



Northlander

Newsletter • North Country Region • Porsche Club of America
March 2005 • Volume 28 Number 3

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 March 2005 Volume 28 Number 3
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NCR Website: www.ncr-pca.org

On the Cover...

*September 1964
 Sports Car World
 Photograph of
 Jim Clark by David
 Churcher*

Photo Credits
*p 6
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*pp 12 -14,30,31
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*pp 13,22,23
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Statement of Policy

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CALENDAR

Mar 1, Zone 1 Tech Tactics, Sheraton Hotel, Springfield MA, George Beuselinck
845-658-9593

Mar 8, Board Meeting, Foxfire Grille, Epping NH, Janet Leach, president@ncr-pca.org

Mar 12, Tech Session #3, Suspension Theory, 1:00 PM, Exotech, Plaistow NH, Matt Romanowski, tech@ncr-pca.org

March 19 - Progressive Dinner - Nashua Area Contact Loosey Blake at loosey.blake@ncr-pca.org or tel at 603-429-3402

Apr 2, Tech Session #4, Electronics, 1:00 PM, Precision Imports, Manchester NH, Matt Romanowski, tech@ncr-pca.org

Apr 12, Board Meeting, Cat 'n Fiddle, Concord NH, Janet Leach, president@ncr-pca.org

Apr 16, Tech Session #5, Concours Preparation, 10:00 AM, Porsche of Nashua, Nashua NH, Matt Romanowski, tech@ncr-pca.org

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

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

May 10, Board Meeting, Cat 'n Fiddle, Concord NH, Janet Leach, president@ncr-pca.org

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

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

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

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

June 11, AX #1 NCR, Ft. Devens, Colin Blake, autocross@ncr-pca.org

June 14, Board Meeting, Cat 'n Fiddle, Concord NH, Janet Leach, president@ncr-pca.org

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

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

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

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

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

Note: Please watch this space or check the website at www.ncr-pca.org for any changes to the club calendar.

FROM THE DESKTOP

By: Bill Kallgren - Editor



Things really seem to be happening here at the national offices of the *Northlander*. Our February edition has been on the shelves of your local newsstand for a few days and the positive letters are already swamping our modest offices. Thanks for all the positive reinforcement. Your dedicated staff at the *Northlander* is made of all volunteers and it is with my admiration that I get to work with these individuals on a regular basis. It is a team effort to pull together a monthly newsletter and we are happy to get response back that you enjoy the newsletter.

Although we are still in the middle of winter, many of our local club members have been busy with winter activities. First and foremost, you will find in this edition coverage from what may be the most important endurance race in North America for the 2005 season. Club member Jerry Austin worked the race as a mechanic for Team Seattle/Synergy Racing at the Rolex 24 Hrs at Daytona. You will be able to read all about this race effort elsewhere in this edition, however it is worth noting here that the team raised \$368,900 for the Children's Hospital and Regional Medical Center in Seattle WA. Your club social chairman Steve Robbins made the trip down to Daytona Beach to cover the race and it is rumored he also packed his helmet "just in case."

The club has put together several regional Progressive Dinner nights this winter. The seacoast is kicking things off as we go to press with the first ever "Seacoast Edition" Progressive Dinner. Starting with appetizers courtesy of chefs Ellen Beck and Bob Gutjahr, diners will work over to Greenland where Janet and John Leach will host dinner. Finally after a quick jaunt to Portsmouth, Meghan and Alfie Desfosses will serve dessert. Look for a full report in a future edition of the newsletter. With my own kitchen currently completely ripped out for remodeling, a progressive dinner sounds like a great idea. A Merrimack-Nashua edition is planned for March 19th. Check the flyer in this edition and sign up early.

