

# NORTHLANDER

NORTH COUNTRY REGION

Volume 32 Number 3

PORSCHE CLUB OF AMERICA

March 2009



IN THIS ISSUE:  
Daytona 24 Hours  
Tech Session #2  
Kraftwerkz  
Farnbacher Loles

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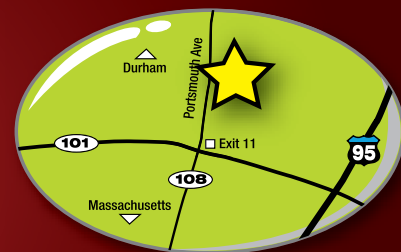


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Volume 32 Number 3

PORSCHE CLUB OF AMERICA  
March 2009

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## Statement of Policy

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The regular article and Advertising closing date for the Northlander is the 1<sup>st</sup> of the month preceding the publication month. See page 42 for advertising rates.

## On the cover



Don Osborne went to the Rolex 24 Hours at Daytona with his Nikon and brought back a selection of photographs for *Northlander*. See the coverage and Don's story on page 16 of this issue.

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**MARCH 2009  
AT A GLANCE**

Date/Time	Event Information	Contact
March 10 6pm	Board Meeting - Location TBA	president@ncr-pca.org
March 28 1pm	How to Make Your Porsche Handle Better Porsche of Nashua	tech@ncr-pca.org
April 5 8am	NER AX School - Devens	www.porschenet.com
April 14 6pm	Board Meeting	president@ncr-pca.org
April 18 pm	General Automotive Electronics Advance & OBD II for Greener Porsches	tech@ncr-pca.org
May 2 8am	NER AX - Devens	www.porschenet.com
May 9 9am	Spring Rally	vice-president@ncr-pca.org
May 12 6pm	Board Meeting	president@ncr-pca.org
May 18 7am	Drivers Ed # 1 - NHMS	de@ncr-pca.org
May 23 8am	NCR AX # 1 - Devens	autocross@ncr-pca.org
May 30 8am	Car Control Clinic - NHMS	barenstem@metrocast.net
June 9 6pm	Board Meeting	president@ncr-pca.org
June 19 8am	Zone 1 DE - 48 hrs Watkins Glen	http://zone1.pca.org/
June 20 8am	NCR AX # 2 - Devens	autocross@ncr-pca.org
June 29 8am	PCA National Parade - Keystone, CO	www.pca.org

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](http://www.ncr-pca.org)



Ivy Leonard

Just happy to be on the road nestled in the bucket of our close little friend.

Liking...Loving Our Cars.

I once heard from a Porsche club member that owning a car – and particularly a Porsche - is like owning a family pet. Whether it is a dog, or a cat, or a P-car we all try to make our choice wisely to make sure we pick out the perfect one for us.

So, after all that deliberation and maybe a pre-purchase inspection (but why bother if it is yellow!) and the “what ifs” and “ya buts” all of us did finally make that decision... to buy a Porsche. I know you made the purchase, some of you a long time ago, some just recently, because you wouldn't be reading this if you hadn't!

And so for the purchase – the big day! We find the perfect one just like when picking out that family pet. We bring the purchase home, we name it, we actually talk to it, and care for it. Now you see the resemblance in your family pet? Actually many of our members like their car - even love their car - more than their family pet!

And just like our pets our cars become a reflection of our personalities. We want to be happy with our choice. After all, we will be spending a lot of time together. Sometimes bordering on obsession. Have any of you heard a complaint that you and your Porsche spend **too much time** together?

You see when some of us drive the family car or even the family truck it just does not make us feel quite the same. The car or “cars” spark passion, appeal, and a sense of well being, personal pride that we might not otherwise enjoy. In that I mean

driving that special car we love so much just brings out the best in all, makes us feel like a million bucks. Just happy to be on the road nestled in the bucket of our close little friend. Even stopping at lights or tooling down a highway or a winding back road and talking to him or her.

I have two cars: both of them are special to me, a 944 Turbo (red, but with yellow accents) and 911 yellow Targa. Both have vanity plates: the 944 T is **TURBOMA**, and the 911 is **9ELOVIN**. And the plates are a reflection of the cars relationship to me, giving special meaning to my ownership of them in different ways. As many of you know I have been blessed to be a grandmother to two wonderful grandchildren, and because of my German heritage go by the name of Oma, grandmother in German. So we have a Turbo Oma... **TURBOMA!**

Now, do I really have to explain 9ELOVIN? (Hint: sound it out!)

Just like a pet, our cars need some regular personal attention. How many of you out there wash your car faithfully? Many of you I am sure. You see with all the dirt, salt, grime, or dust, what ever it may be, when you're out driving the car that way sometimes you do not feel that same passion or spark. You know you have let the car down. Some of you out there cannot deny this.

Washing your special car or Porsche takes some time – but the satisfaction at the end is well worth it. Back on the road again feeling powerful,

continued on page 28 ...



David Churcher

While I sat at the Opera House in front of Aria restaurant only one Boxster went by and it did not present a photo op.

Is it March already? Can spring be far away? I always view our March issue as almost spring and time to prepare the April issue. And as I write I have heard from the engineers in the Black Forest to tell me they will have material for our April issue. Our March issue might be a week late hitting the mail for a few reasons: we continue to develop our procedures with our new printer and their new machine, February was a short month, we have material for the issue from events at the end of February, and this editor is just back from a three week trip Down Under.

Living on an island can cause an isolation complex. Growing up on an island can cause a deep desire to leave and see what is over the water. Having done that there is then a deep desire to return to the island. I am just back from my most recent visit to The Great Southern Land and full of stories to share. While this editorial is not intended to be a "What I Did on My Vacation" article it will include some material on items other than just Porsche.

Before my departure I joked with Tracey suggesting I would bag a great cover photo for the March issue. I had a plan for a Porsche at the Sydney Opera House with a very pretty Australian girl. It was a good plan but not to be. While I sat at the Opera House in front of Aria restaurant only one Boxster went by and it did not present a photo op. The pretty girl went by several times but still no photo op. It would seem I was not to have the imagined photo but other opportunities did arrive. A few other

plans I had made also did not work out as planned but I cannot complain. It all worked out to be a wonderful sentimental journey.

The Porsche Club of Tasmania meeting I had expected to make did not take place. As Neill (from PCoT) and I narrowed down our choices of times to meet it became evident we had only the day of the Launceston Festivale (pronounced: Festiv\_ar\_lee). What is Festivale? It is a great happening in the City Park where vendors of food and wine have great displays for tasting while a lot of music is played and people have a great old time. Our Porsche colleagues were all tied up with Festivale. Imagine that: Tasmanian Porsche people with a passion for food and wine. Amazing ☺

I did visit the new Porsche dealership in Hobart. It could have been a dealership anywhere in the world because the format and color scheme are the same as we're accustomed to. They had a Cayman, a Boxster and a new GT3 ... all with the steering wheel on the wrong side. It was while returning to Launceston from Hobart I found a new 911 parked at Oatlands and I considered it for a cover photo. It might not make the cover but I will include the photo here.

Already I am thinking about the next trip and photo ops. While I was talking to my cousin in Melbourne I learned her son David is a manager at Australia Mercedes Benz and his friend is a manager at Porsche Australia. So I have contacts. Next trip ... just watch the photo ops materialize.

continued on page 28 ...

