RATE OF \$129 PER NIGHT, PLUS TAX, FOR A 2 NIGHT MINIMUM.

THIS LOCATION IS 30 MINUTES FROM THE CONCOURS SITE BUT IS CENTRALLY LOCATED FOR THE WEEKEND'S EVENTS. RESERVATIONS CAN BE COMPLETED BY PHONE BY CALLING 1-800-325-3535 OR ONLINE THROUGH <http://www.starwoodmeeting.com/Book/porsche2012>. THE BLOCK OF ROOMS WILL BE HELD UNTIL MARCH 19, 2012. PLEASE BE SURE TO MAKE YOUR RESERVATION EARLY!



ADDITIONAL INFORMATION:

FRIDAY NIGHT WE WILL HAVE A HOSPITALITY ROOM SET ASIDE AT THE HOTEL.

IN ADDITION, THERE ARE NUMEROUS EATING ESTABLISHMENTS ALONG RTE 9 EAST TO NATICK AND WEST TO SOUTHBORO.

SATURDAY NIGHT WE WILL BE HOLDING A DINNER AT FIREFLYS IN MARLBORO, LESS THAN 1/2 HOUR FROM THE HOST HOTEL. THERE WILL BE A CHOICE OF 3 SELECTIONS WITH SIDE DISHES.

PARTICIPATION IN THE SATURDAY NIGHT DINNER WILL NEED TO BE CONFIRMED WHEN REGISTERING, PRIOR TO MAY 7, 2012. <http://fireflysbq.com/> FOR ADDITIONAL INFORMATION REGARDING THIS EVENT, PLEASE CONTACT STEVE ROSS AT SLR944@aol.com OR THE PCA ZONE 1 REPRESENTATIVE, JENNIFER WEBB, AT jenniferbischoff@hotmail.com



AUTOCROSS 1

April 22, 2012

Photographs of a very wet Autocross by Edgar Broadhead _____



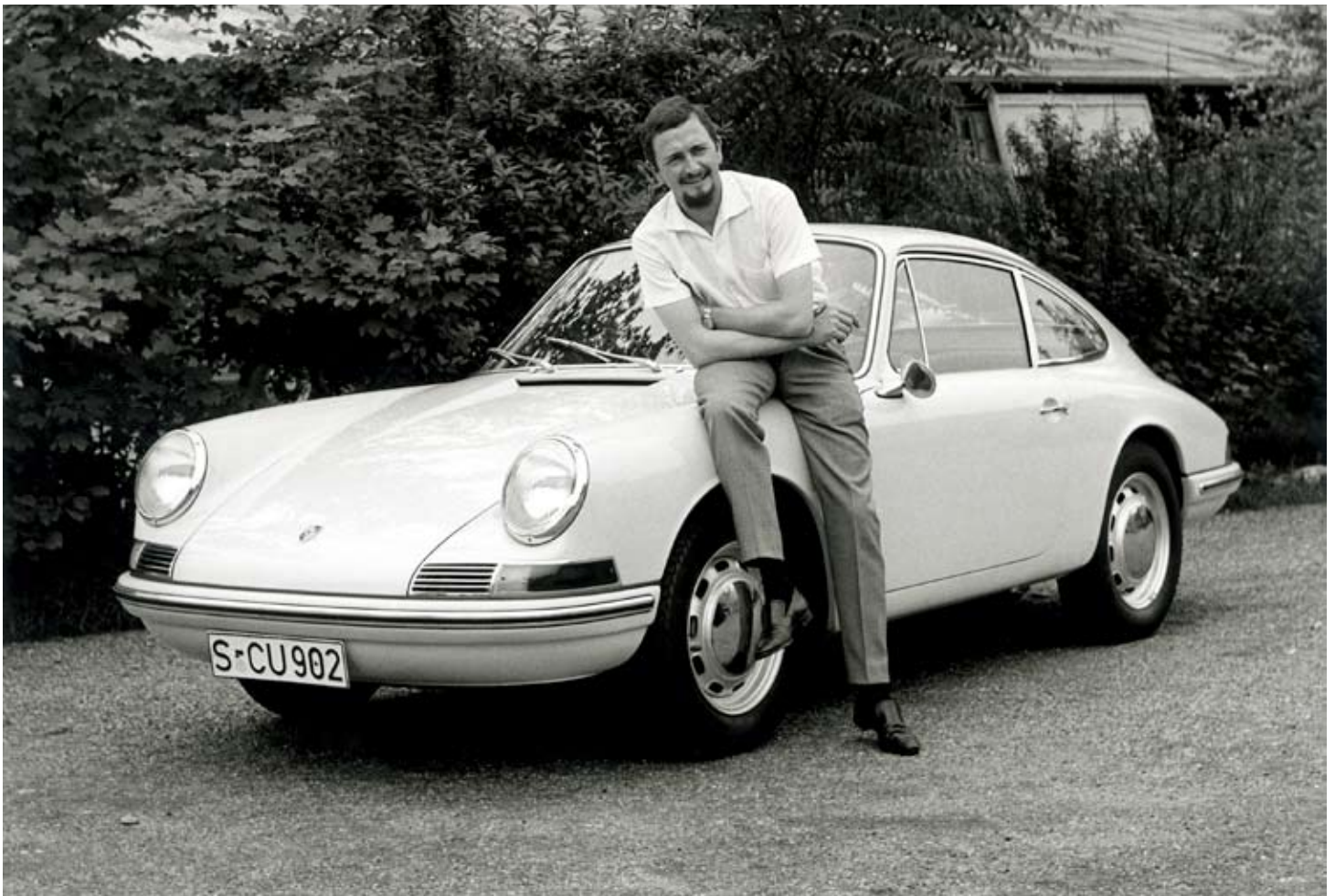
As this issue of Northlander goes to press we do not have any text to go with Ed's photographs. The results of the event will of course be on the web site.