If you haven't been to a technical session, Matt Romanowski has put together a full slate of technical activities that have been very well attended. The first tech session was at the Sports Car Workshop in Maine and was well attended by both NCR members as well as Down East Region members. With a forecast snowstorm keeping some home, those that made the trip were well rewarded with a great day of activities. The most recent at the workshops of Paul Russell and Company included up close and in person encounters with some truly amazing pieces of hardware ever engineered. I might stir a lot of controversy on this but it seems that the Italians do know design and have more than a leg up on our favorite German marque in that respect. If you missed the tech session, you missed some fantastic exotic and classic automobiles. We have been kindly asked not to reprint photos of

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FROM THE PRESIDENT

By: Janet Leach - President



In February's column, I recounted a ski trip to Park City. This month, I traveled with two friends to Naples, FL for a "girls' golf weekend." We stayed with the other member of our foursome who winters there. The weather was beautiful and we played at some great courses. I liked hitting off of the "spongy" fairway grass; no divots to replace. Just sprinkle the "magic" turf mix on the spot and you are on your way! I will never complain again about the water hazards and bunkers at Cochecho in Dover. They are nothing compared to those at the Mustang, Flamingo and The Classics courses. If you subtract the penalty strokes, then we all scored well. These rounds just whetted my appetite to play again at my home course in April (provided the snow is gone), though you never know what to expect in New England. During my visit, I was able to get together with Jim and Deb Gratton for lunch and for some good conversation. They looked tanned and rested; they really love their Florida lifestyle in Estero. They were expecting a visit from Steve and Ann Gratton during the week. I would venture to say that about half of our region's members have probably paid a visit to Florida or some other warm weather spot this winter.

Some random thoughts for this month...Like a quote from *A Tale of Two Cities* – "It was the best of times, it was the worst of times."

On the good side:

The New England Patriots have now won three Super Bowl championships in four years (couldn't they just win one by more than an Adam Vinatieri field goal no matter when it happens in the game?)

UNH Hockey is on a winning streak – the Hockey East championship is coming up in March at the FleetCenter; well at least the teams in the Beanpot warmed up the ice!)

Red Sox Spring Training will begin next month (and John and I were able to score tickets to four Friday night games this season). The last time I went to a Red Sox game, I could hardly tell who was in the line-up. Oh, how times have changed!

The amount of daylight is increasing, and we have had a few days of warmer temperatures lately; can Spring be just around the corner?

And now for the bad:

The first day of Spring *is* March 20, but we will surely have more cold days and more snow!

The NHL and the Players' Association couldn't get their act together and had to cancel the season. Will all of those players who went to Europe want to return next year to play in this country? How many fans will be lost due to the lockout?

It's still not time to take the Boxster out of the garage. The roads will need to be dry and salt-free before any miles will be put on the car this year.

Not everyone who registered for the 50th Annual Porsche Parade in Hershey, PA will be able to attend.

continued on page 10

TRACK TIME

By: Scott Martineau -Track Chair



The snow is falling as I write this article but it won't be long before spring and we get to blow the cobwebs out on the now dormant track car. In planning for the upcoming season, the DE committee met in early February to finalize the calendar for 2005. I am happy to announce some new dates this year at a new track, the always exciting Le Circuit Mont Tremblant. The new dates are co-sponsored events with Connecticut Valley Region (CVR). Some of you may remember that it was CVR that first co-sponsored events with NCR to help us learn how to run quality DE events. Now the two regions have teamed up again to expand our programs to new tracks in the Northeast.

The calendar for this year is as follows:

May 27 - 29	NHIS (Co-sponsored with CVR)
Aug 5 - 7	Mont Tremblant (Co-sponsored with CVR)
Aug 15 - 16	NHIS
Sept 8	LRP
Oct 10 - 11	NHIS

You can register online for any of these events. The August Mont Tremblant dates fall on a weekend and offer an excellent opportunity to try out a new track without having to chew up a significant amount of vacation time. I encourage you to mark this one on your calendar and plan on making the trip for some fun in the mountains of Canada.

In addition to the dates above, CVR is also offering a great event June 20 and 21 at Mont Tremblant for advanced drivers in the White, Black and Red run groups. This event promises plenty of track time for you serious track junkies. Visit CVR's website for details: www.cvrpca.org/cvrhome.php

Finally, I was fortunate to visit Italy on business late in January. While there I slipped away to the Ferrari Museum in Maranello. Even though I found the display to be somewhat small, it was littered with some of the sweetest eye candy known to an automotive enthusiast. I was particularly impressed with the FIA GT spec 575 Maranello and Michael Schumacher's F1 Championship Ferrari; all in all, not a bad "business" trip.