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after bend, #89 on right. WELCOME.





**Lisa Roche**

**New Members:**

Peter Cesarini  
Karen Cesarini  
Londonderry, NH  
1987 951

Erin B. McMann  
Kent Backe  
Hudson, NH  
2006 Cayenne S

Benjamin Chang  
Windham, NH  
1999 996

Christopher J. Weiss  
Eaton, NH  
1969 912

**Member Anniversaries:**

**1 Year:**

Laurence E. Day  
Plaistow, NH – 1963 356B

Albert Jordan  
Louise Jordan  
Windham, NH – 2005 Boxster S

Richard D. Noonan  
Peterborough, NH – 2003  
Boxster S

Steven Silberberg  
Bedford, NH – 1968 912

**2 Years:**

Gary E. Lineberry  
New London, NH – 2004  
Boxster S

Derek R. Perry  
Robert A. Perry  
Merrimack, NH – 1984 944

Apollo Sinkevicius  
Kerstin Sinkevicius  
Somerville, MA – 2007 Cayman S

Benita Birch  
Nashua, NH – 2000 996

**5 Years:**

Nader Moavenian  
Kristin Moavenian  
Hollis, NH – 2004 911

**10 Years:**

Brian P. Caven  
Jean Brochi  
Dover, NH – 1984 928

Ron K. Juozokas  
George Boelee  
Derry, NH – 1986 Carrera

Michael D. Platt  
Caroline J. Platt  
Nelson, NH – 1975 911

Steve Robbins  
Patricia Robbins  
Henniker, NH – 2004 996

John Dunkle  
Jennifer Munson  
Portsmouth, NH – 1995 993

David C. Ryan  
Pam Peters  
Sandown, NH – 1986 944

**15 Years:**

Michael A. Shevlin  
Monique Shevlin  
Portsmouth, NH – 1986 911

**20 Years:**

Pete Petersen, Jr.  
Pamela Snowe  
Wells, ME – 1989 911

Please notify the membership chair: [membership@ncr-pca.org](mailto:membership@ncr-pca.org) if you have changed your address.



Jay Gratton

Clearly Mr. Frost was not a Porsche owner at the end of a very long, snowy and cold winter.

Robert Frost has always been a favorite poet of mine. I have visited his farmhouse in Derry, NH many times and I enjoy his unique way of capturing New Hampshire in his poems. One of my favorite books is a collection of his poetry given to me by my Grandmother Gratton many Christmases ago. I enjoy reading through it from time to time, as I seem to get something different from it each time. One of my favorite Frost poems was written in 1922, "Stopping by the Woods on a Snowy Evening" and in it Frost refers to someone stopping in these amazing woods and watching them "fill with snow." How beautifully he made winters in New Hampshire seem; it was poems like this that made so many people want to move to New Hampshire so they could enjoy winter and its beautiful snow.

Mr. Robert Frost was many things in life. However, clearly Mr. Frost was not a Porsche owner at the end of a very long, snowy and cold winter. As this winter concludes according to the calendar, I on the other hand still see no end in sight. Will I ever see green grass again? Will I ever see those dirty snow banks that line the streets melt away? Will my snow tires ever come off the Volvo? These are just some of the questions I find myself asking these days. Of course all Porsche owners who are forced to hide their Porsches away during the winter fall back on the excuse that it gives us a chance to work on our cars. Sadly that is only to make us feel better about our current wintry situation.

Long winters like this push a person like me into drastic measures for finding things which scratch my

performance-driving itch. My Dad doesn't feel my pain any more as he retreats from Kennebunk, Maine to Ft. Myers, Florida and is able to avoid the difficulties of a New England winter. My Uncle Steve, who is our Chief Driving Instructor, is clearly a fan of performance driving and driving his 911, but I actually think he likes this winter stuff. Luckily for me, I am not alone in my suffering and I have someone to lean on regularly who understands where I am coming from and who knows the suffering I am dealing with.

For over 10 years my good friend and fellow North Country member Matt Romanowski and I have successfully tried and failed to scratch this itch in many different ways. The small fixes that one can get from watching races on TV, videos on **You Tube** or driving on iRacing.com are all well and good, but those are only small cures and they normally only make me want to drive my Porsche even more. There is always ice racing the Volvo, but standing on a frozen lake is not this New Englander's idea of a good time. One can also venture out to the snow covered parking lot of a particular Wal-Mart for a quick fix, but the local law enforcement typically tends to frown upon such activity....not that I speak from experience or anything. Winters have even gotten long enough that Matt and I have been forced to build comprehensive auto-x courses in his driveway using his riding lawn tractor complete with stop watches, decreasing slalom gates, sweeping turns and pivot cones. Needless to say, I am still searching for the answer to cure my winter woes.

I wonder if I could write a poem

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Judy Hendrickson

## LOOKING BACK

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Had the ice been thinner, I would have considered running our Volvo Wagon in hopes of sending it to the bottom!

This month's ice racing coverage from 1989 is meant to inspire you to partake of this winter racing/autocrossing activity. While NER is not running these events these days, you can partake of the ice with the White Mountain Chapter of the BMW Club. Check it out at [www.WMC-BMWCCA.ORG](http://www.WMC-BMWCCA.ORG).

From March/April 1989, Volume 12, Number 2

Updates in italics.

Relaxin' in Jackson

By Don Osborne

Plagued by our record dry winter with its roller coaster temperatures (50's one day, plummeting to the 20's the next), skiing plans were shaky and interest was difficult to muster. Two surprise storms just prior to our 2<sup>nd</sup> Annual Get-Away Ski Weekend helped to improve conditions slightly but the snow was interrupted by periods of rain. In spite of this fact, resort owners in the Mt. Washington valley did a terrific job with artificial snow making and those who joined us at the Eagle Mountain House were treated to some of the best skiing of the winter.

Among the hearty souls to try out Wildcat Ski Area on Saturday were V.P. Forrest Sewall [now deceased] and his lovely wife, Donna, along with region secretary Beth Holden and her husband-to-be (May 6th, we're told), Bob Geoffroy. Homer &

Judy Chalifoux headed for the cross-country trails and found snow cover generally good but on the slippery side. Nancy & Edgar Broadhead arrived on Saturday evening, planning their downhill challenge for later on Sunday. Rounding out the group were Rand & Cathy Surgi (from Downeast Region) [now members of North Country] and four hearty members from Northeast Region.

On Saturday evening, president Don Barnes drove up to join us for dinner, as did membership director Steve Kaplan accompanied by Rob & Linda Morse. Following our lovely meal we relaxed in an adjoining room and viewed a selection of videos including one on the new Carrera 4, as well as several on vintage Porsche racing.

Sunday breakfast brought talk of Northeast Region's ice racing event, scheduled for mid-day on nearby Newfound Lake. Some of the more curious souls, Sandy & I included, decided to cut across the Kancamagus Highway to Bristol, New Hampshire to view the event on our way home. As Dick & Jane Minesinger, accompanied by their daughter Lynn, planned to drive up from their home in Barrington, we looked forward to an enjoyable afternoon.

For those of us who had never seen automobile ice racing before, it was quite a sight. A course of approximately 3/4 mile had been roughly plowed and laid out on the

continued on page 29 ...