Perhaps in our June issue we will have more sunshine photographs and a promise from Joe he will arrange for a sunny Autocross #2

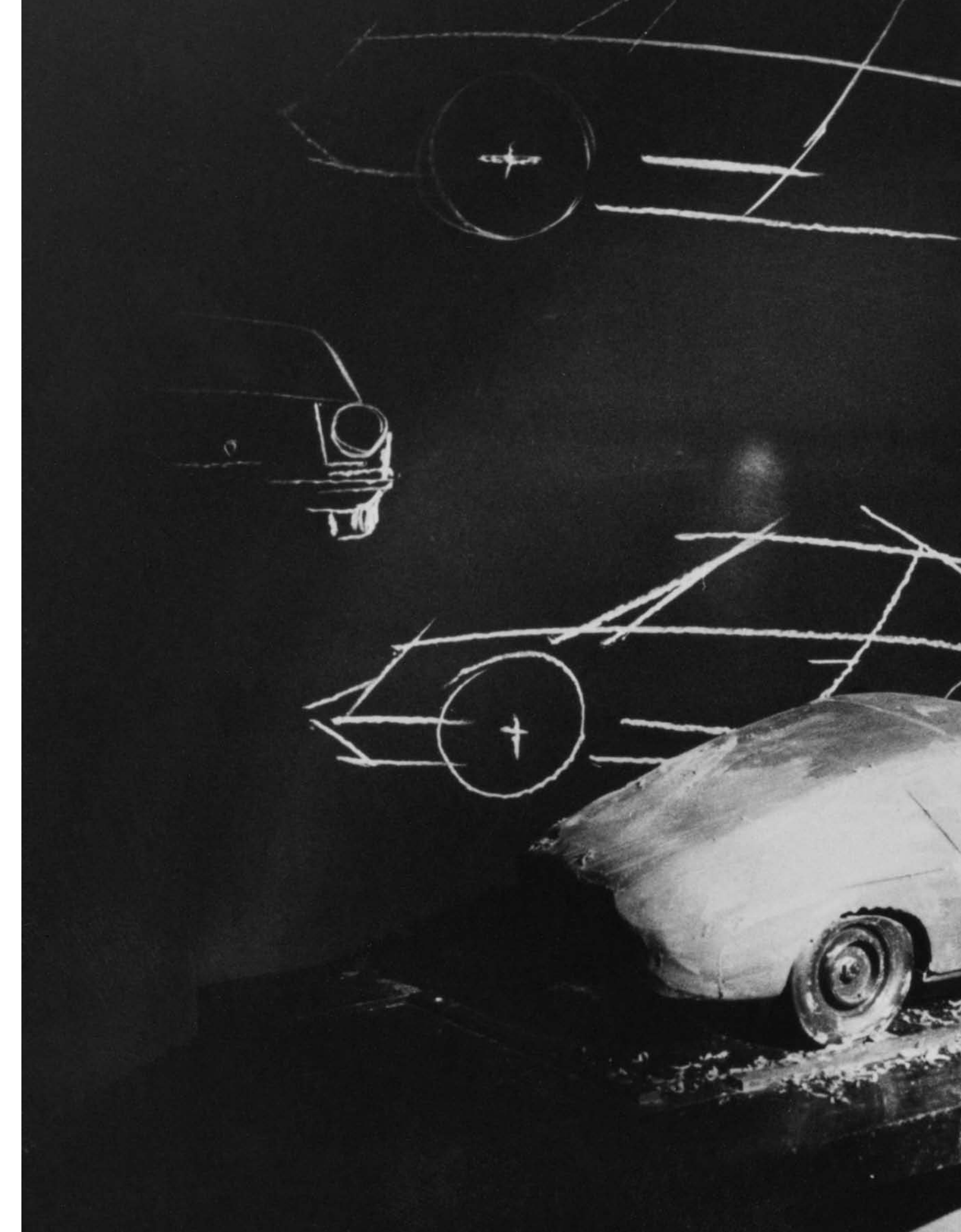








Top photograph: the Carrera GTs perhaps the most famous Butzi design and behind it the formula cars he designed. Bottom photograph: perhaps the most famous photo of Butzi and the 911. All photographs in our center pull out section are from Porsche.







F. A. Porsche ... Photograph from Porsche

Bob Futterer's Projects

Story and photographs by David Churcher
and Bob Futterer



It must have been about a year ago a very reliable source let me in on a project which was at that point not secret but not well known. And the subject of the project and its project manager was Porsche and NCR relevant.

Oh?

A little more detail came slowly ... I was informed our Bob Fud (Futterer) was building a track purpose built machine based on a 914 with a Subaru engine. With this much information I knew we had a story. So I began to bother Bob with questions. I even wrote a page of them ... so he would know Tracey and I were serious about an article. :-)

As time went by we kept in touch but Bob kept mentioning slow progress due to another "project." Come spring 2012 and he was ready to discuss the car and begin the article. So on a sunny but cool day in late March I went over to see what Bob had for us. I was to be impressed.

The project which had delayed the project was the building which housed the project car. Being a meticulous and organized person Bob had made a priority of getting his new shop in shape

before attempting a big push on the car project. Good reasoning because the car project will benefit from the building project. The shop has a wide work area, a reinforced thick slab under the lift, wide doors, an office space and lots and lots of 110v and 220v outlets. So many in fact I had to Photoshop them out of the background of the photographs!