See you at the track!
Scott

NCR BOARD WERKES

By: Doug McIninch - Secretary



North Country Region Board Werkes is currently enjoying a short holiday however note that you are invited to join the NCR Board at our monthly meetings, the first Tuesday of each month at the Cat 'n Fiddle Restaurant in Concord NH. Gathering starts around 6:00 for cocktails, lively discussions and dinner. Around 7:00 the meeting proper commences and is usually wrapped up by 9:00. If you are interested in helping shape the direction of the club, please plan to attend.

Recently, there has been discussion of moving the meeting place to Foxfire Grille in Epping NH. If you would be more interested in joining us in Epping, please drop club President Janet Leach a line at president@ncr-pca.org such that we can get a consensus on the best location for the monthly club meetings. The board of the NCR is here to serve you.

Late Breaking News!! The March Board meeting will be held at the Foxfire Grille in Epping NH. Gathering starts at 6:00PM with the meeting commencing promptly at 7:00!

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THE STARTING GRID

By: Lisa Roche - Membership



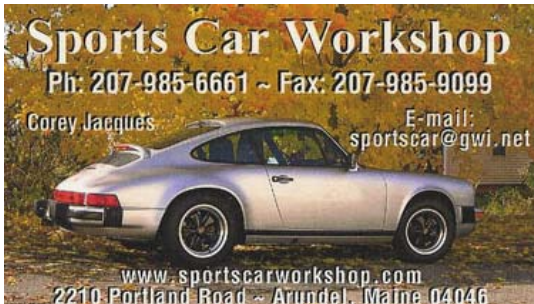
The North Country Region continues to have a healthy membership, currently hovering around the magic 500 member level however we are always looking to add new members. If someone you know owns a Porsche but is not yet a club member, North Country Region encourages you to invite them to join the party. A quick look at the upcoming calendar of events offers a wide variety of activities for club members. Registration is simple, go to www.pca.org, select Join PCA and follow the simple on-line instructions for registering. Now the important part, for best results, the region affiliation should be selected as "North Country Region" to be sure to join the best region in the PCA.

<p>New Members: John L. Baier Jay Baier Hampton Falls, NH 1989 930</p> <p>John Fusco Ogunquit, ME 1967 911</p> <p>Stephen Horn Merrimack, NH 1987 944</p> <p>Eric LaPensee Manchester, NH 1998 Boxster</p>	<p>2 Years: Philip T. Cavanaugh Margaret Cavanaugh Portsmouth, NH 1995 Carrera4</p> <p>Dennis Klesel Sandown, NH 1981 930</p> <p>Peter Morgan Myfanwy Morgan Bedford, NH 2002 Boxster 1998 Boxster</p> <p>Paul Tallo Melissa Phelan Hudson, NH 1998 Carrera 4S</p>	<p>5 Years: Steve Berlack Cynthia Berlack Franconia, NH 1992 911</p> <p>Roland Boutin Armand Boutin Wells, ME 1988 944</p> <p>John S. Leach Janet P. Leach Greenland, NH 2000 Boxster S</p>
<p>1 Year: Nader Moavenian Kristin Moavenian Hollis, NH 2004 911</p>	<p>Alton L. Russo Sarah Russo Gorham, ME 1985 911 Carrera</p> <p>Stephen W. Smith Jan M. Schafer Newton, MA 1984 911</p>	<p>10 Years: Daniel W. Jones Linda Jones Exeter, NH 1956 356A</p>

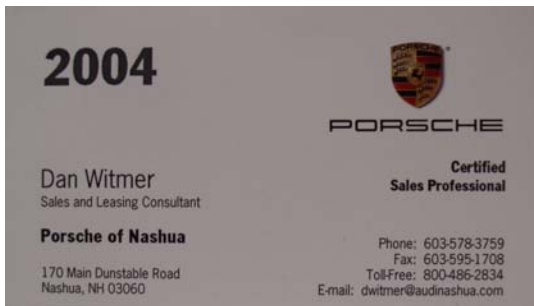
From the Desktop continued from page 4

some of the most impressive pieces of machinery that the staff at Paul Russell was kind enough to show us. Don't miss the next tech session; you might never know what you missed. Thanks again to Paul Russell and Company for allowing our club into their workshops for a memorable event. Exotech will host the next tech session, featuring suspension theory, on March 12, followed by a session April 2 at Precision Imports highlighting automotive electronics.