Paul Frucci

As you read this registration is open for the 2009 DE season. Have you signed up for your events yet? I would encourage you to register early, especially for our event at Lime Rock in September, as we only have a total of 60 spots across all run groups for that event. We are "sharing" the track with CVR, so they have 60 spots for their members as well, and no doubt will sell out early. With the track having been freshly repaved last year it will be great to finally return to this fabulous venue.

On January 31<sup>st</sup> our Instructor Development Seminar was held at the Silverstone Club in North Andover. Ross Bentley of "Speed Secrets" fame was the leader and it was just a fantastic day. We had standing room only attendance of about ninety Red and Black drivers from NCR and NER, and even had a group fly in specifically for the session from the Rennsport region in Canada. Ross was certainly a draw and he did not disappoint.

The agenda was not about mechanical driving skills, but about how as instructors we can better fulfill our objectives of teaching skills, maximizing performance and drawing out 100% of a student's abilities, identifying areas of improvement, and developing strategies for a student to improve to a personal best.

What really made this a unique day was Ross's focus on things like how the driver's mind works and how to work with it, how drivers learn, as well as specific instructing techniques to increase our effectiveness. Some of Ross's "exercises" provided great entertainment value as well! So when you see people "cross crawling" in the paddock to get warmed up before going out on the track, it's a safe bet they were at the seminar.

We sent out a survey to attendees after the event for feedback and it was overwhelmingly positive. Some of the comments were:

Terrific content and delivery. We could always use more specific tips as to what to do in certain circumstances instructing.

Insightful, entertaining, erudite, brilliant.

Didn't know what to expect, and this

certainly wasn't it. But the material was interesting and useful.

Having a different, more psychological angle to the subject added a new dimension to what we can try to teach and perhaps effect a more balanced way of accomplishing the objectives.

Excellent. Was an interesting complement to what E. Paul Dickson does.

Met expectation, very good presentation and insight.

I was expecting a good seminar!

Actually I would rate it a 6. It well exceeded my expectations.

I had high expectations and it was even better. I appreciated learning about the full picture and the science behind the techniques.

It was my first seminar, so I didn't know what to expect. I was very pleased and really enjoyed Ross's information

True professional presentation. It was excellent.

I attended Ross Bentley's instructor seminars with the New Jersey Chapter of the BMW CCA in 2006 and 2008. Ross has done quite a bit of development of the material since 2008. I think that the program is more cohesive and practical now.

Many thanks to Steve Gratton, as well our partners Steve Artick and Bruce Hauben from NER, for putting on this great training event.

To wrap up, here is our 2009 Season at a glance once again:

May 18<sup>th</sup> will be our opening event at NHMS and will be a Novice day agenda. (NCR hosted. Register with NCR at <http://ncr-pca.motorsportreg.com> )

# Jay and Matt's Most Excellent Rally Adventure:

The Mother of All Rallies

Saturday, May 9<sup>th</sup>, 2009  
Happy Mothers Day!!



## Frequently Asked Questions:

**1. "I heard this was very differnt from your past rallies?"**

*It is. We have teamed up wtih the Social Chairs John and Janet Leach to bring you an overnight extravaganza. Rooms are available for the night of May 9th at the Indian Head Resort for only \$159.00 including dinner and breakfast - for 2 people!*

**2. "Where does this Morthor of All Rallies start?"**

*The meeting point will be the McDonsals at the Alton Traffic Circle. The address is 4 Homestead Place, Alton Bay, NH. It is right on Rt 11. Things will kick off at 9:00 AM, with a drivers' meeting at 9:15ish and the first car off at 9:30ish. The Rally will end at the Indian Head Resort where you will be able to pick your meal off of the regular menu!*

**3. "Can normal people afford this much fun?"**

*Of course. Matt and Jay are next to poor, so if they can do it, anyone can. It's only \$8 per car (no matter how many people you jam in it!).*

**4. What are the detials on the Indian Head Resort?**

*The Indian Head Resort is located in Lincoln, NH. You can check them out at [www.inidanheadresort.com](http://www.inidanheadresort.com). For the folks who plan on staying over, they even have 50" Plasma TVs in each room! Make your room reservations directly with the Resort. To get the \$159 rate, reserve your room by April 9th and mention "Porsche Rally" when you reserve the room. There are only 25 rooms resrved, so act quick.*

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

*Although it sounds too good to be true, it's really very simple. All you have to do is fill out the bottom of this page and mail it to Matt by April 25th , or sign up online at [www.NCR-PCA.org](http://www.NCR-PCA.org).*

Name \_\_\_\_\_ Region \_\_\_\_\_

Phone \_\_\_\_\_ Membership# \_\_\_\_\_

Attendees \_\_\_\_\_



Sign up electronically at [www.ncr-pca.org](http://www.ncr-pca.org) or mail \$8.00 / per person. Checks made payable to NCR-PCA. Please Mail this registration flyer to Matt Romanowski, 243 Elgin Ave., Manchester, NH 03104.

# TECH SESSION #2

## Experiencing a conversion

Jack Saunders

---



That is, from Webers to electronic fuel injection (EFI). This will revitalize your old 911, so you'll really feel it. Plus you'll feel better because you'll be reducing your carbon footprint and joining NCR's Green Porsche gang.

Again, NCR keeps benefiting from its members that are Porsche professionals like Corey Jacques and chief mechanic, Rich, of Sports Car Workshop in Kennebunk, Maine, who treated about 15 of us to a hands-on demonstration of how to convert a '73 911 with Webers to an EFI system. Rich warned us to determine the exact vintage of our models, because if it's a '73-1/2 like his car is, you have to modify your procedure and "rework" a bit.

This new system is controlled by an easily programmable ECU versus the old Webers that use an unreliable system involving jets. The net improvement ranges from about a Weber low of 16 mpg to higher 20's, and you may gain about 25 HP.

Some of the mechanical modifications needed include: drilling and welding in a "bung" for the O<sub>2</sub> sensor, and new EFI injectors (see photo 1) as well as a minor shortening of one of the fuel rails if your car has air conditioning.

In addition to the partial kit from Bitz Racing ([www.bitzracing.com](http://www.bitzracing.com)) which costs \$1425.00, you will need:

- (a) New Fuel Pump (not required if your car has CIS with 36-40 psig discharge pressure)
- (b) Hi Impedance Fuel Injectors
- (c) MSD type Fuel Regulator

Corey estimates about \$1850 to \$1950 hardware cost for an EFI conversion versus. about \$3500 for new PMO carbs and their inherent tuning issues..

Rich feels a handy guy could do this job, with a car on a lift or jacked up high (using supports for safety) in about a weekend or so. If you're too busy or not a "handy do-it-yourselfer," consult Corey who I'm sure will give you an affordable, good deal. By the way, you can download the instruction manual if you decide to "do it yourself."

Refer to Photo #2 for a peek at the hardware included in this neat kit and see the parts list in Figure 1.

Corey also enlightened us on additional benefits of converting to EFI including adding computer controlled ignition and tying it in with the Mega Squirt ECU

in the EFI conversion system, giving a "performance optimizing afficianado" the capability of "tweaking" the car's performance while driving, through manipulation of the system program downloaded into a laptop computer.

To summarize: The CIS systems of the 911 series starting in 1973 through 1983 are getting quite old now and for certain years the Bosch CIS parts are getting harder to find and quite expensive. By installing an EFI system we will ensure easy starts with a smooth and steady idle, more horsepower, better mileage and less time chasing air leaks! The Webers sound great, but aren't so cool when it comes to gas mileage, cleaning and setting up the jets. EFI sounds like a winner keeping our older 911's up to date and running more efficiently.