Once I had finished admiring the shop we turned to the car. In the following paragraph or two I will describe what I have seen and what Bob has told me. But, as I write, I have a promise from Bob of some text which will describe the plans, the execution and the debut of the car.

The donor car was a 914. I write "was" because there is not much 914 left. The body shell around the passenger compartment is still the 914 "platform" but the remainder is very much gutted and then reinforced with a roll cage which extends forward, and back, and at the back it accepts the loads from the coil-overs and the trailing links. The engine mounts into its own cradle and this comes up from beneath to bolt into the "roll cage." You could say it is "a space frame with integral motor frame with a floor pan attached" ... not far off. At the



Photographs on this page:

Top row: the car sits on four pads with wheels for easy moving around. A look inside at the 944 radiator and a mount for the fuel cell.

Middle row: the roll cage surrounded by fiberglass panels. Custom made (bespoke?) lights and vents at the back.

Bottom row: Roll cage cum space frame and engine cradle. A later photo with the engine installed on the cradle and into the chassis.

very front, the transom has been chopped to allow air flow to be ducted to a 944 radiator. The exit duct has to go to a low pressure area and the decision to use the top, or under, is not yet made. Behind this ducting is a fuel cell. The hot water and oil system comes from the engine bay through the tunnel and is insulated so as not to warm the driver.