I have a few tech sessions of my own going on this winter. Chris Bennet helped me out tremendously rectifying some oil leaks in my '85 911 Carrera. This was no simple winter oil weep but a full-scale emotional breakdown. A large number of seals having been replaced, along with a few sensors and a valve adjustment has the black car back in form. Rectifying an improperly adjusted throttle cable should result in a slight "gain" in horsepower as well, but I might have to wait for the first track day event to find out. Another 911 tech session happening in my garage includes some new accessories for my '69 911E. The original steering wheel has been replaced by a Momo Prototipo unit. The original seating is also getting pulled and later this week I should be receiving a pair of reproduction rally seats from GTS-Classics, one of the "Nurburgring" offerings as well as a "Rallye-ST" replica with the higher side bolsters for the drivers side. I also have a pair of Cibie rally lights to install. All I need to find now is a Halda Tripmaster; Monte Carlo here I come! Last on my winter project list, as mentioned above, is the kitchen remodel. I have saved the old cabinets, which have promptly been delivered to the garage ("Carriage House" if you are keeping tabs) where they will hopefully serve another 20 years without complaint.



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From the President continued from page 5

2005 Porsche Parade

I understand that the volume of online and regular mail-in registrations was huge for this year's Porsche Parade in Hershey. So much so, that it has sold out! The following is the information from the Parade website at <http://www.pca.org/parade/2005/> as of February 15:

Those sending post-marked mail or registering on-line will be notified in the next few weeks of their status placement; accepted or wait list. For those members on the wait list, you will be notified as opportunities open up. We are also developing alternatives to allow registrants to experience limited Parade events which have additional capacity. Please check back for updates.

We will all be anxiously awaiting delivery of our registration packages in the mail in March when we will learn if we will be attending the Parade in June. We will also be given more details of the schedule of events. In the Region Procedures Manual, which is given to all Region Presidents at the Spring Zone meeting, there is a detailed description about the oversubscription procedure that was adopted by the Executive Council in 1978. Suffice to say, it's not rocket science; it's more important than that, but there is a system for determining who will be selected to attend. I truly hope that North Country Region will have an impressive showing in Hershey.

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NCR Contributor of the Year Competition

Last month the *Northlander* announced the inaugural Contributor of the Year Awards program. Club members who contribute to the *Northlander* will be automatically entered in the competition and winners in the following categories announced at the Annual Banquet:

Porsche History: For excellence in historical submissions.

Porsche Photography: For excellence in photographic submissions.

Porsche Technology: For excellence in technical submissions.

The Literate Porschephile: For excellence in fiction and storytelling.

Webmasters Loosey and Colin Blake have created a special online voting area where you, the readership of the *Northlander*, are able to cast your vote for each article and photo submitted to the competition. To learn more about the program, or to cast your vote, visit the website today at www.ncr-pca.org/northlander. If you would like to enter the contest, please e-mail your submission to northlander@ncr-pca.org along with your complete contact information.



NCR Photo Book Proceeds go to Make-A-Wish !

Club Photographer David Churcher (david.churcher@ncr-pca.org) has conspired to create the first ever NCR Photo Book, available now through special order, with 100% of all proceeds being donated to Make-A-Wish Foundation. This is a rare opportunity to own a wonderful piece of North Country Region memorabilia. Carefully selected prints feature club activities from most all events of 2004 and are printed on high quality paper to last a lifetime. David has generously dedicated his time to this worthwhile cause and now you too can help make a difference. To order this extremely limited series, please contact David Churcher at david.churcher@ncr-pca.org or ring at 603-799-4688. The first printing of this limited edition sold out quickly, do not miss your opportunity for the second printing. At \$25 per copy (*Editor's Note: This is hardly more than the cost of a new oil filter*) the club is able to pass a tidy amount to Make-A-Wish for each copy sold.