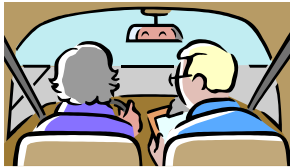
You're invited to contact Corey in several weeks for a report on the actual performance improvements realized by this conversion.

# Announcing the NCR Car Control Clinic

Mark your calendars: Saturday, May 30, 2009 the PCA North Country Region will hold a car control clinic on the parking lot of New Hampshire Motor Speedway. There will be two sessions. The morning sessions (8:30-12:30) and an afternoon session (12:30-4:30).

This clinic is designed for all drivers, **including ages 16 & 17**, with a valid driver's license (sorry, no driver permits). **Participants must be a PCA member or affiliate member.** The intent of the clinic is to help drivers become safer and more confident through knowledge and experience

The clinic will cover the following:



## Lecture Topics

Seating position

Hand position

Vision

Mental preparation

Car dynamics & theory

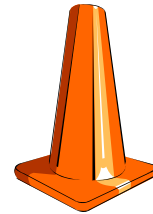
Car maintenance check

## Driving Exercises

Skidpad

Emergency Braking

Slalom/Swerve



Each student will get in-car instruction from an experienced NCR instructor.

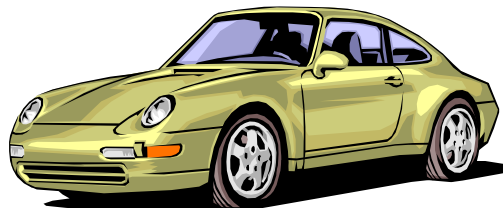
The emphasis of this clinic is car control, not racing or competition. In that spirit, most car makes and models will be allowed to participate. No trucks, SUVs, or vans allowed. Cayennes welcome. If you are uncertain, please email the event Chairmen beforehand, their decision will be final. The event is limited to 32 students.

### *Registration Procedure*

Registration is open at this time. The registration fee is \$30. Registration will be handled online via the MotorsportReg Online Driving Event Registration website ([www.Motorsportreg.com](http://www.Motorsportreg.com)). If you do not have an account, you will need to create one. This single account will allow you to register for PCA and other car club events

If you are between the ages of 16-18, please print out the following form, have parent and student sign it, and mail it to Brian Arenstam or bring it the morning of the event. Without this form, you will not be allowed to drive and there will be no refund.

[www.ncr-pca.org/autocross/minor-assump.pdf](http://www.ncr-pca.org/autocross/minor-assump.pdf) Event Chair: Brian Arenstam ([barenstam@metrocast.net](mailto:barenstam@metrocast.net)).



# ROLEX 24 HOURS AT DAYTONA, January 22 - 25, 2009

Don Osborne

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## The Finish

When the checkered flag dropped at approximately 3:30 PM on Sunday afternoon, it was the #58 Brumos Porsche Daytona Prototype entry, driven by David Donohue, that streaked across the finish line to capture the overall victory in the 47th running of this famed 24 hour race. The significance of that finish was not lost on the huge crowd gathered in the warm Florida sun to witness the event. The victory came on the 40th anniversary of a similar victory by Donohue's late father, Mark Donohue, at Daytona International Speedway. It also marked the closest finish in the 47-year history of the event, when Donohue edged Juan Pablo Montoya to the checkered flag by .167 seconds. For those unfamiliar with the Daytona Prototype class, the car bearing the famed "Brumos Porsche" logo probably doesn't look like any Porsche model you recognize. But then, I'm getting ahead of myself!

## A little History

The Rolex Sports Car Series is the premier series run by the Grand American Road Racing Association (GARRA). It was founded in 2000 to replace the failed United States Road Racing Championship. Rolex took over as series sponsor in 2002. The series has run with a mixture of classes of sports prototypes and Grand Touring-style cars over the years. In 2003, the series debuted their custom prototype chassis, known as Daytona Prototypes, named after their premiere event, the Rolex 24 at Daytona.

The Daytona Prototype is a type of sports prototype racing car developed specifically for GARRA's Rolex Sports Car Series. The cars use a closed cockpit chassis made of tube frames, instead of the high

cost carbon fiber composites used in Le Mans prototypes. In an attempt to lower overall cost, GARRA also standardized the amount of technology that could go into a car. To further limit cost, the series regulates who can provide chassis and who can provide engines. Engines have to be based on road-legal production units from major manufacturers. Rather than get deeper into the technology, I'll point out that the cars are smaller than Le Mans prototypes, especially in length, resulting in a more blunt front end. Aerodynamically, this tends to slow the cars down and make them safer at Daytona, a banked track with concrete walls on the oval section.

Approved chassis are only allowed to participate for a period of 5 years, after which GARRA selects a new group of designs. So when you look over the field of entries in the DP Class, you don't see the underlying shape of any familiar model sports car. For example, the winning Brumos entry was a Porsche-powered Riley MKXX, designed and built by Riley Technologies of Mooresville, North Carolina. Other chassis used in the 2009 running were the Pontiac powered "Crawford DP08," the Porsche powered "Coyote CC/08" (a development of the FABCAR chassis), and the Ford powered "Dallara DP-01," to name a few.

Engines used in DP chassis are also standardized and regulated. They must use an engine used on a production vehicle, but their displacements are modified in order to equalize the field. Each engine also has specific restrictions on what can be modified beyond stock parts, as well as restrictions on intake and exhaust dimensions, RPMs and various technical details. The engines currently approved for use are manufactured by

Porsche, BMW, Infinity, Lexus, Ford and Pontiac.

You are probably more familiar with the cars that ran in the Grand Touring class. Although the majority of the entries were running Porsche GT3 Cup cars (17 to be exact), there was a sprinkling of Ferrari F430s, Mazda RX-8s, Corvettes, Pontiac GXPRs and a single Mustang Cobra GT in the field of starters. What makes the series interesting is the speed differential between the DP cars and the GT entries. The two classes use a motorcycle racing-style "wave start." The DP cars take the green flag first, followed usually 20-30 seconds later (depending on the track length) by the GT cars. It doesn't take long (at Daytona around 5-6 laps) for the DP cars to start lapping the slower GT cars, and then the fun starts!

## The Race

Attending the Rolex Daytona 24 Hour Race provides the perfect excuse to escape the New England cold and slip into a pair of shorts to bask in the warm Florida sun. Longtime friend, and equally longtime NCR member, Dick Minesinger and I flew to Orlando, picked up our rental car and headed north to Daytona Beach on Friday before race day. This was the third time we'd gone together and in the past we chose to watch some of the practice sessions and qualifying on Friday afternoon. Unfortunately, our later flight arrival prohibited that option this year.

Up early on Saturday morning, we arrived at the track in time to secure a choice parking spot in the infield, and cruise through the paddock and garages before any of the cars hit the track. One of the highlights was the Rolex 24 Heritage Exhibit which featured many historic cars





*"The Winner", David Donohue in the Brumos Porsche Riley*

*Photographs on pages 17, 18, and 19 by Don Osborne.*

that were class winners at the famed event. They were on static display in the early morning hours and then hit the track at 11AM for some spirited parade laps. Included in the group of 24 cars was an Elva Porsche, several 911GT2 s, a Ford GT 40, E-type Jags, a Lola T70, an Acura GTP car, a Tiga Mazda and an Argo Mazda, several 914s and 911s, and more.