The rear suspension is interesting. The Porsche trailing arms have been reinforced with welded on sheet metal. The universal joint at the outer end is Porsche and it will join to the Subaru joint at the transmission via a custom half shaft. Bob will make this shaft himself. We chatted about the geometry and movement ... I am wondering if the shaft will change length as it moves and needs a take up for "plunge" ... Bob indicates he has been in contact with people who have done this before ... so my answers are coming.

The body is 914 to look at but every removable panel has been made in fiber glass. The rear deck lid I could hold in one hand. The roof will sport a fiberglass duct to bring air to the intercooler ... and give the car a GT1 look. The final look of the finished project will be impressive because Bob has a colleague who is an artist and does professional graphics for racing cars. This will be a great touch.

And the performance will be impressive? With about 1600 lbs of weight and 260 HP on tap ... do the math on those numbers. Oh, yes.



Photographs on this page:

The "front" of the Subaru engine.

The "back" of the Subaru engine.

The plate on the transmission covers the spot where the shaft came out for the AWD rear wheels. The shaft poking out is the shifter connection for the cable operated gear changes.



DATA SHEET

Vehicle: 1974, 914 Porsche

Front Suspension:

1988 Porsche Carrera control arms
Sway bar, early 911 sway bar with adjustable connecting links
After market torsion bars, 21mm

Rear Suspension:

Reinforced control arms
Koni adjustable coil over shocks

Brakes:

Boxster calipers front & rear
Zimmerman drill Boxster rotors front & rear

Wheels & Tires:

Front, 16x8 with 225/60-16
Rear, 16x10 with 255/50-16

Drive train:

Engine, 1997 Subaru 2.0 Twin Turbo with snorkel scoop air induced inter cooler
Transmission, 1997 Subaru 5 speed with 2wd conversion kit (www.bremarauto.com)
944 Porsche radiator

Safety:

Full Cage
Kirkey, Aluminum road racing seats
Full racing harnesses
On-board Phoenix Halon Fire Suppression System

Body:

QRS Fiberglass, front nose, front hood, front fenders, doors, rear quarter panels, rear hood and rear bumper
911R, style rear tail lights



PCA CLUB CORRAL



June 30 – July 1, 2012



Watkins Glen International invites all PCA Members to join us for the Sahlen's Six Hours of The Glen Weekend

Club Special Includes:

\$25

- Weekend General Admission
- PCA Corral For All Participants
- Saturday Evening On Track Parade Laps (*Schedule Permitting)

Sunday Hospitality Add On - \$40

Call: 1-866-461-RACE (Mention "Car Club Group")

Offer Expires June, 15th





**June 9th 2012 at New Hampshire Motor Speedway,
You have the power...**

To help a child's wish come true.

Each year, **North Country Region** Driver Education staff, instructors and members join together with the staff, families and children from **Make-A-Wish Foundation of New Hampshire**. Our objective is easy—to grant the wishes of children with life-threatening medical conditions and fulfill just a single one of their many dreams:

To drive in a "Porsche on the race track"

Ways you can assist, as proceeds benefit the NH Chapter of Make-A-Wish....

Charity Laps (Touring Group) Experience the **excitement** of driving the 12-turn road course during a mid-day session ***in your own car!*** (At reduced speeds, with no passing). No helmets are needed, and passengers, including children, are allowed. Come into the pits at any time to swap passengers and registered drivers. This is a great opportunity to drive "parade laps" at NHMS in your daily driver or Porsche! Participants may be PCA members OR guests of PCA members. Cars will go through a brief tech inspection for lights and basic safety features. **Register and Tech Inspection 10:00 - 11:15am, Mandatory Driver's Meeting at 11:30am**

On Track at approx 12:30pm. (Schedule on actual day of event may vary)



Silent Auction - This year there will be a silent auction going on in Control during this event. Be sure to check out all the wonderful items and place your bid. All proceeds go to the Make-A-Wish. so come check it out!~

Purchase a shirt to support Make-A-Wish.

Stylish shirts are being produced for this event. All proceeds from the June 9th event will benefit Make-A-Wish. Limited quantities will be available.

Mark your calendar for June 9th 2012!
Contact me with any questions:
Ivy@ConsumerProfilesinc.com





NCR – Make A Wish Day-Saturday June 9th!



