

NORTHLANDER

NORTH COUNTRY REGION

Volume 33 Number 12

PORSCHE CLUB OF AMERICA

December 2010



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NCR's First Golf Outing

NCR's 2010 Banquet

Behind The Scenes At NCR

A 904 Story

Porsche As Art

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NORTHLANDER

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On the cover



Fall is such a nice time of year... the colors, and the seasonal meals. It is also a time to play with our Porsches for the last time of the season before storing them for winter and making our plans for the next season. As 2010 winds down one of the few remaining blue sky days presented us with a chance to photograph Akira Mochimaru's Beck 904 replica before it goes inside for the winter.

Story on page 24.

Photograph by David Churcher.

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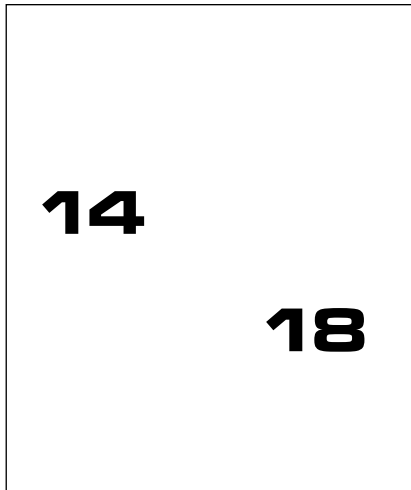
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December 2010
AT A GLANCE

2010 NORTH COUNTRY REGION CALENDAR

DATE	WHEN	WHAT	WHERE	WHO
Dec 14	6pm	Board Meeting	TBA	president@ncr-pca.org
Dec 18	2pm	Yankee Swap	Judy's	see page 14

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



Ivy Leonard

If you don't care to join in because of a perception that we just sit around and talk of horsepower, g-forces and R compound tires, nothing could be further from the truth ...

Can you believe it? My final year as NCR's president has almost come to a close. So quickly the years have passed, and as some of you have already discovered, the older we get the faster it seems that time flies.

I guess a big part of the speed with which the year has passed is because it has been a year full of terrific events, supported so wonderfully by a great board of directors and chair members, all of whom I consider to be wonderful friends as well.

The past presidents I speak with, both here at NCR and within other regions, have been generous with their time and counsel. They have made me aware that one of the primary responsibilities of the office is the need to try to find balance in the interests, objectives and personalities of individuals within the club. It can certainly be challenging, but also brings great reward. And it is through the efforts of those that passionately represent their interests that the club retains its life and vibrancy. I have tried to listen to all, but have realized, too – like it was a new lesson? – that no one can please everyone all the time. On many issues I had wished I could be on both sides but life just doesn't work that way. There is only one of me. LOL

Nevertheless, things always seemed to work out. A big part of that is the special group bond we have here within our region of NCR. We all appreciate the efforts of those that serve with them on the board, and respect the fact that we move in a direction which we feel is in the best interest of the club as a whole. Which has always been our goal and will continue to be.

I would not have given up my two years as president for anything. I have enjoyed every bit of it: the chance to learn so much more about PCA, the opportunity to represent NCR within Zone 1, and getting to know more of you within our

own membership. NCR has a reputation throughout our zone as a very special, fun-loving region, and it is a reputation that is well deserved. It may be an old saw, but still so true: it is all about the people, not about the cars.

I hope we can continue to succeed in getting more of our membership involved in our events. If you don't care to join in because of a perception that we just sit around and talk of horsepower, g-forces and R compound tires, nothing could be further from the truth. We talk about kids and vegetables and wine and how Joe's new job is going and how Betsy did at last night's game. It truly is about the people, and I guarantee that a new face at any NCR function will instantly feel included and welcomed.

I would like to thank this board and chair members for making my past years so memorable and rewarding for me. Any progress, any success we may have enjoyed this year is fully the result of their dedication and their investment of time and energy on behalf of this club. Please seek them out and thank them all as well.

I would like to thank everyone for my precious award of Enthusiast Of The Year. It was a very emotional acceptance of that award and I will treasure it forever. I sure wish I had known Doug Hendrickson though I feel I do just through all the wonderful stories. I certainly know that I have made a great and close friend in Judy Hendrickson as well.

In 2011 I will continue my service to NCR as past president – and joining in at many events along with helping out at them. I have also agreed to be secretary for Zone 1. Guess I can never let the commitment to PCA/NCR go. My successor Jay Gratton is going to be as wonderful and dedicated a president as he was vice president.

continued on page 38...



Tracey Levasseur

After we've stuffed ourselves like that poor bird we just devoured, we move on to dessert!

I have to confess that, except for the gross commercialization, I enjoy the holiday season. It starts with the Thanksgiving tradition which in my family has changed little through the years: arrive at my mother's just in time to watch Snoopy or some other oversized dirigible pass over a crowd of heavily clothed people standing outside of the famous Macy's department store, the aroma of roasting turkey, stuffing and every vegetable mankind has ever cultivated and of course let's not forget those "brown 'n burn" rolls that, no matter how careful you are, manage to get too dark on the bottom.

After we've stuffed ourselves like that poor bird we just devoured, we move on to dessert! When that's done and the dishes cleared we sit around (okay, some fall asleep on the sofa while watching football) vowing to never eat again as we browse through Black Friday sales flyers, planning that day's shopping strategies.

By the time you read this, Thanksgiving will be just another 2010 memory. The official Christmas season has arrived with a vengeance. Every other commercial will proclaim "makes a great Christmas gift" or will feature a car salesman dressed as Santa (seriously, do people really buy cars as Christmas gifts?). Emails pour in from every company you've ever purchased from, promising Christmas delivery for orders placed up to December 24. And let's not forget all the stations that will be televising *It's a Wonderful Life* constantly until Christmas Day.

Okay, those are the not-so-good aspects of the holidays. So, what do I think is good about it? I've always enjoyed decorations. It may be a genetic thing; my grandparents used to take an entire day decorating their small apartment. Today, some folks spend weeks setting up, but back then we didn't have all the luminous fineries canvassing front lawns and perched on rooftops. My grandmother set up a village, no it was more along the lines of urban sprawl,

five feet on both sides of the Christmas tree. Back then the houses were colorful painted cardboard with glitter glued to the roofs to simulate snow and yellow cellophane for the windows. There were all sorts of styles – ranches and log cabins and chalets – and some were stores and churches. Every one of them had to be lit. Today we can buy miniature houses with battery operated lights or fiber optics. Not back then...each house sat on top of a miniature light that was strung under then poked through the cotton "snow." This was time consuming! Then of course the village had to have trees and people and snowmen and, oh yes, a "pond" which was a mirror topped with little skaters. It's no wonder the decorating took the whole day with all that populating to do.

After the village was incorporated (it probably should have gotten a ZIP code by that point) every flat surface in the house received embellishment. Everyday knick knacks (dust collectors) were replaced with Santas, snowmen, ceramic critters dressed in elf suits and various other festive icons. Many of these objects were many years old and had seen several Christmases. Each window got an electric "candle" and the front door held a large wreath. It was a lot of work but after the last bobble was hung by the stereo (there was no chimney) with care, all the decorations were lit and we all sat around admiring the magnificent transformation.

Christmas music is another of my favorite holiday things, but only sounds right for the time between Black Friday and Christmas Day. I don't know why, it must be a psychological thing, like you don't want to see a Christmas tree on July 4. During that time frame I love to listen to the holiday music station on XM radio (which has grown from one holiday music station to half a dozen). It doesn't matter

continued on page 38...

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DIRECTIONS: I-95 to Spaulding Turnpike, exit 8W (sign reads: Madbury);
RIGHT at lights onto Rte. 9/Littleworth Road; over bridge; 1st LEFT onto Industrial Park Drive,
after bend, #89 on right. WELCOME



Bob & Laura Futterer

New Members:

Corey Jacques
Saco, ME – 1985 911 / 1973 911T
Transferred from Down East Region –
Joined PCA 11/01/2003

Gareth J. Peters
Ashland, NH – 2004 Boxster S

Logan H. Robertson
Queensbury, NY – 2005 997

Akira Mochimaru
Natick, MA – 2009 904 Replica / 2003
996 C4S
Transferred from Northeast Region –
Joined PCA 04/01/2007

Member Anniversaries:

1 Year:

Thomas E. Murphy
Pelham, NH -- 2000 Boxster

Paul Raymond
Salem, NH -- 1986 911

2 Years:

Constantine P. Brocoum
Hopkinton, NH -- 1989 964 C4

Ann Marie Galanis
Hampton, NH – 2000 Boxster S

Mark Haynes
Donna Haynes
Nashua, NH – 2007 Carrera T

5 Years:

Dave Batal
Irene Tien
Cambridge, MA -- 2009/997 Turbo /
1999/Spec 986 / 2006/Cayenne

10 Years:

Franklin Haskell
Benjamin Haskell
Merrimack, NH – 1979 911

Peter R. Owens
Carolie Owens
Hollis, NH – 2006 Cayenne S / 2007
911T

20 Years:

Abe Anderson
Susan Bird
Bow, NH – 2003 Boxster S

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



Jay Gratton

THE ROLLING CHICANE

I am very excited about the board and event chairs we have assembled for 2011 ...

I know this must sound redundant, but I can't believe my two year term as vice president has come to an end already. I can still remember having difficulty trying to come up with a topic for my first article, not much has changed as I still can't come up with any good topics but at least I am consistent. However, regardless of how many articles I write that ramble on and on, I have to admit that I really do enjoy it. Writing for the *Northlander* has given me an opportunity to meet some wonderful new people. I have had many members whom I have never met come up to me at events and start off a conversation about one of my articles. A writer I am certainly not, but I enjoy giving people a small peak into my life and my family's involvement with North Country Region. For this I thank you for the opportunity.