By noon there wasn't an empty parking space in the infield. Filled to capacity with campers, motor homes, and "day trippers" the area reminded me of the "swamp" at Watkins Glen in the 70's where campfires burned through the night (and cars too!) with portable grills and dining tables set up everywhere.

Driver introductions were held at 2:15PM and many names from NASCAR, IndyCar and international sports car racing were mentioned. Included in the group were none other than Scott Pruett, Scott Dixon, Andy Wallace, Dario Franchitti, Jan Magnussen, Timo Bernhard, Hurley Haywood, Jimmie Vassar, Danica Patrick and the aforementioned Juan Montoya & David Donohue, to name a few.

The green flag dropped for the start of the grueling 24-hour event at 3:30 sharp. Starting in the pole position was David Donohue in the Brumos team's Porsche Riley, followed by Timo Bernhard in the Penske Crown Royal Cask No. 16 Porsche Riley. The team of Timo Bernhard, Roman Dumas and Ryan Bricco combined to lead 191 laps before they lost 15 laps in the early morning hours to replace the rear-end assembly, dropping out of contention. Throughout the night there were many laps run under the yellow flag and many lead changes, but it was the last hour that provided the most intense action.

During a full-course caution for debris on the track, all four lead-lap cars took the opportunity to make their final pit stops. David Donohue replaced Antonio Garcia in the driver's seat of the #58 Brumos car and managed to stay behind Juan Pablo Montoya in the #01 Chip Ganassi Racing Lexus Riley as they left the pits. On lap 710, Donohue took advantage of slower GT class traffic to slip past the Lexus into the lead. Montoya chased Donohue to the finish but wound up .167 seconds

behind. The top four finishers ran nose to tail for the better part of the last hour, separated by only 10.589 seconds. The checkered flag dropped on lap 735. This was the closest finish amongst the top four cars in Daytona 24-hour history. The Brumos team's victory also denied the Target Chip Ganassi Racing Team its fourth consecutive victory in this premier sports car event.

In the GT class it was a one-two finish for the famed TRG (The Racer's Group) entries. Their #67 Porsche GT3 Cup car, driven by Justin Marks, Andy Lally, RJ Valentine, Patrick Long and Jorg Bergmeister came in 1st in class, and 9th overall. They were only one lap ahead of their teammates in the #66 Porsche GT3 car. This was team owner Kevin Buckler's third win at Daytona.

**Note:** Dick & I watched about 9 hours of the 24 hr. race. Old dogs need their sleep too! Therefore, some of the information I included in this article was gleaned from various press releases.



*A sprinkling of the historic cars in the parade lap.*



*DP cars on pit road just before the start.*



*Final pit stop of the lead cars with 1 hour to go.*



*.167 seconds apart on the final lap*

# VELOZ MEDIA

MOTORSPORT CORPORATE TELEVISION

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[www.velozmedia.tv](http://www.velozmedia.tv)

**FOR IMMEDIATE RELEASE**

## **Veloz Media opens its doors to the New England Motorsport community**

**Boston, MA, February 2009** – Veloz Media, LLC is a Hi Def media services company, specializing in Motorsports productions, Television production and Corporate events and training. At Veloz Media we see things differently. The vision from behind the camera lens needs to be laced with creativity, especially when it comes to creating enticing videos. We produce exciting and innovative pieces, combining the three factors that are key to our success: cutting-edge video technology, experienced Creative Directors and a talented crew of film industry professionals.

We are passionate about our vision, and the work we deliver makes us proud. Our people are multi-talented and come from different cultural backgrounds, which gives us a million-color palette of ideas readily available to transform even the simplest of your messages into a captivating, effective video element. We cover all facets of video production from concept and idea, script and development to production and post-production. Our resources include state of the art edit systems such as Final Cut Pro 6 and Adobe After Effects. Our production equipment is provided by Sony Industries and it is all HD and XD capable.

For additional information on media services offered by Veloz Media, please contact Miguel Aponte-Rios or visit [www.velozmedia.tv](http://www.velozmedia.tv). The website is currently under development and will be fully launched by Spring 2009.

*Miguel Aponte-Rios* has been a member of the Boston BMW chapter for several years as an avid autocrosser, instructor, and BMW/SCCA club racer. In addition to working with the BMW club, he is a member of and instructor for numerous entities such as PCA, NAAC, SCDA, NASA, COM and SCCA. After over a decade as an award-winning Cinematographer and Director of Photography, Miguel has formed Veloz Media to merge his talents in film and production with his love for motorsports.



## **Zone 1 48 Hours of Watkins Glen, June 19-21, 2009**

**North America is fortunate to have a road course like Watkins Glen International. The facility is the continuation of a road racing tradition dating back to 1948, when sports cars raced on the 6.6-mile course through the village of Watkins Glen . The permanent road course was built in 1956 and has been continually upgraded since that time, now hosting NASCAR, GrandAm, IndyCar, HSR, SVRA and PCA events. The Zone 1 48 Hours at Watkins Glen is not only a driving event, one of the longest running Driver Ed events in PCA, it is also a social event, bringing together members from the Zone and beyond.**

**The driver education event will consist of nearly two hours per day at speed for each entrant on Saturday and Sunday. Friday is our annual Zone 1 Instructor Day, including PCA National Instructor Training. This year, the entry fee will include a Saturday evening reception at the Glen Club at the foot of the “esses.” The cost of the event is \$250 per entrant. Online registration will be handled by <http://clubregistration.net> and Paypal remittances. Registration opens on April 15 and closes May 15. It is sure to be a sell-out again this year! More details can be found at <http://zone1.pca.org> after April 1<sup>st</sup>.**

After your registration fee is paid and your application is accepted, you will receive a confirmation email with additional information and requirements. Please read the email and make sure that you follow all the requirements contained in the registration package, including a pre-event technical inspection.

If you have a Zone 1 Voucher, complete the registration and make your Paypal payment. Upon acceptance, send your Zone 1 Voucher to the registrar and you will receive a credit for the amount of the voucher.



*This beauty is a 1973 2.7 911S with MFI owned by Bart and Diana McGrath of the Huntington Beach Concours d'Elegance*



ance Club ([www.hbconcours.org](http://www.hbconcours.org)). The photograph is by David Churcher made on his return trip from Australia.



# Colorado

## 54th Porsche Parade

### Parade for the Car-less

by Wendy Shoffit

Why on earth would you ever want to attend a Porsche Club national event without bringing your Porsche? What do you do if your beloved baby is older or fragile and can't make the trek across the country or if it's in so many pieces it can't even make it out of the garage? Does that mean you have to miss out on all the fun? The answer is a resounding "NO!" There are many ways for people without their P-Cars to participate and compete at Parade.

One of the big four competitions historically is the Tech Quiz. Come test your technical and historical knowledge of all things Porsche and PCA. Sign up for your favorite model and era. Perhaps the 914 is your bailiwick, so come show those other guys and gals how much you really do know about them! Since there are so many 911s around, that quiz is divided into eras. Check out the current year's Parade Competition Rules (PCRs) for the complete list and start studying your copy of "Excellence was Expected." Not that there are many questions from there... it's just fun to read!