Net proceeds donated to:
Make-A-Wish Foundation®
NH
Additional donations accepted.

NHMS Laps for Charity

Charity Laps (Touring Group) (Rain or Shine)

Experience the **excitement** of driving the 12-turn road course during a mid-day session *in your own car!* (At reduced speeds, with no passing) No helmets are needed, and passengers, including children, are allowed. (Note parental waiver requirements below) This is a great opportunity to drive “parade laps” at NHMS in your daily driver or Porsche! Participants may be PCA members OR non PCA members. Cars will go through a brief tech inspection for lights and basic safety features. You will be required to sign proper waivers.

Register and Tech Inspection 10:00 - 11:15am, Mandatory Driver’s Meeting at 11:30am
On Track at approx 12:30pm. (Schedule on actual day of event may vary slightly)

Driver’s Meeting - MANDATORY - June 9th, 2012 All drivers and passengers MUST attend a short Driver’s Meeting. The Driver’s Meeting will familiarize drivers with the track, the rules of the Parade Lap session, track terminology, safety flag definitions, and answer any and all questions.

Check www.ncr-pca.org for updates and details on all these events.

REGISTRATION: Bring copy to the track on the day of the event !

Name _____ Add’l Drivers _____

Address _____

Phone (day) _____ Phone (evening) _____

PCA Region _____ PCA # _____ or, Guest of _____

Car Model _____ Year _____ Color _____

_____ Charity Laps Touring Group @ \$35.00 per car

_____ Long sleeve event Shirts @20.00 each – Size ___M___L___XL___XXL___

_____ Total Amount Enclosed (ALL Checks payable to NCR-PCA)

_____ Donation only: _____

Bring a copy of this page and check (Payable to NCR-PCA) to the track. For any questions, contact: **Ivy Cowles, NCR Charity Chair**, (603) 767-6461(cell) (603) 742-4000,day/work email charity@ncr-pca.org

Passengers under 18 ? BOTH parents/guardians must sign an additional waiver (We recommend to print and sign it prior to the event, and bring it along to registration)

The Ruger Collection Tour

Story By Rich Willey

Photographs by NCR members

What a great day for a drive and what a great destination!

Several people met at the rest area on Rte. 93 near Hooksett and drove from there in 70+ degree weather with clear blue skies. Unfortunately, we got away late and missed the rendezvous. But after some spirited driving we arrived at the restaurant for brunch to find that Mike and Biff Gratton and Jay and Jamie Gratton had just arrived. Soon we had 4-5 tables of NCRers enjoying brunch in a converted courthouse in downtown Newport, NH. I think Edgar and Nancy were most happy as we finally held a social event within 15 minutes of their house, instead of requiring them to drive hours.

We were to begin the tour at 1:30 so Marilyn and I left early for the site of the collection, to ensure we accounted for everyone who was going on the tour. To our pleasant surprise there were already 3 people waiting and by the 1:30 start time we had over 20 Porsches lined up in the parking lot and about 50 attendees. A terrific showing for our first member-wide social event of the spring. Obviously the great weather got people in a mood to drive. And we raised a good amount of money for the NCR charity.

Mr. Ruger was a gracious host and patiently explained the history and workings of each vehicle on display. He had a hands-on knowledge of every car, which by the way, were all registered as drivers. There were about 20 in all, including 2 fire trucks, several Rolls Royces, Cadillacs and Lincolns, Stanley Steamers and an electric car, plus a Talbot roadster and a steam powered boat. Also on display were several badges and awards from concours where he has entered cars, including Amelia Island and Pebble Beach.

But perhaps the highlight of the tour was two Ruger cars, the only two his family business ever built. They were 4 door open touring cars, similar in design to cars you have seen from the late 19-teens through the 1920s. And the truly big surprise was that at least one of them had a Ford 427 with dual four barrels and a 4-speed. One can only imagine how that performed with those skinny tires. Now you know that he is a true car guy!

Again many thanks to Leigh Kelk for approaching Mr. Ruger on NCR's behalf and getting his agreement for this tour.



Above: Ivy poses in front of a primrose car wearing a pina colada blouse. Photo by Judy Hendrickson.

More photographs on the following pages.