ROLEX 24 HOURS AT DAYTONA

By: Bill Kallgren



Der Klassische Porsches

Motor Sport is a passion of mine. Ok so I have never actually competed outside of the occasional autocross but there is a Walter Mitty in me and as a result I have "driven" some of the most spectacular sports cars ever manufactured. I have also "competed on and driven" some of the most famous tracks in the world.

My fascination started as a youngster watching the Indianapolis 500 every Memorial Day. Dad would take us to a party his boss hosted and I would plop down in

front of the tele to watch the race. I always rooted for AJ Foyt and his famous #14. When I was really young, we lived in Westborough, Massachusetts and there was a small local track there. We went to the track only once; Dad found a parking space outside the fence and if we stood on the roof of the car, we could just about see the racing. After having stood on the roof of the car for awhile, one of the officials at the track must have taken pity on us and let us into the grandstands where we got to see the finale of the day, the Figure 8 race.

Since then, I have become a bit more sophisticated. I make a point to get up to NHIS at least a few times a year to catch some SCCA regional racing as well as watch the LRRS motorcycle racing series. I have been down to Lime Rock Park to catch some more road racing, and proving that I am not a road racing snob, I even went to a NASCAR Busch race at NHIS. Having never quite lost my "economic" roots, it has to be mentioned that I was able to get tickets for free to the Busch event. I even ventured out to the Mid Ohio Sports Car Complex for a CART race.

My excitement was high when club social chair Steve Robbins announced that he had secured a beach house in Ormond Beach for the weekend of the Rolex 24 Hours at Daytona, one of the premier road racing events in the US. Keen readers will recall that Jerry Austin had joined the Synergy Racing/Team Seattle race team fielding both 911s as well as Daytona Prototypes so I looked forward to hooking up with Jerry again for the race. With the Patriots of New England in Jacksonville for the Super Bowl, many New Englanders were headed south for the weekend making for rather crowded flights. The atmosphere was electric as I headed south.

Race Day dawned cool and clear, we easily made our way to the track. The sight was unforgettable as we entered the speedway. Having been to only NHIS and LRP, I was simply unprepared for the sheer size of Daytona International Speedway.



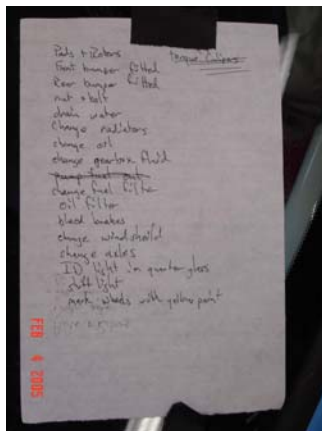
Mae Van Wijk assisted by Jerry Austin

a 24 hour race, preparation is everything and the list of details needing attention included flushing and filling the cooling system, replacing the brake rotors, flushing and bleeding the brake system, and on and on. Needless to say, Jerry was busy so we couldn't interrupt his work. We were however, able to catch a few images of the preparations.

For those not aware, the Synergy Racing team was known for the weekend as Team Seattle and dedicated to raising money for charity. With \$527 dollars per lap being donated to the Children's Hospital and Medical Center located near Seattle, WA this was an excellent cause and good reason to root for the team and fellow NCR member Jerry

Simply tremendous; there are no other words to describe the site. As we made our way to the infield, the transporters, team hospitality tents, vendor tents and of course the famous "midway" created a kaleidoscope of color and texture. If the atmosphere was electric on the way down, it was now getting downright dangerous. It was a sight would have amazed Tesla!

We quickly made our way over to the Synergy Racing pit area to try to hook up with Jerry Austin, get the inside story on the race and try to find out how the chances for the team looked. The action in the Synergy racing camp was hot and heavy with a number of final details needing attention prior to the start of the race. For



To Do List

Austin working in the pits. The goal for the team was to raise \$368,900 for charity, a total of 700 laps of competition. To reach this goal, the team needed not only some good fortune but also meticulous preparation.

Sixty-two cars were prepared and ready for the start of the race. Our man Jerry was mechanic for the #80 and #81 Team Seattle cars positioned



continued on next page

Daytona Race Coverage continued from previous page

18th and 25th out of about 31 GT cars. An equal number of Daytona Prototypes (DP) were starting at the head of the field. With a tremendous roar, the race started a few



Before the Start

minutes after 12:00 p.m. under sunny skies and just a few high clouds; absolutely perfect weather. The GT class included a large number of our favorite marque, the 911 GT3 in various configurations as well as Ferrari's 360 Challenge cars, BMW M3s and a sprinkling of Corvettes.