As I look forward to the 2011 year with NCR I am filled with a lot of excitement. We have events lined up for the entire year that will hopefully cater to everyone's interest. We have tech sessions for the entire winter and you don't have to be a gear head to attend, it is always fun to learn something new and a lot of our tech sessions cover simple and basic things. Matt Romanowski and I are discussing NCR's first ever winter gimmick rally since we feel that just because the Porsches might be sleeping, doesn't mean we can't have fun in our winter beaters. Matt and I are also discussing a few other driving events during the winter months as well, so keep watching *Northlander* and the website for details.

I am very excited about the board and event chairs we have assembled for 2011, however NCR has one huge opening that we need filled. Jim and Debbie Gratton have taken on the concours chair position for two years now and it was mainly

because I signed them up for it without asking, knowing they couldn't say no to their favorite son. They did an amazing job with growing our small concours program from 15 cars at last year's event in Wells, Maine, to 30 cars at this year's event in Merrimack, NH. Now that Jim and Debbie Gratton have gotten us off and running again in the concours department, NCR has begun the search for someone new to take the reins. We have a very good event already in place in Merrimack at the New England Exotic Car Show that is run by the Viper Club and all we need to do is promote the event within the club, provide the judges and a few other small details. The board is also open to going in a new direction as well and would love to see the new concours chair add their own flare to the program. If you have ever considered getting involved with NCR this is an excellent way to start as the ground works are already there.

Finally, I want to thank Ivy for her 2 years of service as this region's president. She has been an amazing team player and support for not only me, but all of our membership. She has left some very big shoes for me and I will certainly try my best to fill them, but I am not sure I will look as good in yellow stilettos as she does. Thanks again Ivy for all you have done and all you will continue to do for NCR. Happy holidays everyone and drive safely!



Mark Watson

... without your participation and support, I wouldn't have a monthly article to write and make me think about how fast time flies ...

Well, this is the final DE column for 2010 and I have a new appreciation for the time and effort it takes to publish the *Northlander* each month. The time between articles seems to fly by and I am sure it seems that way for all of the authors and editors. Everyone is extremely busy with driving schedules, work responsibilities and family activities so it is truly amazing that everything gets done and we receive our monthly journal right on schedule.

We just had our annual banquet and I had the honor to announce that Steve Schindler was selected as NCR's DE Enthusiast of the Year. While Steve was not able to attend the banquet, when I contacted him to notify him of his award he commented on how hard it would be, not to be enthusiastic about drivers education. In fact, Steve has already extended his DE enthusiasm to his daughter Liz, his son Dennis and plans to get his other daughter, Megan, out to the track in 2011. Congratulations to Steve, and we should all look for a Schindler family table at our next track dinner.

I also had the opportunity to publicly thank all the people who helped make the 2010 DE season such a success. I've listed your DE team with their 'jobs' at the end of this article and I am happy to report that everyone will be returning for our 2011 season.

Steve Gratton, our Chief Instructor, also took time to thank all of the instructors who helped during the 2010 season. We are fortunate to have a great group of men and women who donate their time to help develop the driving skills of our novice and beginner participants. Judy Hendrickson was selected as the Instructor of the Year and she certainly deserves that honor. Congratulations to Judy and a special thank you for your continual support of our DE program.

It is important to note that we are fortunate to have a significant number of instructors from the North East Region who participate in our events. Without their help and support, we would not have been able to accommodate all of the green and yellow students that signed up for our 2010 events. While it is difficult, if not impossible, to tell who is from what region, I want to also thank all of the NER instructors who helped throughout the season.

We are continuing to plan and budget for the 2011 driving season. I'll keep you updated through the *Northlander* and our website with our schedule and with NER's schedule. As always, we are constantly looking for ways to make your DE season as fun, safe and educational as possible.

In closing, I would like to thank each of you for your support of NCR's Drivers Education program. After all, without your participation and support, I wouldn't have a monthly article to write and make me think about how fast time flies.

That's it for now. As always feel free to contact me at de@ncr-pca.org with any questions, comments or suggestions.

Stay safe and I'll see you in the spring!

NCR's 2010 DE Team:

John Lussier, Registrar

Joe Kraetsch, On-site Registration

Lisa Roche, On-site Registration

Edgar Broadhead, Safety

Fred Bussiere, Track Operations

Brian Arenstam, Track Operations

Steve Gratton, Chief Instructor

Doug McIninch, Instructor Development

Tom Harris, Instructor Development



Judy Hendrickson

LOOKING BACK

It's still late October as I put together December's column. I am rushing things a bit as I am off to SE Asia in early November for 25 days of touring Thailand, Laos, Vietnam and Cambodia. Not sure how many Porsches will be seen on this trip but I am sure there will be plenty of Buddhist temples. In the meantime, enjoy this "technical" article from the November/December 2000 issue of Northlander:

From Volume XXIII, Number 11,
November/December 2000

Some Slippery Information

Terry Cleland, Upper Canada Region
Reprinted from Provinz

never use the bargain stuff.
**Remember a cardinal truth; OIL IS
CHEAPER THAN STEEL.**

Oil is the blood of an engine and just like the blood in our own bodies it does many things. Oil just doesn't lubricate, it carries away heat, it dissolves contaminants, it carries away debris and provides a working medium for such things as hydraulic lifters.

All oils, whether mineral stock or synthetic, have additives mixed into the package. This package is a mélange of chemicals that allow the oil to do its other jobs. It seems to be a popular belief that if high priced synthetic oil is used in an engine that oil changes can be further apart and you will realize a huge increase in power or efficiency ... well, NOT QUITE! No matter what the main constituent of the oil is (mineral or synthetic) approximately 60% of the container's content is additives. Interestingly the lifetime of the additives (the time it takes to lose its useful properties) varies but it is primarily dependent on the service duty of the engine and to some extent in which kind of oil base stock it is mixed with. It is in fact the "death" of

these additives that dictates when your oil should be changed. Not all oils are created equal but all of them "wear out" approximately at the same time as the additive package is depleted. The bottom line is that frequent oil changes are better for an engine (within reason) no matter what the marketing propaganda says. If you feel better spending BIG \$\$ on the more expensive oil, then GREAT (for the marketing guy!).

Just one word of caution here. Always remember that you get what you pay for, so if you drive a quality product or really care about long engine life, then spend at least enough to get a good quality motor oil with a good name brand to support it, never use the bargain stuff. Remember a cardinal truth; OIL IS CHEAPER THAN STEEL.

SYNTHETIC vs. MINERAL (battle of the advertisers)

The differences between these types of oils are all in the molecular makeup. Synthetic oil has a very consistent molecule size which gives the oil very good and consistent properties. Mineral oil being a product of nature has lots of different sized molecules in its makeup. The advantage of synthetic is that it potentially has a more stable suit of properties that can be tailored to a wider range of applications. This is why you can now find oils that can cover huge viscosity ranges such as 15W40 and even OW30! There are definite advantages to this ability but careful consideration of application is necessary.

To review some of the oil jargon let's look at what the numbers and letters mean that I just referred to. Viscosity is determined by measuring the flow properties at a fixed temperature. A base number is set as standard then relative flow numbers are assigned to describe the relative viscosity of the oil being measured. The lower the number the

“lighter” the oil is. That means it flows much easier at the same temperature than one with a higher viscosity rating. There are single viscosity oils so it is simple to understand that 10 weight oil flows easier than a 30 weight oil under the same temperature circumstances. Multi-grade oil is what has become possible due to additive packages and has been further enhanced by synthetic oils. A number such as 10W30 means that the oil has variable properties between this range of viscosities. The best thing about this is that it can compensate (within its designed capability) for the negative effects of temperature on viscosity. High temperatures drive viscosities down but multi-grade oils have the ability, due to their additives, to compensate. So back to our 10W30 example. The 10 means that it has the viscosity (flow properties) of a single grade 10 weight oil at LOW temperatures. The “W” following the first number is the convention that verifies this tested ability. The last number is the viscosity rating at HIGH temperatures. The working temperature range is approximately between 0 and 100 degrees Celsius. Things go out of whack above and below. Above 100 degrees C. the viscosity begins to lower as it would with single grade oil. The viscosity can be lowered by as much as 50% for higher than 100 deg. C temperatures. You need “thinner” oils like 10 or multi grade with 5W or 10W when the engine temperature is low particularly here in Canada (or New England) where we can see quite cold temperatures even in good driving months, never mind winter. This low viscosity allows the engine to receive vital lubrication. Imagine trying to pump grease versus olive oil. A 30, or worse, a 50 weight oil would look, feel and work just like grease at 0 degrees Celsius. Your engine will suffer. Olive oil would in fact work better under these conditions, but not for long!

The need to have good lubricating properties at low temperatures but then have good lubricating properties at high temperatures is what has stimulated the development of multi grade oils. So our 10W30 has the easy flowing viscosity of a 10 weight oil when cold and then the lubricating properties of 30 weight oil when it is hot. Just what we need in a country like ours, where the temperatures are widely variable at nearly any time of the year.

Engine design has a lot to do with which grade and which type of oil you should choose. If the engine was designed to work with a single grade mineral oil

with its multi sized molecules and low or high single grade viscosities then using something “better” may not have any significant benefits. If however your engine is designed to exploit the benefits of multi grade fully synthetic oil then that is exactly what you should be using. Therefore putting new multi viscosity synthetic oil in your old iron horse could present a problem and vice versa.

Advertisers are not engine designers. They publish brochures to make people think that they are getting better value or in some case something for nothing. Go by the manufacturers’ recommendations. They are the ones who have designed and extensively tested the engine and know what it needs.

ADDITIVES (snake oil)

It is always easy to design some tests to show how some off the shelf additive will enhance the oil’s ability to do ONE thing well. The problem is that the oil has many jobs to do, not just one. Some of these additives could actually hamper the oil’s ability to do the rest of the things it needs to do. The oil has to carry away wear particles, control acids that form from combustive residue, it needs to deal with the mixture of combustion by products and condensation from varying temperature cycles, it has to allow heat transfer, it has to deposit anti wear particles like Teflon on the moving surfaces and many other things such as dealing with hydro carbon dilution from unburned fuel, and on and on. Most oil manufacturers will tell you that their oil already has things in the additive package to help oil do what the snake oil salesman says that his special brand of elixir will do. The difference is that the oil manufacturer has blended their product in the right proportion so that the oil and its additive package can fulfill its entire job function. Snake oil salesmen are merely pitching the “more is better” idea.