Relatively new to the Parade schedule is the Gimmick Rally. While it still requires some sort of vehicle, it doesn't have to be a Porsche. Your loaner hybrid will work just fine. Sign up and take in some of the most interesting roads in the area. See the sights, answer the questions, and have fun. If you just have to compete in the standard TSD rally, why not find a single driver out there? No, this is not a dating service... but there are always people who come to Parade without a navigator (and they can't compete alone). We'll do our best to get you a ride if you can't bring your own.

Another new competition is the Zone Challenge. This is an always changing set of events that test you in ways you never knew we would! Tug of wars, rapid tire changing, carburetor rebuilding, sandcastle building, virtual racing, you name it. Get together with others in your Zone to build your dream team. Even if you don't win, you'll have tons of fun trying!

What if you're artistic and know bubkes about the inner workings of a 944 engine, well then get out your paints, camera, needlepoint, or favorite artistic medium and enter the art show. Believe me, the artists are very serious about their work. Enter for fun or for competition and also enjoy the fruits of everyone else's labor. Amazing works of art abound.

Are you more into sports than the cars? Come play in the golf tournament against Peter Porsche or compete in the 5K Run/Walk. Get your heart pumping from exercise instead of the purr of the GT3. Whatever it takes.

Would you rather play with toys? Bring your favorite remote controlled car and see if you can beat the 7 year olds out there. Trust me, it's way harder than it sounds! If you don't have your own RC car, not to worry... Vu Nguyen always brings loaners. Oh, and try to beat HIM in his own car. That's harder than beating the 7 year olds!

The Parade organizers are always looking for more ways for people to be able to compete with each other, with or without a vehicle. So, don't let that stop you from coming to Keystone! You are sure to get your fill of whatever level of competition you desire, while your baby sits safe and protected in your garage at home.





## Tour Scenic Charlevoix, Quebec June 27-28, 2009 (with optional June 26)



Auberge des Trois Canards



### The Event:

A tour leaving from old Quebec will travel along the North shore of the St Lawrence River. This region of Quebec, called Charlevoix, is known for its' spectacular scenery and interesting food. The tour will stop for lunch at the mid point in the city of Baie St Paul. The travellers will then be escorted into the final destination of Pointe aux Pics, where an excellent four course meal will bring the day to a close. The energetic may want to visit the near by casino.

### To reserve a place for the tour please contact:

Pierre Dupont:  
Tel: 418-660-8776  
e-mail: pierred90@hotmail.com

### The Hotels:

#### Auberge des Trois Canards:

Charming Auberge located in the river city of Pointe aux Pics. The Auberge is well known for its' diningroom and is located a short distance from the Casino.

#### Hotel Le Concorde, Quebec

Option for Friday and Sunday

### Schedule:

**Friday evening:** Cocktail and Dinner

**Saturday:** Tour, lunch, Porsche exhibition, dinner.

**Sunday:** Return to Quebec.

more details at:

<http://www.rennsport1.ca/en/charlevoix.htm>

### Please make hotel reservations directly.

#### Auberge des Trois Canards : Pointe aux Pics

**Cost:** Room, four course meal breakfast: double occupancy \$327.91 per couple, including all taxes and gratuities . All rooms have a balcony with a river view  
**to reserve call 1-800-461-3761 and mention Rennsport PCA for the package.**

#### Hotel le Concorde: Quebec City

**Cost:** \$167 plus taxes, per room which includes parking.  
**to reserve call 1-800463-5256 and mention code PCA 266.**

# Tech Tactics at Farnbacher Loles, February 28, 2009

David Churcher

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*Jack Saunders of NCR engages Norbert Singer in a conversation. I believe the topic was torque and instrumentation on test cars.*

Sometimes the journey is as good or better than the destination. Going to the 2009 Tech Tactics was a treat. Jack organized for himself and me to meet Charlie Christ and motor down in one vehicle. Jack also organized things such that I would take some photographs of the event and of Norbert Singer, write a few lines for the March *Northlander*; and he would take care of the in depth technical article for April.

What do three Porsche enthusiasts talk about on a road trip? Porsches for a start. But the conversation on this trip quickly turned to a lively debate on several topics other than Porsche. A few miles in to the trip Jack presented us with his latest read: **Three Cups of Tea** by Greg Mortenson. It is the story of a mountain climber's failed attempt on K2 and his rescue by villagers. He returned to the villagers and built schools to educate young women. It is a moving story. From this topic we moved on to global warming, climate change, oil shortage (or lack of it), population explosion and food shortage (or lack of it), the financial mess, and food and wine. The journey seemed too short. We had

solved most of the world problems and another hour or so of travel we would have solved many more. We did in fact add about an hour to our journey. Charlie noticed the exit numbers were way higher than the Exit 4 we were to take. Indeed, in our enthusiasm for problem solving we had gone some 40 miles too far. Perhaps it was the wine discussion. I do not recall, I was nursing jet lag at the time.

Saturday morning at Farnbacher Loles was an enthusiastic crowd anxious to hear Norbert Singer and several other speakers. A display of Porsche eye candy was available for inspection. It was disappointing to find, again, there would only be two bathrooms available for all the visitors (lines were long) and again, as it was two years ago, the audio-video set up was a shambles. It must have been hard for the speakers to deal with the on/off mic and the one loudspeaker with high distortion. And to have to show their Power Point shows on a two-tone gray wall with the color changing at about 7 feet up. It was so bad that once I had heard Norbert Singer I let the jet lag wash over me and I nodded off.

Jack was struggling to take notes in that audio jumble but Charlie found a sweet spot in the room for Jack to sit and hear a good portion of the material.

I will leave it to Jack to describe the technical presentations. But I will make a comment on Norbert Singer's presentation: it was wonderful. He described the design and development of the 917, the 935, 936, 956 and 962. There were technical details, little known items such as the 917 with two rear wheels welded together on each side, humor as he described being an engineer between Porsche management and the ACO rule makers.

Dinner Saturday evening was complimented by yet another Power Point presentation by Norbert Singer with more details and more humor. Breakfast Sunday morning Norbert Singer came to the dining room and greeted the dozen or so Porsche people and when he left he made sure to say goodbye to all. He is a great engineer, a wonderful speaker, and a real gentleman.



A few shots from the Tech Tactics day.

"Overhead projection" with an emphasis on "over head".

Eye candy on display.

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President

...continued from page 6

special. Amazing how a clean sparkly Porsche can do that to us. I don't know about you but washing and waxing my car when complete can change my demeanor for sure. You step back and say look at that shine, look at those lines. Many husbands and wives had said "You are obsessed with your car" ... "if you only gave me half the attention" ...blah...blah... blah. Heard that before?

I guess we have to treat our cars like we want them to treat us. Sometimes that works and sometimes it does not. I thought I treated TURBOMA well, polished and waxed, special treatment yet she did not reciprocate, got all hot under the collar just because I stepped on her throttle coming out of turn 3 at NHMS and she left me stranded at the top of the hill. The embarrassment of a ride back on a tow truck softened her attitude a bit, and she is recovering thanks to the help of some of my special club friends who counseled her with a wrench and screwdriver. Electrical issues, like broken neurological synapses!

So next time you see someone, staring, lusting, loving their car...don't give them a dirty look. Understand where they are coming from...well most of them.