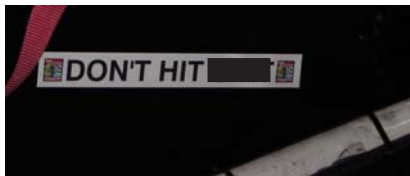
The cars got off to a clean start and after a handful of laps, the faster Daytona Prototype cars started working their way through the GT cars. Lap times for the DP cars were hovering just around 1:50 seconds for the class leaders

cars. If you have ever watched the film *Le Mans*, you may have some idea of the spectacle and excitement of the race.

The first caution of the race occurred about 30 minutes into the race due, apparently, by a spin of a DP car in the infield. Action in the pits was fast and furious as a number of teams went to work changing tires and/or topping off fuel tanks. After a few laps of caution, a few more cars would reappear on the pit road for additional work due to caution lap incidents (a theme, unfortunately, which would recur later in the race).

Twenty-four hours of racing is plenty long, so there is a lot of opportunity to take in the vendor pavilion complete with the carnival-like midway that included a towering Ferris wheel, providing an unusual view of the race action. For the occasional snack, plenty of food vendors were at hand providing a range of standard carnival foods.

With about three hours in, the Luis Diaz DP car crashed right in front of the pits bringing out the third caution of the race, apparently caused by a rear tire failure. Jerry and his team got prepared to go back to work when a chain of events would make Jerry's job much busier than expected. With the full course caution, cars started stacking up exiting Nascar turn #2. Our favorite Team Seattle/Synergy Racing #81 driven by Mae Van Wijk, the #71 Flying Lizard entry, and a third car tangled resulting in all three cars heavily damaged. The #81 Team Seattle car, racing for Children's Hospital returned to the pits on the back of a flat bed truck. The team, with \$527 per lap completed going



Serious Omen

continued on page 30

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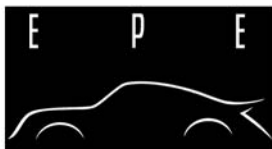
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PORSCHEPHILE PROFILE

DAVID CHURCHER

By: Bill Kallgren



February has been pretty mild so far this year, contrary to my Letter from the Editor in the last edition, things have been pretty favorable without too much snow and what seems to be unseasonably warm weather. In great fashion then, I was lucky enough to get together with David Churcher to enjoy an aromatic Australian red and spend a few hours discussing some of the pleasures of life, including performance automobiles, art, and most specifically in this case, photography and Porsches.

If you have been to a club event in the past several years, you will certainly have seen the man behind the lens, David Churcher; North Country Region's official Club Photographer. In the course of our evening recalling some great NCR activities I got a rare glimpse into this amazing man and a brief glimpse of his depth

and texture. Certainly the sampling of fine wine and the warm glow of the fireside helped set the stage for a memorable evening discussing fast cars among various other passions of life, not limited to just cars but that is perhaps a story left untold.

David is the North Country Region's club photographer and much of our discussions hinged around this lifelong hobby, and sometimes profession, of David. Indeed I got a rare glimpse at some of David's most treasured photography. In fact the lifelong attraction to gelatine and silver can be traced to the golden age of Formula One racing. The year is 1962 and the starting grid includes some of the most memorable names in racing. The likes of Sir Jack Brabham, David Gurney, defending F1 champion Phil Hill, Sir Stirling Moss, John Surtees, the memorable Graham Hill and Carroll Shelby fill the grid of these high-strung race machines. Aerodynamic aides were yet to be developed, and Sir Jackie Stewart was yet to make his crusade for safety. Racing was dangerous and the successful racers were



the rock stars of the time. It is here that we find the young David Churcher with camera in hand capturing images which would become his first professionally published photos, the action of Formula One racing. In David's own words:

"I took up photography in 1962. The urge came because of two things I really liked to photograph: racing cars, and, pretty girls.