SEVERE SERVICE (Who me?)

I spoke of severe service and how it affects your oil change intervals and other matters but just how do you determine the degree of service?

Any operation of the engine beyond the designed operating range breaks down the additive package more quickly. When the additive package is done in, so is the oil. The more frequently that you stress the additives the more quickly it will deplete. Since the additive package is put there

to help deal with these less than perfect operating conditions you can assume that you are making a withdrawal from the additive protection bank each time you push the operating envelope. You will have to run to the bank with a fresh oil deposit more often in such cases.

Is this the only definition of severe service? No. Severe service just doesn’t mean pushing on the gas pedal harder and more often it also means the way in which the engine is operated even within its normal operating range. Frequent starts and stops, short temperature cycles such as quick trips to the store, low total mileage with long periods between uses are just as hard on the oil as the weekend track session, sometimes even harder! Heavy shoes are not the only causes of severe service. In a situation where someone is a more aggressive driver or even races their car the contamination in the oil is totally different than the case of the Sunday driver. The cool and slow drive is worse for raising hydrocarbon dilution levels which has a negative effect on oil viscosity and therefore its lubrication properties. This means more wear, less vapor burn off and it is tough on the additives.

So, each type of severity affects different things in the additive package but the net result is the same; the oil change frequency must be increased in order to replenish the additives and to remove the waste material and wear particles held in suspension. The latter reason is why you just can’t top up the additives with that snake oils salesman’s potion or buy into that longer oil change interval because you spent a fortune on fully synthetic oil. You still need to get rid of the dirt, which is the #1 cause of engine bearing failures!

ANOTHER LOOK AT THE LABEL (Don’t look for them at Tim Horton’s – Canada’s Dunkin Donuts)

There is a “doughnut” on the oil bottle that bears your attention. Not only is the viscosity stated on the round label that is commonly called the doughnut but also there are symbols that you should understand. When the car manufacturers design the engine they choose from a variety of oil specifications, more than just the viscosity. You will see symbols like SF, SG, SH or CC, CD. BE CAREFUL! The oil that is prefixed with the letter “S” designates it for Spark Ignition engines. The prefix “C” designates the oil for Compression Ignition engines (Diesel). The all-important additives are very specific to dealing with the by-products of these very different fuels (gasoline vs. diesel).

The suffixes are important too whether

for gas or diesel engines. The suffix designates the specific standard to which the oil has been tested and has met. Sometimes those standards are set by the engine manufacturer themselves. Note also that recently the labels have been changed. Only a short while ago most motor oils were able to meet the specifications of both gas and diesel and you would see this combination approval on the doughnut in the form of SG, SH/CC, CD. Now they are most often separated but you cannot tell unless you look at the doughnut. Now that you know how important the additive package is to the whole motor oil requirement you will want to be absolutely positive that you are getting the best protection from your oil selection.

OIL IS CHEAPER THAN STEEL

Better believe it! Use the right type of oil and change it more often than recommended. If you know you qualify for severe service then change it more often still.



NCR's Yankee Swap @ Holiday Party

Saturday, Decembr 18, 2010, 1:00 — 4:00 PM
146 Coburn Ave, Nashua, NH

Calling all NCR friends for a potluck Yankee Swap. NCR is providing the BBQ pulled pork and beef brisket. You bring a compatible side dish (baked beans, mac & cheese, etc), salad (coleslaw, green salad, potato salad, etc) or dessert (anything goes), your beverage of choice (beer, wine, soda, hard stuff) and your Yankee Swap Gift. A group of your NCR Board members will have transformed Judy's house into the proper holiday spirit and brought the appetizers so after sharing our meal we can gather around the tree for some good ole' fashion Yankee Swap fun. There will even be some surprise games and prizes.



Call or email Judy **no later than Wednesday, 15 December** with the following information:

_____ # and names of persons attending

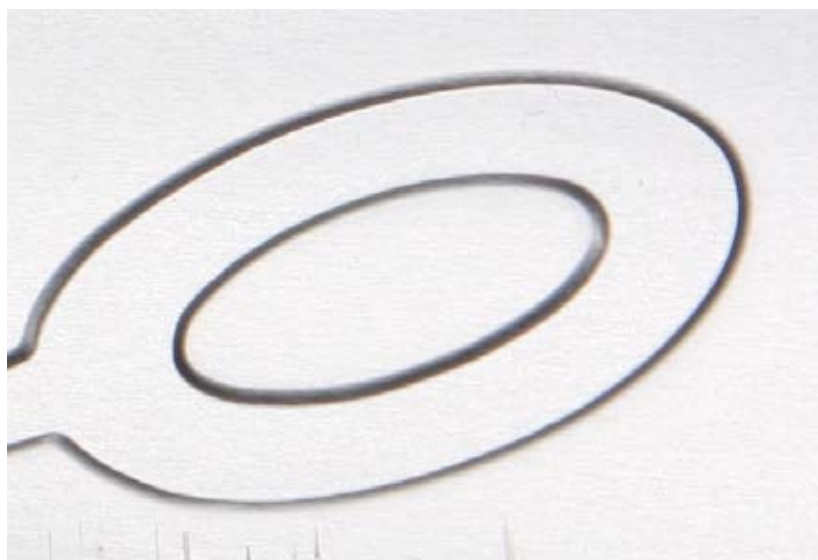
_____ potluck dish you are bringing

Judy Hendrickson, 603-881-7576, jh993@comcast.net



PORSCHE AS ART

Photographs by Toni Surdam



A Life In Motorsports

Bruce Whittier

Editor's note: You may recall a recent editorial wherein David described a conversation with Bruce at a recent Autocross event. The following story recaps most of that conversation. But not all. As Bruce mentions in this article he does have more material. These stories must not be lost. Look for more of Bruce in *Northlander* ... or in his book.

How did a kid from a small town in NH end up spending an evening talking cars with Karl Ludvisgen and Jay Leno in a little bookstore in Burbank?

Growing up in a small town, someone always had an old car they wanted to get rid of. As luck would have it, a lot of those cars ended up in my parents' backyard thanks to the trusty old Ford tractor that I used to tow all those junk cars home. By the time I was 14 I had 12 cars that had become a sort of mix and match experiment. My International pick-up ended up with a Hudson straight eight engine and my '51 Ford Victoria may have been the only Ford Victoria with a flat head six-cylinder engine. While most guys my age were off playing stick and ball sports, I was in the machine shop next to my parents' barn, shortening a drive shaft for the latest creation.

High school was not a great time in my life. I found the classroom to be the most boring place on earth and I needed to get out and do something using my hands and brain. My junior year summer vacation back in 1963 was spent working for Autodynamic Racing in Marblehead, MA. The owner, Ray Caldwell, took me under his wing and proceeded to teach me all the things I didn't know about building racecars.

After spending the summer at Autodynamic, going back to school that fall was the last thing I wanted to do. When I returned to school in the fall of '63 I had a sit-down talk with my high school principal and together we came to the conclusion that I might be better off returning to what I loved to do, and that was building racecars.

That morning I jumped on my motorcycle and headed back down to Autodynamic's. Ray made me promise that I would get my GED going to school nights and then put me back to work that afternoon.

A short time later Peter Lake who had been racing an Autodynamic Formula Vee in the SCCA regional and national

events, decided it was time to move up. He purchased a used Elva BMW from Bruce McLaren. Ray would be the chief mechanic and I was his sidekick. This was a big step up for both Autodynamic and for me. So with Peter Lake the driver, Ray Caldwell the crew chief, and me the chief cook and bottle washer ... we headed out to campaign the Elva BMW at SCCA national events in what was then the E-Modified class. Our third race weekend was one of those times you wished you had stayed in bed all weekend. Sunday started out with an oil leak that just wouldn't go away. By the time I found and fixed the leak the oil had leaked into the clutch housing and we had a new problem: a slipping clutch. Two hours before the race I had had the transaxle out and replaced the clutch only to run into a new problem. The Elva BMW used a triple disc clutch and I had no way of aligning the 3 clutch discs. The only thing I could think of was disassembling the transaxle, using the main shaft to align the discs and reassemble the transaxle. Ray had given up earlier and didn't think we would make the race. About 20 minutes before the race was to start Ray came walking back just as I was filling the transaxle with oil. We made it to the starting grid with a couple of minutes to spare. Our chief competition was a young driver by the name of Skip Scott and as always he got off to a quick start. After a few laps, Peter didn't come by the pits and I heard the announcer say something like these things happen in racing. At this point I turned around to look at the other side of the track and all I could see was black smoke. Peter had dropped a wheel off the track and ripped a lower control arm out of the upright and crashed. The car burned although we had saved all our luck that day for that moment because Peter was okay. But the car was junk.

Upon returning to the shop I had a letter from a guy called Uncle Sam. This can't be, I am F4, but four months later I would find myself at a boot camp in Texas.

The four months between the Elva's

demise and the start of military duty was spent building a prototype Formula 2 car using, of all things, a 356 Porsche engine, transmission and suspension components. I disassembled a 356 SCCA racecar, rebuilt all the components and installed them in a heavily modified Formula vee frame. I never saw all my hard work run due to the fact that by the time it was finished I needed to report for duty. When I got out of the service, the car was gone and nobody knew what happened to it.

The last thing I did before leaving for boot camp was to travel out to Central Park in New York City to some kind of promotion. I was there for the care and feeding of Sam Posey's McLaren Can Am Car which I had brought along with me

One of my racing heroes, a guy by the name of Phil Hill, was going to be the driver that day so I was really looking forward to meeting him. After being introduced to Mr. Hill, he quickly informed me that his name was Phil and that Mr. Hill was out of place. Boy, right off the bat I found out how down-to-earth and likable he really was. He had an easy going let's-make-it-work attitude that made my job a whole lot easier.