When it is time for your next "car" purchase go with the one that stands out. The one that makes your heart go pitter patter. The one you stared at for hours. The one you said...I just love that car. When you name it think about what that car means to you. What the car says to you. Care for it – even love it. For those that are saying someday. That someday is now. Life is too short to not be happy. We never know what tomorrow will bring.



Editor

...continued from page 7

These trips to Australia always involve the sentimental journey to Woodend to visit with Andrew and Anthony at Kraftwerkz. This trip we planned an in depth article and photos of the Pantera shown in the BTW column last month. Unfortunately the car was not at Kraftwerkz and we did not have time to organize a visit with the owner. But Kraftwerkz always has something of interest in their shop and sometimes it is more than just the 917 replica. In this *Northlander* I will include an article and photos of the visit with Andrew, Anthony and Tim.

And now, for a few comments on topics other than Porsche:

During my trip you were all aware of the horrendous bush fires which went through Victoria. I was flattered to have emails from several friends back here in the USA asking if I was okay. I was, thankfully. I did not see any of the fire area in Victoria but I did see the TV and newspaper coverage. The Australian media is a little more "objective" than what we are used to here in the USA. The coverage is graphic and emotional. One journalist compared the events to war time Australia and the country pulling together as it did during the war. An interesting collection of characters make up my countrymen. I saw my friend Tas moved to tears, as I was too ...I saw a pensioner friend go to the bank and make a whopper donation to the rescue fund. We learned two of the fires were deliberately set, another deliberately re-set, some looters followed and one woman decided even though she was not in the fires she would stand up for a \$5000 hand out. It takes all kinds.

On a happier note: nibbles and sips. We have members in NCR who are in to food and wine too so I will mention

here my favorite nibbles and sips. I will not rank them because they are all a 10.

Nibbles: rack of Tasmanian lamb at Number One in Sydney. Slow braised rabbit at Stillwater in Tasmania. Pasta and meat sauce at Daniel Alps' Strathlynn in Tasmania. And beef pie with chocolate and red wine sauce at D'Anvers in Tasmania.

Sips: Chalk Hill Barbera while chatting with Bec in Sydney. Moorilla Pinot Noir Muse series in Tasmania...\$40 a bottle and worth it. Velo cool climate Tasmanian Shiraz sampled at the cellar door while chatting to Michael Wilson, the owner and Tour d' France rider, and his wife. Two bottles left for home with me.

The return journey to the USA was not as chaotic as the going down trip. The first was on an AirBus 380. It is a wonderful airplane and holds 500. The airplane is not the problem. The problem is LAX trying to process all those people with a facility not up to it. Madness. Once back in the USA what do Ray and I do? Dinner with California red wine and off to a car show at the Queen Mary. Ray won his division with his 1946 panel van and I fell in love with a 1973 Porsche 2.7. I was back home in the USA. Home? Oh, yes. I am a NH based Tasmanian. I have the best of it all. Life is good.

**Photographs of a Porsche in Tasmania, and other delights, on page 34**



## Looking Back

...continued from page 11

ice using traffic cones. It was strictly a timed event with no holds barred. Cars were started at 30-second intervals (for obvious reasons), with several heats run during the afternoon. Lap times crept downward as courage and skill level shot up. The car to beat (but to no avail) was an Audi 4000CS Quattro with studded snow tires. Challengers included a VW Golf, Volvo Turbo Station Wagon, the now-famous Lincoln Town Car "rent-a-racer" (available for \$5 a lap) and our own Steve Kaplan driving an Audi 100 Quattro. Had the ice been thinner, I would have considered running our Volvo Wagon in hopes of sending it to the bottom! But, unfortunately, we arrived after registration was over. Steve, on the other hand, managed to turn in some respectable lap times . . . when he wasn't lost out on the course! (Sorry Steve. . . had to get that in!)

As the sun set over Newfound Lake we said our farewells and headed for home. It had been a fun filled weekend, but it would have been more enjoyable had more of you attended. Look for a different format for next year.

---

## Drivers' Ed

...continued from page 12

Actually I would rate it a 6. It well exceeded my expectations.

I had high expectations and it was even better. I appreciated learning about the full picture and the science behind the techniques.

It was my first seminar, so I didn't know what to expect. I was very pleased and really enjoyed Ross's information

True professional presentation. It was excellent.

I attended Ross Bentley's instructor seminars with the New Jersey Chapter of the BMW CCA in 2006 and 2008. Ross has done quite a bit of development of the material since 2008. I think that the program is more cohesive and practical now.

Many thanks to Steve Gratton, as well our partners Steve Artick and Bruce Hauben from NER, for putting on this great training event.

To wrap up, here is our 2009 Season at a glance once again:

May 18<sup>th</sup> will be our opening event at NHMS and will be a Novice day agenda. (NCR hosted. Register with NCR at <http://ncr-pca.motorsportreg.com> )

May 19<sup>th</sup> and 20<sup>th</sup> NHMS. (NCR hosted. Register with NCR at <http://ncr-pca.motorsportreg.com>)

July 6<sup>th</sup>, 7<sup>th</sup>, and 8<sup>th</sup>, Mont Tremblant (NER hosted. Register with NER at <http://www.clubregistration.net> )

July 10<sup>th</sup>, 11<sup>th</sup>, and 12<sup>th</sup>, Calabogie (NCR and NER co-hosted. Register with NER at <http://www.clubregistration.net> )

July 27<sup>th</sup> and 28<sup>th</sup>, NHMS (NER hosted. Register with NER at <http://www.clubregistration.net> )

August 7<sup>th</sup> NHMS DE (NCR hosted. Register with NCR at <http://ncr-pca.motorsportreg.com> )

September 2<sup>nd</sup> and 3<sup>rd</sup>, Watkins Glen (NER hosted. Register with NER at <http://www.clubregistration.net> )

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September 21<sup>st</sup> and 22<sup>nd</sup>, 2 day DE at Lime Rock Club. (NCR hosted. Register with NCR at <http://ncr-pca.motorsportreg.com> )

October 10<sup>th</sup>, 11<sup>th</sup>, 12<sup>th</sup>, NHMS. (NCR hosted. Register with NCR at <http://ncr-pca.motorsportreg.com> )

That's it for now. Welcome to spring and as always, we welcome your comments and feedback. Feel free to email me at [de@ncr-pca.org](mailto:de@ncr-pca.org)

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Vice President

...continued from page 10

about driving my Porsche that would make Robert Frost proud? Probably not. In the meantime, I will just keep wandering out to the garage to sit in the Porsches, making engine noises with my eyes shut and hoping for an early spring filled with open roads and lots of sunshine.



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# Visit to Kraftwerkz

David Churcher

---



*Andrew Keiller contemplates the 906 replica. In the background Tim is working on the tiny Alfa with the big motor.*

Kraftwerkz have their shop in a small town called Woodend. It is about 100km north of Melbourne. For me it is a sentimental journey I have made three times now to visit with Andrew and Anthony and to see their 917 replica projects. Now they have a 906 replica project underway while also working on restorations and project cars. On this trip we expected to have the Pantera available (see February *Northlander*) but schedules had been changed. Indeed, we were only a few km away from the area of the fires. I could understand making plans and schedules at the time would be a bit difficult. But then, there is always something of interest going on at the shop and worth a look.