Jim Clark's Lotus, Indianapolis 1964

More than 40 years on and nothing has changed. In those early days I was fortunate to get work published easily and the first photograph published was the start of an F1 race. I was fortunate too in meeting Walter Van Nieuwkuyk who owned a studio in my hometown. I began to work for him shooting weddings and Walter became a close friend and teacher. His wife, Val, taught me to print. I had the use of their studio darkroom every Saturday. If you look at the photograph in *Northlander's* January issue where I am at lunch with The Grubbies ... Val is the lady on the right.

"I am from Australia. I still have my Australian passport. Ever since I was about 12 I planned to come to the USA ... always loved this country. It took awhile to finally get here. I waited in Canada until Viet Nam was over and then arrived in the USA in 1980. I was living very nicely in Toronto and loved it ... but a job offer here in the Seacoast turned up ... so what could I do?"

In fact, this decision to move to the seacoast region netted work at Heidelberg Press Company and eventually was parlayed into a three-year post in the home country of our favorite auto manufacturer, most specifically Heidelberg, Germany.

At this point I am surprised by the following admission, a man of this stature, surely has owned a large collection of Porsches for many years if not a decade or two. Back to David's own words:

"The license plate HELMI (my daughter's name) gets a lot of attention. More than a few times a Finnish person has become all excited and asked if we are from Finland. The name is from that country and it means 'pearl'. I took it from a book of photographs by a photographer called Sam Haskins. In the 60's, Sam was living in South Africa and published a book called FIVE GIRLS. It is a



Walter Van Nieuwkuyk

continued on next page

Porscheophile Profile - David Churcher (from page 17)



classic. I spent a good part of the recent 40 years imitating Sam's style. The license plate has been HELMI since 1980 ...two Mazda RX 7s and a Mitsubishi 3000 ... now the Porsche."

What's this "now the Porsche"? Mazda RX7? Mitsubishi 3000? Did I hear wrong? Is the wonderful Greg Norman Shiraz we are enjoying speaking to me in tongues? Did this wonderful Aussie Red with aromas of blackberry, plum, and a hint of dark chocolate and spicy oak knock me on the head? Surely this man has driven and owned every Porsche imaginable! No it is not to be. After clearing my head and seeking clarification the full story emerged.

David currently is indeed driving his very first Porsche, a 1984 911 Carrera and truth be told among friends, he did own a number of "other" cars as mentioned above before acquiring his first Porsche in 2001. Back to David:

"My current car is, yes, a 1984 911 3.2 Carrera. It is my first Porsche. While I was in Germany I planned to buy one there and perhaps stay in Germany. I loved it there. A few months before my planned return I got in touch with the North Country Region and began a correspondence with Ellen Beck. The car came on the market and Ellen alerted me. It's a fun story to tell. Ellen and Judy [Hendrickson] offered to go and look at the car and tell me all about it. That was a Saturday afternoon and I was at a dinner party in Heidelberg (German time). I arrived home about midnight and there was a long email with photographs and a report from the ladies. Ellen's words were: "I think we have found your car". Indeed; I came back to the USA, met Ellen in person, picked up the Porsche, and did not go back to Germany or on to Australia."

Back in the US, David related that he was keen to hold up the pride of Australia with plans to take the car straight to the track.

"The Australian motor sport scene has always been very active. Remember, we produced Jack Brabham as an F1 world champion. Several more Australians became famous in F1 and sports cars ... even with the Porsche factory team. I have never raced. When I arrived back in the USA three years ago after a three-year assignment in Germany I bought my Porsche and planned to learn to drive with my buddy Ellen as teacher. But things went wrong ... you asked about my wonky left foot ... that was what went wrong.

I had been a long distance runner for years and had 25 marathons behind me. The body was getting a lot of abuse so I gave up running and became a long distance

continued on page 20

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cyclist. Three years back I had a tingling in my leg and it was diagnosed as a circulation problem. We stripped out some veins. No changes. Then one day as I climbed off ... “click” and the L3 L4 collapsed, pinched a nerve, and the foot went wobbly. So now I wear a brace on it. The damage to the foot is bad enough but the real damage is to the brain.”