The Can Am car promotion thing was straight forward with Phil driving the McLaren around some of the Central Park walking paths. The only problem was it had rained the night before and it was autumn and that added up to walking paths covered with wet leaves. This presented the following problems: 1300 pound racecar with well over 600 HP, a driver who had never driven the McLaren/Chevy Can Am car ... and all those wet leaves. At this point I had visions of me trying to explain back home to Sam Posey how the Can Am car ended up in a brook in Central Park.

After showing Phil how everything worked in the McLaren/Chevy and warning him that this car could be an animal to drive,

we finally got started. Phil drove off down the walking path in front of all the cameras, spectators, and media people. To everyone's surprise the first time he blips the throttle all those 600 horses came alive. As you might guess with those big wide tires on those very wet leaves it turned out not to give Phil the traction he might have expected and he did a perfect 360 right in front of everyone. But to his credit, he never missed a beat and made it look like part of the show ... and then drove off down the path.

If I learned anything that day, it was that Phil Hill was a World Champion racecar driver and a down-to-earth fun guy to be around.

Well now it's been more than 35 years since that day in Central Park and I'm in Springfield, MA, attending Tech Tactics. This year's guest speaker turns out to be Phil Hill. So I figured it would be fun to bring up the first time we met in New York City's Central Park. Phil was seated at a small table signing autographs, I got in line and when it was my turn for an autograph I asked him if he remembered Central Park in New York City. While he looked up at me with this big smile and asked me if I was there? I told him that I had been the mechanic of the McLaren/Chevy he drove that day and then he remembered me. He had a great time telling the people around the table the story of our day in Central Park.

I returned to Boston after my military duty on a Saturday morning (I had not seen my family) and met with Ray that afternoon at the shop. Ray said: "welcome home" and asked which project did I want to work on? The answer was easy, the Can Am car driven by Sam Posey (in my world real race cars have fenders). Ray told me I could do that, but first I had to assemble the new Formula 5000 car and see it through the first testing phase. Well I assembled it, and at the first test session at Lime Rock with Sam driving he kicked up a rock and it hit the oil filter. When Sam came around he found his own oil all over the track right in the middle of the esses. Sam ended up spinning in his own oil and stalling the engine. Well, the engine didn't really stall, it just flat out locked up from a lack of oil.

After a quick phone call to Al Bartz, the engine builder out in California, he shipped all the parts necessary to rebuild it. I spent a long night flushing everything out and installing a new set of connecting rods, bearings, crankshaft and whatever else had been damaged. It was now 1:00 am, and I still had to get the engine back

in the chassis and get to Lime Rock by 8:00 am. With all this done we headed out to run the SCCA national being held at my favorite place on earth: Lime Rock Park. That weekend was another one of those times in life you would like to forget. Remember this was kind of like a test session for us. Bret was the driver that weekend. If you have ever driven around Lime Rock back in the late sixties you will remember the track surface leading into Big Bend was like a washboard. Well, about halfway through the race the steering box decided it had had enough of the entire thrashing around every time it passed over that area of the track and it just broke in half. The next thing I saw was Bret going end over end down the escape road. So we got lucky again and Bret walked away from the wreck without a scratch ... but the car was junk.

The following Monday morning found me back at the shop in Marblehead working on the Caldwell D7 Can Am car. Autodynamic continued to move up through the Trans Am series, and all the way to Indy car racing with Sam Posey as the driver.

The craziness continued, with some wild midnight runs across the country. One of those trips went like this: Tuesday morning the Ford car hauler with the Can Am car and all its spares needed to be at Riverside Raceway by Friday morning at 9:00 am. That's 3000 miles in less than two days. The trip took 49 hours and required 13 fuel stops (the hauler only got 6 miles to the gallon when running wide open) consuming 500 gallons of fuel and averaging 63 mph across the country.

After returning from the Can Am race in Japan, I was given two tasks. One was to wait for the return of the Can Am car from Japan (it was coming by slow boat from Japan). The second was to spend my days at Dan Gurney's shop watching Sam's Indy Eagle be assembled (life is good). This left my nights free and that's how I met Jungle Jim Leberman (Russell was his given name) the drag racer.

Jim was renting the stall beside us at Jim Reath's shop in Long Beach, CA. Jim and I hit it off right off the bat and I became the guy that started the engine, closed the body and guided him back into his truck after the burnout. Drag racers live a different life style than other guys. We go out and do an invitational event and after the night of racing we all go out to eat together. You find yourself sitting at a table with the likes of Big Jim Dunn. After a month of this, the Can Am car had found its way back to Long Beach and the

Eagle was ready to go, so I loaded both cars up on the hauler and headed east ... back home to Marblehead.

At this point I had all the travel I could take, and was looking for a change. That change came with my older brother who had started his own shop back home in New Hampshire. I was more than happy to return home and help him out.

In 1973 I decided that working for the local Porsche dealer is what I wanted to do, and as luck would have it, they hired me because of my 356 and 904 experience. After working for the Porsche dealer for a few years I knocked around working for different independent shops and eventually ended up back at the local Porsche dealer.

In 1988 Ken Lapointe, my long time friend, and I decided to open up an independent Porsche/Audi repair shop in Manchester. This was great in the beginning, but over time it grew out of control and away from what I was looking for in a shop. So when Bentley Publishers called and ask me if I would like to help them start a new Porsche line of service manuals, I was off to Cambridge, MA, to become an author, photographer, traveling salesman, and technician. As time went on the cost of producing Porsche manuals went up and sales leveled off ... and I was out of a job.

Working for Michael Bentley turned out to be the best job of my entire working career. It was at Bentley that I got to know Karl Ludvisgen and even go to dinner a few times with him. Karl is a great guy, but don't try to one up him when it comes to his knowledge of the German auto manufacturers. If you do, he'll set you straight quicker than you can say oops. I saw this in action one night in one of those fancy Cambridge restaurants. That night Karl Ludvisgen, Michael Bentley, Janet Barns, Johanna S and myself were having a very nice dinner discussing the different German auto manufacturers with Johanna decides to show Karl just how smart he was when it came to German automobile manufacturers. This is the point where everyone in the restaurant wished they were someplace else including Michael and Janet as Karl at the top of his voice explained to Johanna just how little he knew about German automotive manufacturing. I might add Karl was doing this using some very colorful language. Since I was seated beside Karl the job of trying to settle things down fell to me. You know, I decided the man was right and it was a good time to let him vent his frustrations

with Johanna, so I sat back and listened.

Another good Karl Ludvisgen story happened during a book signing at a bookstore out in Burbank, CA. Things had been pretty slow that night and we were sitting around talking about cars when we all heard the unmistakable sound of a big V8 outside the store. We're looking up at the front door to see who was driving this great sounding beast, and in walks Jay Leno dressed in old jeans and a plaid shirt. The great sounding beast turned out to be a Hemi-Cuda that Jay was driving that night. It seems that Jay is a big fan of Karl's, and he was there to buy an autographed copy of Karl's latest book *Excellence Was Expected*.

He had just come from taping his show, so he was free to spend time with Karl and the two of them hit it off great. The evening turned out to be a fun time for all in attendance.

As of now, I am retired, bored and working on my own line of Porsche manuals. I spend time writing articles for the *Northlander*, and I get a lot of enjoyment out of this.

After leaving Bentley's I did some part time jobs for them. One of these little jobs

was to help promote the Bentley manual line at the vintage Lime Rock event a few years back. When I got there on Saturday morning what should I find parked right outside our tent, but the love of my life, the Caldwell D7 Can Am car that had been fully restored. The next thing I knew I was standing next to my long time friend Sam Posey.

Sam was going to do a couple of quick laps around the track for the crowd. To do this Sam and I had to go through the Can Am car starting procedure we used to do before each race. We were using a small block Chevy engine with mechanical fuel injection back in the old days. The fuel pump was driven from the front of the crankshaft so the only way to start the engine was to pump up the fuel pressure before hitting the ignition switch to start the engine. To accomplish this Sam had to pump the fuel pressure up using a mechanical pump mounted in the dash while I watched to see that all the air bubbles in the fuel injector lines had disappeared. At this point I would tap Sam's helmet and he would start the engine.

After almost 40 years I got to perform the starting procedure again at Lime

Rock, standing there beside the Can Am car helping Sam go through it in front of the photographers. I have to tell you it felt like I had somehow traveled back to 1968. Truth be known, we did the starting procedure just for the people there. The Caldwell D7 had been converted back to Weber carburetors and an electric fuel pump.

I have dozens of stories like this to tell about my time at Autodynamic and Bentley Publishers. Maybe someday I'll do one of those tell-all books about my time in racing and writing.



2011 North Country Region Election Results

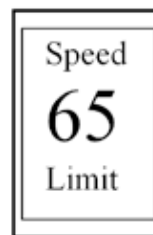
Jaime, Brian and I would like to thank everyone who took the time to vote for NCR's elected Board of Directors. We had a 15% increase in the number of returned ballots and I would like to announce the outcome of the election to those of you who were not at the banquet.

President: Jay Gratton
Vice President: Matt Romanowski
Secretary: Toni Surdam
Treasurer: Lisa Roche

Congratulations to our newly elected Board of Directors.

Mark Watson
2010 Nominating Committee Chair

From The Far Side Of ...



Gary M. Levine

Minor Annoyances

As you may recall from a previous rant, I love my Cayman. It has passed the fourth anniversary of its production during the Finnish fall of 2006. It has been over three years since I purchased it in July 2007. My lust for this particular Porsche quickly overcame the shock of paying as much for this car as we spent on our first house (albeit the latter was a modest aluminum foil and wood chip development house). I've driven my car for almost 12,000 miles over four summer driving seasons (and 8 DE events). That fact is hard to comprehend too, since I used to drive 15,000 a year in my past life as a Philadelphia commuter.