Top: Young member Chase Wooding aspires to be Northlander's future photographer, capturing a close-up of this antique fire engine. Bottom: A luxurious interior.

Photos by Ivy Cowles.



Two more photographs, above, from Ivy's Nikon.



And the photographs at left and below are from Nancy Broadhead. A nice perspective of the display and Mike and Biff Gratton inspecting close up.



**Zone 1 Clash at the Glen
June 1-3, 2012
Volunteers Needed!**

The Clash brings together club members for 3 days of fun and exciting racing, which you can again be a part of. We encourage you, your family and friends to register as volunteers for this year's club race. We are looking for volunteers to help with: Registration, Garage Administration, Tech Inspection, Timing & Scoring, Grid Marshall and Enduro Pit Monitor.

We reward volunteers for their hard work, and the more sessions you sign up for the better the reward. If a volunteer signs up to work Thursday afternoon, they will receive a free ticket to dinner Thursday evening. If they work both sessions on Friday and/or Saturday they will receive a free ticket to that night's dinner (Friday and/or Saturday). If a volunteer works any three sessions, they will receive a \$100 Zone One Gift Certificate. Work any two sessions and receive a Zone 1 Club Race jacket, work either session on Sunday and receive a Zone 1 Club Race jacket and hat.

This year registration is online through www.clubregistration.net. If you have any questions or problems registering please contact me at the information below, I will be more than happy to assist you. If you prefer a paper registration form please contact me and I will send one out to you. For all other questions about volunteering please contact Jennifer Webb at jenniferbischoff@hotmail.com.

If you have already registered thank you. If not, I hope you will consider volunteering again this year.

Aaron Ambrosino
Zone 1 Club Race Registrar
3 Delta Way
Clifton Park, NY 12065
Home: 518-541-2680
Cell: 518-729-0017
zone1clashregistrar@gmail.com

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2012 NCR AUTOCROSS SEASON

WHEN: April 22
June 2
July 21
August 12
August 25-26 Zone 1 Event
September 8



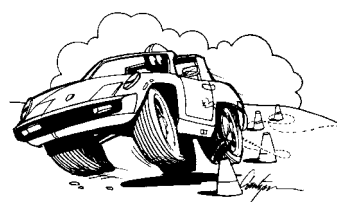
WHERE: Moore Airfield, Devens, MA, State Police entrance off Rt 2A

MORE INFO: <http://www.ncr-pca.org> (Click on Autocross)

REGISTER AT: <http://ncr-pca.motorsportreg.com/>
































COME PLAY IN THE CONES





Edgar Broadhead

The following individuals have been appointed as Tech Inspectors for those region members who enter track events that require inspections 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.

Name	Position	Phone
German Auto Service, Inc.	Maine	 207-282-3013 
Ayer European Auto Restoration	Maine	 207-582-3618 
Autosportnortheast	Maine	 207-698-1000 
Exotech	New Hampshire	 603-382-3599 
Sports & Vintage Car	New Hampshire	 603-675-2623 
Loader Imports	New Hampshire	 603-887-0911 
Series 900	New Hampshire	 603-863-0090 
Porsche of Nashua	New Hampshire	 603-595-1707 
Blair Talbot Motors	New Hampshire	 603-740-9911 
Precision Imports	New Hampshire	 603-624-1113 
AVA Restoration	New Hampshire	 603-563-8910 
Continental Automotive Repair Service	New York	 845-356-2277 
Auto Union	Vermont	 802-223-2401 
Green Mountain Performance Co.	Vermont	 802-775-3433 
Eurotech	Vermont	 802-660-1900 
Renline Inc	Vermont	 802-655-5311 

Editors' Desk

... continued from page 7

FA once said, "A product that is coherent in form requires no embellishment." That pretty much sums up his greatest contribution to Porsche AG. The 911, which was built to replace the 356, has seen 7 generations continually since 1964 but has retained a simplicity and quality that has endured for almost 50 years, even as other Porsche models have come and gone. Thank you Ferdinand Alexander, for giving the world this iconic car. Rest in Peace.

For an excellent timeline of Ferdinand Alexander Porsche's life and career visit <http://stuttcars.com/about-porsche/butzi-porsche/>.