The 906 chassis is complete and the body panels are leaning against the wall. The chassis is a space frame made up of welded steel tubes and built to the Porsche drawings. A few modifications have been made to make the suspension more robust than the original. The body panels are taken from a mold made on a real 906. The wheels are cast using a real 906 wheel as a pattern. Four cars are in progress and the first two will go to California, the next to Austria. And the fourth? That one is for Andrew and Anthony to keep. The California cars

will be on show at the Monterey show in August.

Another 917 chassis is in progress. Andrew's personal project, a 917 Spyder, is still in progress but has to wait while customer projects get his attention. Tim was busy on a project modifying a small Alfa. This is a very interesting project. Some 15 of these small Alfa Romeo Sprints have had their front transverse four cylinder engine removed and a small block GMH V8 (Australian General Motors Holden) placed behind the driver with a ZF transmission.

My first reaction to this modified Alfa was disbelief. A V8 with 510 HP in that tiny chassis? Koni coil-overs, two per wheel, and AP inboard disc brakes at the back. It must be a rocket.

The conversation is not all cars. Andrew is an aeroplane (that's Aussie-speak for airplane – editor) enthusiast too. My friend John, who was my ride too, is an aeroplane enthusiast. You can overhear them chatting and words like "Lightning" and "MIG" and "Drover" keep coming up. Enthusiasm extends too to models. Small model racing cars with a 10cc spark ignition motor on a 40 foot

diameter tether. Andrew has castings and patterns for a couple of models he plans to finish and take to the track. There is also a project to refurbish a slide throttle manifold from Porsche. It sits on Andrew's desk at the moment and will be mounted on a 2.7 Porsche motor soon.

Our visit was brief. It was my last day in Australia and we had dinner plans with friends and my sister in Melbourne that evening. We had lunch in Woodend and headed back to the city. While at lunch we spoke to a gentleman who had been visiting the shop during the morning. I detected a very slight US accent and noticed the gentleman said: "once you get gasoline in your veins you are hooked for life on cars..." He did not say "petrol" but rather "gasoline." Yes ... a US transplant. He was the retired chief of styling at GM Australia. Clearly he was now part Aus.

Another sentimental journey completed. I now look forward to seeing Andrew and Anthony at Monterey in August.


**More photographs from the Kraftwerkz visit on pages 32 and 33**



Anthony (left) and Timothy (right) Keiller of Kraftwerkz take a break to check out our February issue of Northlander.

We got a thumbs up and an approving smile.

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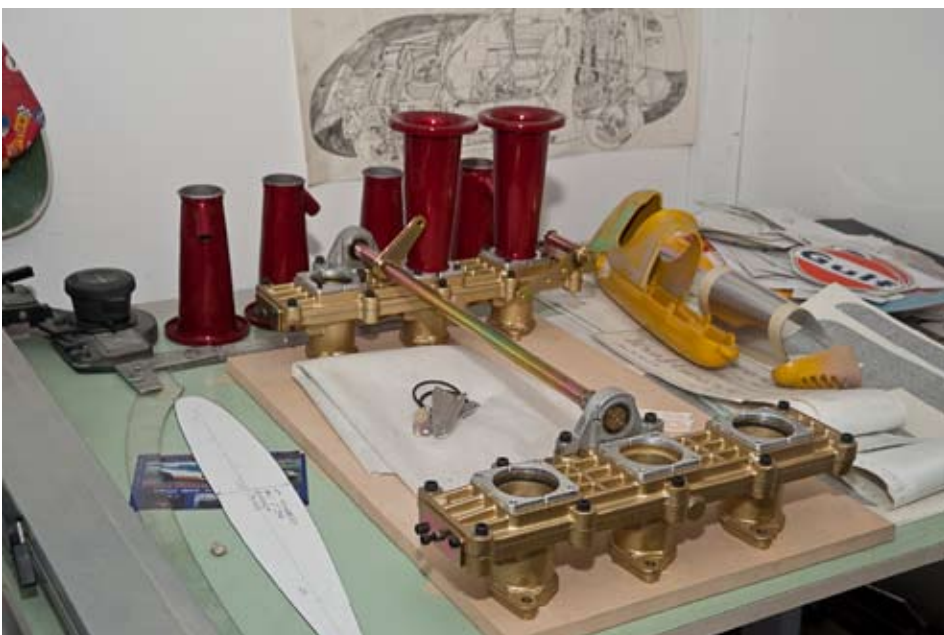


*More photographs from David's visit to Kraftwerkz.*

*From top left ... the small block GMH V8 puts 500 HP in to that tiny Alfa. The logo on the Alfa "Giocattolo" is Italian for "toy".*

*Here are a couple of more toys: Andrew is in to tethered models with a 10cc motor ... here is a couple of castings for the cars.*

*And ... more of Andrew's toys ... his desk has a variety of projects at any time. See here an airfoil for (probably) the 917, a pattern for yet another model casting, and a beautiful slide throttle from Porsche which is being rebuilt and destined for a 2.7 motor.*





The trips down under to The Great Southern Land always involve a search for Porsches. This beauty I found on the Bass Highway in Tasmania at Oatlands. But it is not just the cars ... it is the landscapes, the wine, and visits to car shows in California with Ray. Here Ray polishes his Chevrolet panel van at the Queen Mary car show ... and takes home a win.

**SALE\*\*\*:** Four stock Boxster wheels with slicks, painted gray/silver. Some small scratches in the paint from storage. No damage to structure. Asking \$500 for the set. Tire sizes Rear, 255/40 ZR 17; Front, 205/50 ZR 1, BF Goodrich G-Force T/A racing slicks, maybe 30% left Brad Marshall 603-496-2038 [BRADUSM3@aol.com](mailto:BRADUSM3@aol.com)

**SALE\*\*:** 1984 Porsche 928. Spectacular Factory Custom. \$17,500. Pearl white metallic with all burgundy leather interior (seats, doors, dash, roof). Grey Carpeting. Automatic. Near Flawless condition. 1 owner. 44k miles. Serviced by Precision Imports. Never raced, carefully stored, meticulously maintained. Contact David Murray at 603-621-5111.

**SALE\*:** 2007 Mitsubishi Eclipse - Sunset Pearl, black cloth sport seats, 5 sp, AC, Cruise, Sun and Sound Package (sunroof and premium stereo), 19,000 miles, Amsoil synthetic oil always used, Adult owned and in very good condition. This is a very sporty car that gets 30 MPG and runs on regular gas. KBB value is \$14,200. \$13,200/OBO. Jay Gratton (603) 498-8576 or JEG914@AOL.COM

**SALE\*\*:** DANSK muffler and headers for ~'84 911. Missing bracket and straps. Too noisy for the street. Fine for the track. \$1000 or BO ... [DavidChurcer@comcast.net](mailto:DavidChurcer@comcast.net)

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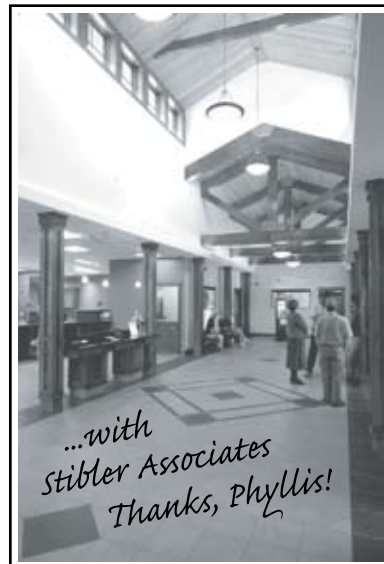


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