Although the Cayman is no longer new, and has been superseded by an updated version, it still looks and feels new to me. This impression results from the fact that the Cayman is the first Garage Queen Good Weather Only car I have owned. As I write this column in early November, the Cayman has had its annual oil and filter change, detailing and put into hibernation. As I sit back and reflect on how much I enjoy the car, after the equivalent of one year's use of the GQGWO, there are several small annoyances that have become apparent.

First, I can't help but wonder about the need for an analog speedometer in addition to the digital readout contained within the tachometer bezel. Porsches have always had nice, centrally located, BIG tachs and small hard to read zero to 150+ mph speedos. "Well officer, I couldn't tell if I was going 65 or 75." For a driver who wears progressive bifocals, to check the analog speedo I have to take my eyes off the road and squint for several seconds. In contrast, the big, centrally located digital speedo is much easier to see. Porsche was not the first to incorporate a digital speedometer. They have been used in Corvettes for many years. The first time I drove a C5 Corvette, I thought the instrument panel resembled a video game. But the digital concept did win me over after living with a 2005 RX-8 for a few years. I am convinced that

a digital speedometer is an ergonomically superior advance. It's quicker to read. I am not the first Porsche owner to wonder why the Exalted in Stuttgart don't ditch the analog speedo replace it with useful gauges such as an oil temperature, oil tank level and/or oil pressure gauge like Porsches of old.

How 'bout an oil dipstick. Now, I realize that the Cayman's engine is buried deep within Middle Earth, but I'd bet the Exalted in Stuttgart could do it. Interestingly, *adipstickitis* also afflicts BMWs. As I never gave up my *BMWspaceCCA* membership, I still skip through the *Roundel* each month. The letters section is rife with comments about the sacrilege (i.e., "I'll never buy another BMW without a dipstick").

Another minor annoyance is the leather seating surfaces. I much prefer a high quality fabric to keep one's tusch in place during spirited driving. And fabric is much more comfortable on a very hot or cold day. At the turn of the 20th century leather upholstery was used in all cars. Leather was a cheap by-product of the millions of horses and cows that headed for the slaughterhouse each year. With the advent of mass produced, attainable-by-the-masses cars, leather was relegated to more expensive cars. Fifty years ago, most cars were upholstered in cloth or VileVinyl leatherette. However, the availability of cheap export beef from Brazil, Argentina and Australia in the 1970's produced a surfeit of inexpensive animal hide. What do you do with the glut of cowhides? Make leather. The auto industry popularized the "luxury seating surface," making leather mandatory in expensive cars and an almost mandatory option on the rest. Leather may smell good (especially in Jaguars), but it has several disadvantages. It is slippery, especially when driving aggressively (option: buy a 5 point harness), cold in winter (option: heated seats), sweaty in summer (option: flow through AC seat ventilation). What's more, leather requires frequent cleaning and feeding to maintain its appearance (option: ignore it

and after three or four years the leather will look like *The Mummy's* face). Try to find a non competition Porsche without it (option: buy a set of cloth covered Recaros). Wouldn't it be nice if leather was a delete option?

Another ergonomic challenge in my car is the Teeny Tiny HVAC controls. They are located low down on the central console. It takes several seconds, even when they are illuminated, to look away from the road and make adjustments. Worse case, during the day (especially when I'm wearing my polarized sunglasses on a sunny day) the settings are hard to see. I guess the obvious solution is to spring for the automatic climate control option. Porsche should study the easy to see and use big dial HVAC controls on my Subaru or any Mazda or Honda.

Lastly, let me complain about short lived tires. My car's OEM fitting was a set of super sticky Michelin Sport performance rubber. Wonderful shoes on the street, track and days above 40° F. However, the downside for these gumballs is the need for frequent replacement. At the last pre-DE safety inspection, my trusty technician pointed out that the front tires had developed circumferential cracks around the center of the tread. Now I grant that the tires are four years old and rubber and, unlike fine wine, do not improve with age. I also realize that hauling around the track on DE days shortens tire life. So I am committed to spending about \$1200 in the spring for a new set of tires. Now the critics among you would point out that any serious PCAer has a second set of tires for the track. (Been there, done that.) But, given my chronologic (mile) age and the few miles a year I put on the car, I'd have to replace the everyday tires every 5 years anyway. So I might as well apply the potential cost of a second set of wheels and tires over new daily rubber.

Honeymoon Travels in Europe

Matt and Xana Romanowski



Happy days! Munich and the Oktoberfest.

Everyone asks what was the best part of our trip. Was it Rome? Naples? The Amalfi Coast? Venice? Wine in Italy? Oktoberfest? Porsche Museum? Castles in Germany? The answer I used the first time someone asked that has become the answer I've used every time sense – "best" implies that part of it wasn't great. The whole trip was amazing.

To back up a little bit, Xana and I were married on September 4. To celebrate, our Honeymoon consisted of 15 days in Italy and Germany. We spent nights in Rome, Naples, Positano (4 nights), Bologna, Venice, Munich (2 nights), Garmisch, Stuttgart (2 nights) and Frankfurt. To list the highlights of our trip would be the largest run-on sentence ever. I'll try and tell a few and give some Porsche highlights.

We were in Italy for the first half of our trip. Interestingly, we only saw one Porsche and it was parked on the street in Rome. Now, if you haven't been to Rome before, their parking situation is sort of like Boston but amped up a few notches! Needless to say, this was not the nicest concours 996 we had ever seen. Surprisingly, we only saw one Ferrari while in Italy. A little disappointing, but we were also in many "tourist" areas that probably

didn't attract the local owners.

One neat spot that we visited in Italy was the Blue Grotto. The whole reason we went was because we mentioned to NCR member Berthold Langer that we were going to visit Capri and he told us "You must go to the Blue Grotto." After inquiring as to what the Blue Grotto was, we were told "I don't know, but everyone that goes to Capri goes to the Blue Grotto. You have to go!" Well that sealed the deal for us, everyone goes to the Blue Grotto! After riding the ferry from Positano to Capri, then the boat from the "port" on Capri to the Blue Grotto area, we got in our little row boat and got ready to see the Grotto from the inside.

Now the Blue Grotto is a cave along the shore, where there's a tiny hole 2 feet square that opens and closes according to the wave pattern. Your canoe pilot deftly rows you through the parking lot of boats carrying eager passengers to the opening of the Grotto. Once there, he times the tide and quickly shoots you through the hole with a well timed tug on a chain attached to the cave wall. Once inside the Grotto, you are witness to glowing blue water and a soft blue light illuminating the inside of the cave. After quickly moving about the inside of the grotto while

singing some Italian song, you are again quickly pulled through the opening and led back to your waiting boat.

A reoccurring theme during our trip was driving. We flew into Rome and drove to all of the Italian cities. We then took the train through the Alps to Munich, where we again drove through Germany to all of our destinations. In Italy our trusty steed was a Fiat Punto. This very fine diesel econobox had always been a city car and was more than happy to stretch its legs out on the Autostrada. I consider myself a pretty good driver, but my spatial awareness pales in comparison to the average Italian driver. It was not uncommon to see cars speeding through spaces that were inches larger than their car. And the scooters – don't even get us started on the scooters. It's lane sharing to the max! Scooters go everywhere and anywhere, zooming in and out of traffic, using both sides of the road. They were certainly a site to behold.

Getting to Germany turned into an adventure turning a 6-hour train ride into 9+. A very long story short, we ended up riding 4 hours in the dining car with a nice lady from Munich and a gentleman from Romania who warned us not to go to Munich because he was once imprisoned for 3 months in Germany over a "misunderstanding." This all led to quite a few stories and lots of information to help us out during our time in Germany.

Our first activity in Munich was a trip to Oktoberfest. We were lucky to be there on the second day of the 200th celebration of the marriage of Crown Prince Ludwig. We awoke early Sunday morning, rode the S-Bahn (subway) from our hotel near the airport to downtown and started seeing men dressed in their lederhosen and women in their dirndls. We did not dress up for fear of standing out and that quickly turned into feeling out of place for having not dressed up!

Oktoberfest is best described as a true world class fair. There are 10 beer tents, food offerings galore, and a complete carnival including Ferris wheel, rollercoaster, log flume and all sorts of fun houses. The people are from all over in the world. At our table in the Hofbrau House, we met people from the South Tyrol (Italy), Germany, Sweden, England and New Zealand. Even for Xana, who



The best museum in the world. With the best restaurant attached. And some nice cars to look at too.

doesn't like beer, it was a great time. Just be forewarned, if you are taking a seat and want a drink, they all cost the same as a beer – €8.80 (\$12).

After Oktoberfest, we traveled on to Garmisch where we went to the top of the Zugspitze. What a wonderful cable car ride! If you're afraid of heights, it might not be for you, but the views of the Alps are amazing. This is where Xana made a quick climb to the highest point in Germany and tried to claim the mountain for America!

From Garmisch we headed over to Stuttgart for a tour of the factory and a day at the museum. We arrived the evening before our tour, after the museum had closed, but drove by for a "checkout" run to see how long it would take the next morning. Driving around the museum and around the factory was really amazing. I couldn't sleep the night before our tour. I was like a 5 year old on the night before Christmas!

We got up on the morning and arrived at the museum about 40 minutes before our tour was to begin. We checked out the beginning of the museum and went downstairs to the lobby for our rendezvous point. Turning at the bottom of the escalators, we see PCA friend Phil Doty from Kentucky! He had air miles that he had to use up and decided a quick trip to the Porsche, Mercedes, and BMW factories would be a good use for them.

Our trip through the factory was amazing. We were guided through by a 45-year employee, who had worked in all areas of Porsche (parts, assembly, repair, racing

and currently sales and marketing). The tour had so many neat things, but the overwhelming thing I came away with is that every Porsche is a unique car. They make all of the 911s and some Boxsters in Stuttgart. They are mixed on the line according to their build number. There could be a 911 cab, GT3, Boxster and then a 911 Turbo all coming down the line together. Each one is given special attention by the workers who are trained in every model and every job on the assembly line.