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First Ice Cream Run of 2012

WHEN: Thursday June 28th, 6:30 till ? Rain date Friday June 29th

WHERE: Sullivan Farm's Ice Cream Stand. It's touted as being the best ice cream in the area and completely made at the farm. I. E. It's not re-packaged Richardson's. Let's find out....Corner of Westford Rd. and Rte. 3A in Tyngsboro MA (just south of Nashua, NH). Take Rte. 3 to exit 34, (about 4 miles north of Rte. 495). Exit is onto Westford Rd east for about a mile to Rte. 3A. Sullivan's is at the intersection on right. There is parking all around the building.



LOGISTICS: No sign-up. No hassle. Just show up and enjoy the camaraderie. See you there..



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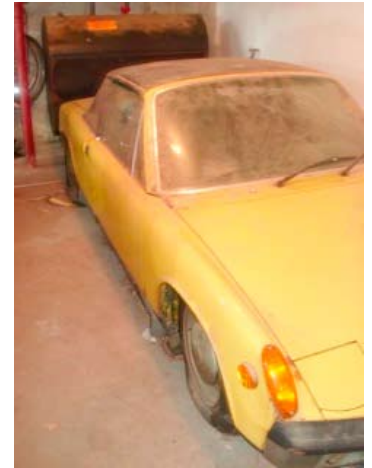
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865-6600

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MART

CARS FOR SALE:



SALE: 1971 914 1.7 (January, '71 build) #4712908723, yellow/black. Good project or parts car (rust on the battery tray and rockers). Lots of good stuff on this car (chrome, interior, engine, etc.) 1 owner and been sitting inside since 1989. \$950/OBO (dust on car is free). Car located in Bedford, NH Jay Gratton (603) 498-8576 or jeg914@aol.com

1977 911S Ice Green Metallic over Cork non-sunroof coupe. Matching numbers with COA, VIN 9117202912. Purchased 09/2004 from first owner's family with 35,059 miles, less than 10,000 miles since then, records since acquisition. Believed to be original paint throughout (possible exception of passenger door?), outstanding interior, matching cocoa mats. A/C disconnected, all original parts, manuals, included except thermal reactors. Excellent Preservation Class candidate. Contact Hank Cowles @ (603) 742-4000 (Dover NH) or email bigcheese@consumerprofilesinc.com <mailto:bigcheese@consumerprofilesinc.com>. \$18,900, add \$500 for test drive with Ivy. Pictures and more details available upon request.



1970 914-6 track/autocross car registered for road. A simple fast car. Jerry Pellegrino 3.2 stock Carrera motor. Front oil cooler, 911 front end w/ M ducted brakes, coilovers over adjustable Konis and Velios 911 adapted swing arms w/ needle bearings in rear. Full rollcage. Extra short gear 901 transmission. Fiberglass lids and bumpers. Extra set of Fuchs with Hoosiers. Spare parts Ready for tech. \$21,000 johnr@blackriverdesign.com

1984 chassied 935 replica, white with Martini (what else?) livery. Lightweight ARE fiberglass body panels with full adjustable wing. 3.4L fuel injected engine dyno'd at 274 whp. Leakdown 4%,3%,4%,4%,3%,5%. Haltech engine management, new fuel cell, Recaro SPG's, RS fuel pumps. Two sets BBS 3-pc wheels, including mounted unused set of Goodyear R-085 radial rains. Contact Hank Cowles @ (603) 742-4000 or email bigcheese@consumerprofilesinc.com mailto: bigcheese@consumerprofilesinc.com. \$40,000.00 obo. Pictures and more details available upon request.

1978 Targa with Slantnose conversion, color yellow - known to many as 9ELOVIN - pictures and additional info available upon request. Contact Hank or Ivy Cowles @ (603) 742-4000 or email lLeonard@ConsumerProfilesinc.com or bigcheese@consumerprofilesinc.com. \$11,400 or BRO

1980 911 SC white / black leather. CA 91A0141868. \$18,500. Runs strong, street or track. 147K miles. SSI headers, short shift, turbo tie rods, strut brace, momo wheel. No AC. VG condition inside and out. Always maintained and garaged, no snow, no rust. georgelagos@comcast.net 603-913-4210