Another interesting thing is that not all engines are run on a regular engine dyno anymore. All engines receive pressure checks of the oil and coolant system to see if there are any leaks. The engines are then run on a "cold" dyno where the engine is run by an electric motor that can measure the friction and forces inside the engine to determine if it is acceptable. A statistical sample (not given out) is then taken off the assembly line and run on a "hot" engine dyno where the actual horsepower and torque numbers are determined and checked against the "cold" dyno numbers. The exception to this is the full dry sump motors (GT3, GT2, and Turbo). These motors are all run on the "hot" dyno.

After the tour, we had a fantastic lunch in the Porsche Café in the lower level of the museum. Following lunch, we headed out to see the rest of the museum. It was stunning, with examples of almost every model, racing and street. There were 914, 911, 944, 968, 904s, 906s, 917s, 959, and a GT1! It was amazing to see all of these cars. Now, some folks can spend

a full day there, but we had finished in about 3 hours. We then headed over to the Mercedes museum across town. While much larger, the Mercedes museum did not have the same quality of cars as the Porsche museum. Also, the Mercedes museum featured many cars that were designed by Ferry Porsche while he worked for Mercedes.

We then drove back over to the Porsche museum where we had dinner reservations at the restaurant, Christophorus. This turned out to be the best dining experience I have ever had. The quality of the food (American steaks!) and service was world class. It is truly the Porsche of restaurants. If you go to Stuttgart or even close, be sure to go to Christophorus for dinner. You will not be disappointed.

We ended our trip with a drive over to Frankfurt for our flight home. We were very lucky to be meeting a friend for dinner – the same Berthold Langer who directed us to the Blue Grotto. After showing us the downtown section of Frankfurt and giving us some history lessons, we settled in for a meal. Now, all I'm going to say is that I expect that if you find yourself in Frankfurt you will try the hand cheese.

Our honeymoon was really amazing and I'm grateful that my wife (see how I sneak that in!) agreed to head to the Porsche factory and museum. For anyone that is reading this article, it's a spot you would love to see. It's a fantastic building with great cars, food and drink. That's a combination that is hard to beat.

904 Replica ... A Project

Akira Mochimaru and David Churcher



Akira's Beck 904 replica at Zone 1 Autocross.

North Country Region is fortunate to have so many interesting and enthusiastic members with interesting Porsches. Perhaps our most recently joined member fits this description to a "T". Akira Mochimaru has a story and a Porsche story worth sharing.

My first glimpse of Akira's 904 was from photographs Meghan Woods took at autocross. I was impressed with the photographs, and the car, and pleased to note more enthusiasts suffer this nostalgic thingy with older Porsches. I set myself the task of meeting the owner and learning about his reasons for choosing the 904.

I met Akira at one of our last autocross events and we began to chat about the car. Later he contacted me to see if he could get some issues of *Northlander* and perhaps a subscription. Being a bit of a devil I proposed he join NCR and have a free subscription. And he did. We also planned for a day when we could sit and chat quietly and photograph the 904. It took several weeks for that to happen because Akira is a busy man with world travels making up his busy schedule. There had to be a good story here ... and there is.

Akira is one of us who call the USA "home" and also has "home" in another country. He lived in the USA for nine years, returned to Japan for eight years, and then returned to the USA. He lives in Natick, and has a house in Tokyo. He has a Porsche at both houses. He is an engineer, and an architect with a passion for music and sound systems. Not just your usual 200 watt home system but for the massive systems which fill a church, a hall, or a stadium. His job takes him to Japan, China, and the Netherlands to procure components.

I asked him when the Porsche bug bit him. It was during his high school years when he was driving his first car. He found a Porsche pulling alongside and he put his foot down ... the Porsche moved up ... and they repeated this game for a few minutes until the Porsche took off. At that moment Akira decided he was in love with Porsches. Just like so many of us. He bought his first Porsche at age 25 ... a 10 year old 911.

We spent quite a bit of our time discussing travels and living in two countries before we really went to the car discussions. For our US colleagues I will offer a quick

summary of our opinions here: we love living in the USA but we are attached still to the countries we came from. Our children have a big influence on our life style too. Akira's son, Kazuki, is 13 and loves the USA. He is about to start high school and is immersed in soccer (football, outside the USA) so much so his team has made it to national level and the family are off to Florida next weekend for the match.

But what about the cars and the driver? As mentioned above Akira has a 911 in Japan, a 996 here in the USA, and the 904 Beck replica. His driving experiences here in USA have been at Lime Rock and NCR Autocross. But there is a history preceding this ... he raced in Japan with his 911. For a quick summary of this experience I will quote here his brief résumé passed to our Chief Instructor, Steve Gratton:

External Driving Resume:

I have never attended PCA driver education before. However, I have been racing in Japan for 20 years and have been very active these last several years. I have a racing license in Japan. My racing experience is more



"Here is a photo of my '81 911 (with carbon fiber '73 RS body). The photo was taken about 2005 at Motegi circuit owned by Honda where Indy car race is held once a year. I was participating a Porsche only clubman Sunday race while I was in Japan."

than 100 days on mostly international race courses such as Fuji International Speedway (circuit for F1) and Twin Ring Motegi (circuit for Indy Car). I won many races including series class champion in 2004 and 2005. I raced 911SC with 3.4RSR engine. I am not sure which class I should apply for because I am new to PCA and this is my second Driver Education.

The 911SC with 3.4 RSR engine is worth a comment. We do have a photograph with this article. The car has a carbon fiber body, 320 HP, 15 inch wheels, RUF pistons, US made con rods, and RSR cam. He loves this car. See the photograph ... you will love it too.

But the 904. Why a Beck? And what is the story behind the construction? Did he consider the UK made Martin and Walker 904 replica which is considered to be top notch? He did consider the UK version but decided on the Beck. He drove from Massachusetts to Pennsylvania to meet Chuck and Randy Beck, paid a deposit, and began to wait. It took three years for the rolling chassis to be completed. This attests to the busy Beck shop, and their attention to detail, and their move



The barn was supposed to be part of this photograph and the shadow of the cables was not supposed to be part of this photograph. Oh, well.

from PA. The workmanship on the car is peerless. Is it an exact replica? No ... a few improvements have been made to remove original problems. For example: the original had the fiberglass made of chopped strands and the replica uses mat, the frame tubes of the original were mild steel and corroded where they contacted the fiberglass. The replica uses stainless steel tubes. The replica has wider tires than the original and perhaps an improved suspension.

And the engine in the replica? It is a 2.7 with oversized pistons to bring it up to 2.8. The engine came from Akira's race car in Japan and has been slightly detuned to output 250 HP. The transmission is a 901 with a side shifter, five speed, and no synchro on first, with a carbon Centerforce clutch. All this in a 1700 lb. car makes for a real race car. It's power to weight ratio exceeds the original 904. Getting the engine in to the rolling chassis took six months at a local Porsche shop in MA. It was a long wait, but worth it.

The 904 looks and sounds like a real one. It is a head turner for sure. It is a joy to behold. And next year, with sticky tires, it will be a flyer at autocross and DE.

Our photo shoot and conversation were made on Saturday, November 13. We were lucky to have a nice Indian Summer day with warmth and sunshine. The photographer, in his usual style, had decided on a location for the shoot ... a part of the road to Newfields from Exeter, with a red barn. But, Mother Nature had her way ... the sun was not as far around as expected so the shot was a compromise. Not to be defeated we stopped off in the park in Exeter for a few more shots. And then back to my apartment for nibbles and sips and a surprise for Akira. As you may know he was not with us at the banquet (he was half way around the world) so he was completely unaware he had won the John MacDonald "Most Improved Driver" award. Joe and Lisa, by conspiracy, arrived with a fine red wine, a suede jacket, and the trophy. Akira was all smiles.



A few autumn leaves waited for us to do this photo shoot.

Above: Akira with his Beck 904.

Right: Porsches in the park.



Below: A surprise award and a nice ending to a nice day.



NCR GOLF OUTING, 2010



MONTY PYTHON? No. It's NCR's Halloween Golf Outing. Can you recognize these players?

The visiting gentleman is Tas Groombridge who was visiting with David on his trip to Canada and USA. He is the second Tasmanian to visit NCR this year and he was also impressed with the hospitality and friendly people at NCR.

Photographs by David Churcher ... except the one of David is by Ivy Leonard.





*Craig Bush's beautiful 356, followed by George Kehler's 356.
Photographed from the back of a MG TD at 40 MPH by Chris Monroe.*



NCR BANQUET 2010

Photographs by David Churcher and Botho von Bose







Photograph at left and below by Botho von Bose





MORE ON THE 904

Bruce Whittier

I was a young mechanic in the mid-sixties working on Formula Vees and Elav McLaren racecars at Autodyamic's when I was introduced to a new model from the Porsche factory, the 904 Carrera GTS. The 904 was technically a Grand Touring model build to meet all of the FIA's requirements that included things like 110 liter fuel tank, baggage compartment that would accommodate a 65 x 40 x 20 cm box, and a spare tire.

Defining a Grand Touring car back in the sixties was easy. By the FIA's definition was a vehicle that fulfilled a myriad requirements as written in Appendix J, Group 3 of the International Sporting Code rule book. The rules described a vehicle built in small numbers for customers who are looking for better performance and/or a maximum comfort and are not particularly concerned about economy. You need to know that there was nothing in the rules that said anything about a GT car having to be intended for street use, or pleasure driving or as it is said in the rule book, "utilization normal pour la promenade et les affaires," The rule book stated a host of requirements, among these was that a least 100 identical examples must be built with some exception which we will not get into as space is limited.

So the definition of a Grand Touring car by the FIA's meaning, was a car that was either a production sports car or a race car that met all dimensional requirements and could be sold in sufficient quantities to meet the production requirements.

The 904 GTS met the second of these requirements. The 904 met the entire FIA requirement to be called a racecar that was built in sufficient numbers to qualify as a GT car.

This led to the positioning of the 904 as a contender in the 2-liter category of the FIA's Constructors Championship. In the US the 904 would be eligible to race for the Manufacturers Division in the SCCA's US Road Racing Championship series.

At the time the appearance of the 904 was somewhat unique with its low appearance (41.5 in.) and short wheel base (90.5 in.). The long sloping nose gave ample room for the 29-gallon fuel tank, oil cooler radiator, battery and that ridiculous spare tire rule.

The tiny driver's compartment was equipped with everything required by the FIA regulations.

The seats used molded foam padding and the steering wheel was adjustable. Sam Posey was the driver and if you ever saw Sam you know he was over six feet tall which made his ingress and egress very difficult. The passenger's side was even more cramped than the driver's side.

The rear compartment of the 904 houses the engine and transaxle as a single unit. Eccentric hinges allow the panel to back and up to gain access to the engine. If necessary the rear body panel can be easily removed. The required space for luggage was above the transaxle with and

access door between the taillights.

The 904 was fabricated using metal boxes along each side that formed the side rails which are tied together with boxed cross members. The bodywork is formed fiberglass and is bonded to the chassis.

The engine is located ahead of the transaxle, at the center of the chassis. The 1966cc DOHC are shaft driven and the Carrera engine supplies 198 horsepower at 7000 rpm.

The transaxle is a five speed unit (sorry no Tiptronic option) produced by Porsche in house. Like many early Porsche models, first gear was a bit difficult to engage, with the remaining four gears set in a conventional H-pattern.

The suspension was new to Porsche with its double A-arm design at the front and reversed A-arms at the rear with trailing links.

The 356C ATE braking system with its front and rear disc along with the hand brake system was carried over to the 904 model.

The price of the 904 was certainly right at the time, \$7245.00 at the Porsche factory in Germany. This price allowed a racer to obtain a world class racecar with a few basic spare parts for under \$9000.00.

Engineers wanted ...

Porsche Press Release

Stuttgart-based sports car manufacturer expanding its research and development centre in Weissach.

Porsche recruiting 100 engineers straightaway.



As part of an extensive personnel recruitment campaign, Dr. Ing. h.c. F. Porsche AG, Stuttgart, is increasing the capacities of its development centre in Weissach (Baden-Württemberg). The company's first step will be to appoint around 100 additional engineers for the areas of research and development in the next few weeks. The company is looking for experts in the fields of electromobility, lightweight construction, energy management as well as engine and chassis design. These experts will be deployed, for example, in the further development and optimisation of alternative drive concepts or will cooperate in new vehicle projects such as the 918 Spyder super sports car.

With this increase in staffing levels, Porsche is emphasising the leading role of the Weissach site (3,000 employees) as a competencentre for sports cars. "Weissach is synonymous with top engineering made in Germany. Additional highly talented experts will help us to further increase our position as the innovation leader in car construction", said Thomas Edig, Deputy Chairman of the Board of Management and Director of Human Resources and Social Affairs. Research and development are traditionally some of the core competencies of Porsche. The know-how from Weissach not only sets standards in the international sports car and premium segment, but is also often used by other companies which receive advice and active support from Porsche engineers regarding their own projects.

Photograph by Porsche.

The New Cayman R

Porsche Press Release



The Porsche alphabet reserves the letter R for very special sports cars: R for responsive and refined – but most especially for racy. The new Cayman R combines all these attributes without compromise. 55 kilograms (121 lb) lighter and with ten horsepower more than the Cayman S, the new mid-engine coupé from Dr. Ing. h.c. F. Porsche AG, Stuttgart, is designed for spectacular road behaviour. With its specially adapted sports chassis, it provides an even more precise driving Pexperience than the Cayman S. The Cayman R makes its world debut today at the Los Angeles Auto Show.

The new mid-engine coupé is powered by a tuned-up 3.4-litre six-cylinder engine developing 330 hp (243 kW). In the standard configuration it transmits its

power to the rear wheels via a six-speed manual gearbox that propels the car from 0 to 100 km/h (62 mph) in 5.0 seconds. Or there is the option of the seven-speed Porsche Doppelkupplungsgetriebe (PDK) that reduces its acceleration time to 4.9 seconds.

For even more impressive sprinting performance, the Cayman R can be supplied with one of the optional Sport Chrono packages, taking it to 100 km/h (62 mph) in 4.7 seconds. The new mid-engine coupé is capable of a top speed of 282 km/h (175 mph) with manual gearbox, or 280 km/h (174 mph) with PDK. Its NEDC fuel consumption is 9.7 l/100 km (29.12 mpg imp.) with six-speed gearbox and 9.3 l/100 km (30.37 mpg imp.) with PDK. The main aim

during the design of the Cayman R was to improve the two-seater even further in its performance, driving dynamics and agility through consistent weight reduction. With a DIN unladen weight of just 1,295 kilograms (2855 lb) the Porsche engineers were able to reduce the power-to-weight ratio of the coupé with standard manual gearbox to 3.9 kilograms (8.6 lb) per horsepower, with the PDK version weighing 4.0 kilograms (8.8 lb) per horsepower.

The largest savings were achieved through the use of lightweight components and doing without convenience equipment. As for the 911 GT3/GT3 RS and Boxster Spyder, an optional lithium-ion lightweight construction battery is also available. In addition, the top model in the mid-engine



coupe is equipped with the lightest 19 inch wheels the entire Porsche range can offer. The complete rim set weighs less than 40 kilograms.

The Cayman R's purpose and purist character can be seen at first glance. The extended silhouette of the bodywork, which has been lowered by 20 millimetres (0.79 in) compared to the Cayman S, combined with the distinctive fixed rear spoiler, the high-quality silver-painted wheels and numerous sporting highlights on both the interior and exterior, ensures an individual appearance. The black-framed headlights, black exterior mirrors and the "PORSCHE" lettering on the side – in contrasting black or silver, depending on the body colour – take design cues from classic Porsche racing cars.

Precisely this lettering was the trademark of the first Porsche with the "R" designation, the 911 R of 1967. It was created for racing sport use in a small series of 19 cars. The "R" was a prototype based on the standard coupe with a 210 horsepower Carrera 6 engine and, thanks to its many plastic components and extremely sparse equipment, weighed only 830 kilograms (1830 lb).

The new Porsche Cayman R will go on sale from February 2011. The price in Germany will be EUR 69,830 inclusive of 19 percent VAT and country-specific equipment items. Go to www.porsche.com/cayman-r-live to listen to the Porsche press conference broadcast live from the Los Angeles Auto Show.

Photographs of the Cayman R by Porsche.

Behind The Scenes At NCR

A glimpse of the fun and the effort to get things done at DE ...

Story as told to the editors by Steve Gratton

Editor's note:

Enthusiasm is a peculiar thing. It flows. It flows behind the scenes. The following paragraphs are a copy of a series of emails, behind the scenes, which illustrates not only the difficulties our gang have in making things happen but also illustrates the enthusiasm which makes it happen.

The emails below came to my attention during a conversation with Chief Instructor Steve Gratton at a NCR social event. The humor and enthusiasm struck me and I think it has to be shared with the members at large. Here is a glimpse of behind the scenes at NCR. Enjoy.

David,

It was good to see you at Edgar's party. This is copy of one of my pleas for more instructors for our DE events. Just trying to keep it fun ... knowing this is an entirely voluntary operation.

Steve Gratton
Chief Instructor
NCR/PCA

-----Original Message-----

On Sep 18, 2010, at 6:08 AM,
Steven Gratton wrote:

Dear NCR/PCA Instructors,

North Country Region is hosting our last 2010 DE track day at NHMS on October 11 and 12. This is the Monday and Tuesday of Columbus Day weekend. I am in need of more instructors to satisfy the growing number of Green and Yellow student sign-ups. I have decided to give the most desirable students to those instructors that sign up now and the least desirable to those that wait till the last minute....it only seems fair. The

last instructor to sign up gets the over-aggressive guy with the seeing eye dog.....plan on bringing an extra communicator for the dog!!

As always I appreciate all that you do and hope to hear from you soon. Please register at Motorsportreg.com

From: D.K.
Date: Sat, Sep 18, 2010 at 10:03 AM
Subject: Re: Call for PCA Instructors
To: Steven Gratton

Hi Steve

Unfortunately I have a broken leg and can't help. Too bad, I love dogs and happen to have an extra communicator. Thanks for everything yo do for us and the club. You're the best!

I'll be back walking next year...

Cheers,
D.K.

David,

Another plea for instructors from August ... amazingly nearly 10 additional Instructors signed up after getting this request. Ego's are a funny thing. Enjoy.

Steve Gratton

-----Original Message-----

From: Steven Gratton
[mailto:sgratton@tds.net]
Sent: Wednesday, July 07, 2010 11:23 PM
To: P.F.
Subject: NCR August 2+3 NHMS Instructors needed

Dear PCA Instructors,

North Country Region will host the Heat of Summer DE event at NHMS Monday, August 2 and Tuesday, August 3. We need a few more good looking, talented, patient, intelligent, attentive instructors to sign up for this event. All the ugly and cranky ones are already coming, so if the rest of you would step up it would be greatly appreciated.

Please go to www.motorsportreg.com to register. Life is short, so let's drive.

I look forward to hearing from you.

Sincerely,
Steve Gratton
Chief Instructor
NCR/PCA

From: P.F.
Date: Thu, Jul 8, 2010 at 9:44 AM
Subject: RE: NCR August 2+3
NHMS Instructors needed
To: Steven Gratton

I like the email.

Unfortunately I need to be out of town on business.

I miss you guys!!!!

P.F.

BTW:

Old Porsche add:

This was taken from a Porsche add in the March 1966 issue of Road & Track magazine.

This is the new Porsche.