I am the owner of a yellow **1977 924**. This car has been owned by our family twice and spent time in Vt in-between. I am too busy to put work into this old girl (install front fenders that I have for it and tune-up), and with two small children don't have the time either. I am not hard-up to sell this but don't want to watch it rot...if anyone has a similar car or needs a project first \$1000 takes it... Harold Lamos veggieh@yahoo.com

SALE: 1990 944-S2 Coupe Track/Street car - black on black. Race Ready, fitted with Koni Sport Shocks with Front Coil Overs, beefed-up, sway bars; also 6-pt. safety harness and fire extinguisher. Has custom trailer-hitch for track tire trailer. Also comes with an extra set of wheels with snow tires, and a cover. Mileage = 177,000 with new head and valve job and new belts and tune-up. Asking \$5,900. Call Jack Saunders at 603-536-4275 or email him at osaunders@myfairpoint.net.

SALE: 2005 Nissan Frontier LE King Cab, 4X4, V6 Auto. 119K miles. Gold with tan interior, 17 inch alloys with Bridgestone rubber. Most every option except it has std. manual cloth bucket seats. I am second owner. To my knowledge it has never been a work truck or tow truck. Maintained by Nissan dealer thru 112K miles. Since then I have only had to do oil changes (synthetic) and put new rotors on it last Fall. NADA retail is over \$13.6K. Asking \$11.7K Need my driveway back. Truck is in southern NH. near Rte. 93. Contact Rich Willey (social@ncr-pca.org) or 603 978 3187

ITEMS FOR SALE:

Four **7x16 phone dial rims** fit either 944/924S/928 (certain years) Very clean and recently refinished. Perfect for street or another set of DE/AX rims. \$300.00, 944 Rear Hatch with spoiler, perfect up grade for 924/924S. \$25.00, 931 (924 Turbo) front spoiler, white, lets more air in than stock 924 spoiler. \$40.00/OBO. Jay Gratton (603) 498-8576 or JEG914@AOL.COM

914 6cyl conversion package - 2.7L engine, complete with wiring and FI. Has had valve cover and fan upgrades. Include correct tach. Package also include most parts to do 914 conversion: new vellios aluminum oil tank, new correct flywheel, new bulkhead engine mount (allows engine to sit lower so you can use FI system), used headers \$3000 for all ...17" cup wheels - \$400 ...Silver boxster/996 center console - \$200 ... Gray and silver boxster/996 e brake handle - \$150 ... Gray and silver 6 speed boxster s/99 shift knob - \$75 ... Boxster S front bumper for normal boxster/996 upgrade (currently yellow but needs refinishing) - \$150 ... Boxster/996 CD changer - \$35 ... 944S/944S2/968 Nology hot wires (barely used) - \$100 ... 944 series short shifter - new - \$45 ...944 series pair of engine mounts - new - \$60 All parts are in Contocook/Hopkinton, NH frank.sanford@us.army.mil

'86 911 original 15" phone dial wheels with Toyo Proxes R888 tires for immediate sale. Wheels are in good shape (balanced and round) with minor curb rash. The R888 tires have been used in only one 20 min track session (novice) at Tremblant. Basically brand new. Fits all '79 - 88 911. Also most 944, 928s and 924s. 7" front, 8" rear wheels. 205/50 front, 225/45 rear. Not using these as I have other track tires. Priced to get them out of my basement. \$500 for all. cwlovel@gmail.com. Sherborn, MA.

Do you have a photograph to go with your ad? If you have a high resolution photograph which is also a nice graphic then send it to Northlander. We plan to run a few such photographs with The Mart.

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½ page ad - ½ page marketing promo=full page spread.

¼ page - rotating
\$50.00/mo. \$600/yr.

This option will allow the use ½ of page 2 as ¼ ad placement and ¼ marketing promo. This will allow for 2 of the ¼ page ads with marketing promo have to appear in one month.

1/8 page/Business Card
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Advertising contracts are for one (1) year (12 issues) unless otherwise noted. Billing is done twice per year, November and May. Business card and 1/8 page ads are billed once per year in November. We are happy to accept new advertiser's part way through the year.

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graphics: bperiale@gmail.com

NORTHLANDER

Volume 35 Number 5

May 2012

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