We've been thinking about it for 17 years.

Ever since the classic Porsche was introduced in 1948, many have thought of it as the ultimate car for getting from here to there in the fastest, safest, most enjoyable manner possible.

But time is a great teacher.

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It is faster. More nimble. More beautiful. Far roomier.

Even the famous Porsche ride-one of life's great pleasures has been improved.

A new generation of Porsche has been born.

Go ahead. Drive it. You'll never forget it.

Author's note:

Some things never change. After more than 40 years this add still holds true today.

So go ahead and drive one, and you'll never forget it.



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President

...continued from page 6

Get out and enjoy your cars, but most importantly get out and enjoy the people! Time is of the essence.

Happy Holidays – May they be safe and Happy Ones!



almost impossible to get a good gift for someone that will get used and not end up in the recipient's closet or, worse, their next yard sale.

Another feature of the holidays that I enjoy but is only appropriate between Thanksgiving and Christmas Day are the Christmas movies. *Frosty the Snowman* and *Rudolph the Red Nosed Reindeer*. How many times did we see them as kids? That was high tech animation back then! There was also *Miracle on 34th Street* and who could forget Charlie Brown and his ugly Christmas tree. Of course, I mentioned *It's a Wonderful Life*. Then there's the cult classic *A Christmas Story* (which I watched for the first time last year only after wondering what the "leg lamp" joke was all about). And there are many newer movies which will follow these classics as perennial, must-see Christmas films. My favorite is *Scrooge*. Of the three film versions of Dickens' "A Christmas Carol," *Scrooge* starring Albert Finney is by far my choice. Watching that movie gives me that same feeling as when I listen to the Christmas classics. Plus, *Scrooge* sticks closely to the original story which is set in Victorian London, whereas the others put more "modern" twists on it.

Lastly, another enjoyable part of the holidays are the parties, whether they're family gatherings or club pot luck and Yankee Swap affairs. When most of our lives are consumed with earning a living in the "rat race" not enough time is dedicated to relaxing and having a good time with family and friends. Those holiday parties are that respite, to spend time catching up or having a good laugh. Yes, we can always make plans to get together during other times of the year but there is something nostalgic (how's that David!) about holiday parties. They're tradition, something we've done since we were little, something our elders did when they were small and something to pass on to the next generation.

No matter how you spend that special time between Black Friday and Christmas Day here are a few words of wisdom:

Be careful with that Red Ryder Carbine-Action 200-Shot Range Model Air Rifle because you'll shoot your eye out!

Every time a bell rings an angel gets his wings.

It's all HUMBUG, I tell you, HUMBUG!

Christmas isn't just a day, it's a frame of mind.

Happy holidays to you and yours.



Editor

...continued from page 7

how many versions of "Sleigh Bells" they play, I enjoy them all. The words allude to Christmases long ago before the holiday became so commercialized, before "Grandma Got Run Over by a Reindeer" and the Grinch and even those little cardboard houses sitting atop miniature lights. Those Christmases featured rides in one-horse open sleighs, chestnuts roasting on open fires, building snowmen and pretending they're Parson Brown and naughty children watching Mommy plant a wet one on Santa under the mistletoe. Well, maybe that last one was a bit more modern than the previous examples but the point is that those Christmases, at least in the songs, were about sharing time with family and friends. It was a time when people gathered to sing, eat and reflect on the religious meaning of the holiday. Gifts were exchanged even during those Victorian Christmases but the gifts meant more even if as simple as a pair of socks. It was probably so much easier buying gifts back then because people didn't have as much. Today it's

BTW:

Did you like this month's centerfold?

It came as a surprise to the editors from our colleague Craig Bush ... you might recall the centerfold last year of three 356 Spyders lined up in Craig's back yard ... Craig had written to say a similar event is being planned for 2011. And the photographer?

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BTW:


Porsche sales add found in March 1966 Road & Track magazine.

Porsche 904, 1st place overall "Double 500" at Bridgehampton, fastest lap at Bridge 1 min. 51.9 sec. First 2-liter GT Watkins Glen USRRC. Fastest and first place 2-liter GT at Nassau. Beat all 904s. 10th overall in 250-mile race at Nassau. Every available factory option. Cams, Valves, exhaust, LeMans brakes, oil pressure relief, American mags, Firestones, many extra wheels and Indy tires. Just completed rebuild. Asking \$7500.00.

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Porsche Carrera World Cup

Porsche Press Release



Photograph by Porsche.

The world's greatest Porsche race on the Nürburgring Nordschleife.

It will be one of the most spectacular sprint races ever: At the Porsche Carrera World Cup on 25 June, 2011, up to 200 Porsche 911 GT3 Cup racers will line up on the Nürburgring Nordschleife watched by more than 200,000 spectators. The world's greatest Porsche race takes place just prior to the start of the 39th ADAC 24 hour race and runs over a distance of six laps (152,268 km). The Porsche Carrera World Cup forms the season highlight of Porsche's 18 brand trophy series worldwide. This race counts as a competition round towards several championships, including the Porsche Carrera Cups in Germany, Scandinavia, France and Italy.

The field will be divided into two classes: The Porsche 911 GT3 Cup with 3.6-litre engines from 2007 to 2009 model years (400 to 420 hp) as well as the

3.8-litre versions of the 2010 and 2011 model years (450 hp). Each class is classified separately. All competitors must provide proof of their considerable track experience. For all Nordschleife rookies, an intensive two-day training course will take place in the week leading up to the event with former Porsche works driver Sascha Maassen as the head instructor.

"Since its market launch in 1998 we have built over 2,000 units of the Porsche 911 GT3 Cup car for competition in our 18 Porsche one-make championships around the world," explains Porsche's head of motorsport, Hartmut Kristen. "With the Porsche Carrera World Cup on the northern loop of the Nürburgring, we aim to offer yet another highlight to our brand trophy customers all over the globe. Racing in the Nürburgring Long Distance Championship, the Porsche 911 GT3 Cup never fails to underline its excellent

aptitude for the world's longest and most difficult races. I'm sure that this race will be an unforgettable experience for all drivers and spectators at the track."

Over the last years, the success story of Porsche Motorsport has been closely tied to the Nürburgring. From 2006 to 2009, the Porsche team, Manthey Racing, won the 24 hour race on the Nordschleife four times in a row. In May this year, the innovative Porsche 911 GT3 R Hybrid held the overall lead for more than eight hours at Germany's most popular automobile race. From the ten races on the VLN Nürburgring Long Distance Championship calendar this year, a Porsche 911 won nine times.



Edgar Broadhead

**NCR Tech Inspectors
2010**

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SALE:** 1987 928S4. Friday night date car. Red over black, automatic transmission. Killer aftermarket sound system. Former Georgia car. Body excellent, interior okay but presents well. 17" cup wheels with Toyo Proxies. Runs strong and is frighteningly fast. Has slow leaking water pump which needs to be replaced. This car is not really my style: I'm a 944 guy. Make me an offer. Photos available by email. John R. Killion JRK944@aol.com

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SALE:* 1990 944-S2 Coupe Track/Street car - black on black, fitted 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. Mileage = 175,500, but just had a Blair Talbot head and valve job and all new belts and tune-up. Asking \$7500. Call Jack Saunders at 603-536-4275 or email jackoliv18@thesaunders.mv.com.

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SALE:* 1986 Porsche 911 Carrera Silver with burgundy leather interior. Sun roof, whale tail. Good condition, runs great! Asking \$14,900 Contact Kim Scoggins kim@arc-associates.com 603-672-9256 evenings 603-425-2488 x102 days.

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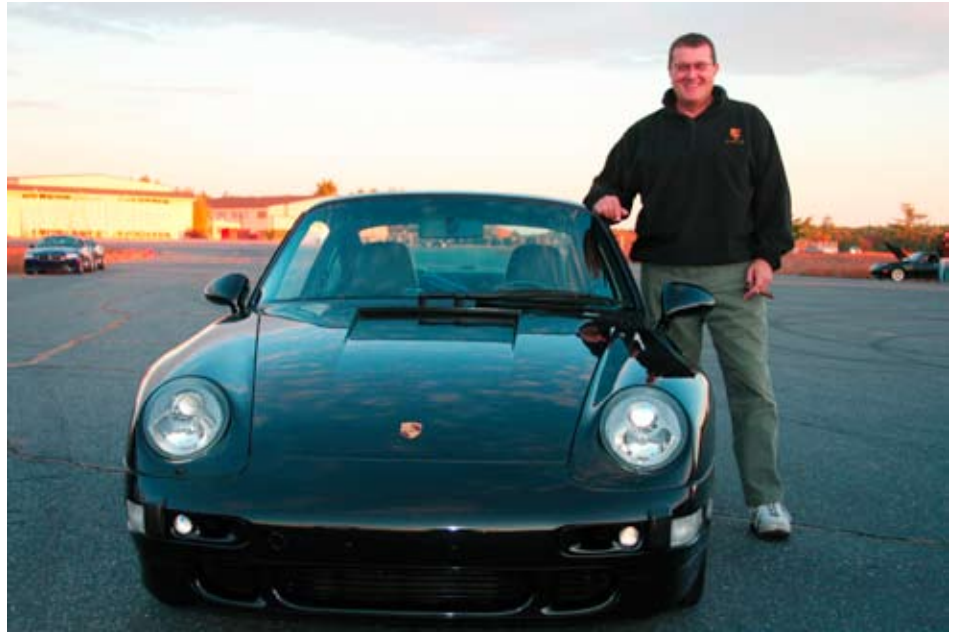
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BTW



Mark has been good this year.

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NEXT MONTH

Next month is 2011 already. This is the time of year when *Northlander* editors usually find we do not have a lot of material to publish. We will be concentrating on our planned social event such as the December Yankee Swap and some technical articles.

If you have some material to share, or ideas to pass on, please don't hesitate to send it to us. Are you building a car for 2011? Restoring a car? Taking a trip? Share with us.

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