With a bum left foot, David has focused his pas-

sion for cars in new directions. If you attended the recent Yankee Swap, one of the treasures of the day was the North Country Region Photo Album David put together from an assortment of photos from the past year’s activities. Swapped many times, only one person was able to go home with this soon to be collectable. David, with the help of Colin Blake, is now offering reprints of this wonderful little book with 100% of all proceeds going to the Make-A-Wish Foundation. See the attached sidebar for full details on how to reserve your copy today. Let’s get back to David:

“Do I participate in other car clubs? No. I have been a Porsche fanatic since 1958. I am totally a Porsche nut. I do like Ferraris and other elegant machines ... but my model collection on the shelf is GT1, 917, 550, GT3, etc. My book case is 917, 962, etc. Porsche, Porsche, Porsche. You ask if I have a favorite Porsche. Yes, the 917. I interviewed Hans Metzger at the Porsche museum while I was over there. He designed the car and the motor while Norbert Singer did the body. Metzger was the brains behind it. I have gone quite mad over the 917. You might have noticed how I drool over Dick’s 917 replica. One day I will buy one, or, build one.

“Me race? Oh, I wanted to ... as I mentioned earlier. But I am smart enough to know I would do some damage if I tried it now. You ask if I get a thrill from the photography. Oh, yes I love to shoot and to print. All the thrill is there. I just love it. It’s the same thing when shooting pretty women. Just love it.”

It is at this point in the evening where we shifted our focus to photography, to art, to commercialism and relative merits of the digital medium. Could an artist embrace the digital realm and still stay an artist. Let’s set the stage at the point where David started discussing the contents of his bag.

“The cameras. Since the beginning always a Nikon. I still have my original Nikon F. I have had, and disposed of over the years, an F2, another F, and a D100. Today the bag has a D2H, FM2, and an F4. The two film bodies were needed in the days before digital. I went digital a couple of years back and this was partly due to NCR. I was shooting a lot of film and all the expense was mine. It was fun. But ... wow. So I justified the D100, PhotoShop, and went in headfirst. The D100 let me down



twice so I got rid of it and bought the D2H. This is a very expensive machine but wow what a machine. People might say Canon is better...I would not argue...it is a preference. I have been a Nikon person for years. It is like Porsche or BMW. For me it is Porsche and Nikon. You ask about the other hardware in my bag. Hmm...a CD burner for downloading chips on a big day, an 80 – 300 Nikon zoom, a 24 – 120 Nikon zoom. I use a Hasselblad too and a studio flash for the portraits. Today there is no darkroom although all my stuff is in the locker. Today it is a Pentium 4 and Photoshop. As you can see ... I like my toys.”

Photoshop? But where is the line drawn between technology and art. It seems that art and technology have always co-existed in a sort of fire and water relationship, a lot like the interface of water and lava in deep sea fissures, the heat of the lava wanting to flash the water into steam, the pressure so high that steam can't be generated. Has David embraced digital photo editing as an acceptable artist's medium or does he rely solely on the truth of the lens for his work?

“I like your question about fire and water and is digital an artist's medium. Let me think about how to answer. Hmm. In the old days we would crop and dodge and burn and tone ... and have a finished print. It would be a representation of the person, or landscape. We all strived for a style. Remember my comment up the page ... years imitating Sam Haskins. Well, today we do the same in digital. OK .. One can manipulate the picture ... move pyramids, add in people, etc. That is done and is 'false' of course. But to take a digital file and go at it in PhotoShop ... crop, dodge, burn, tone. That's art. It's technology to be sure. But to be a techie and also an artist you have the best of both. It is the future. Silver is dead. Digital is the future.”

Sensing that our time was running short there was only one question left to be asked, specifically, did David have any recommendations for a good Australian wine.

“Can I recommend a good Aussie red? Bloody right, mate. They're all good! Some are excellent. Try Wolf Blass or Greg Norman. No worries. Give it a whirl.”

PORSCHE READING CLUB BOOK REVIEWS

By: Tracey Levasseur - Asst. Editor

Seabiscuit, An American Hero
Laura Hillenbrand
ISBN# 0375502912
Random House



In last month's issue Bill Kallgren suggested submitting book reviews and included some of his car- and noncar-related favorites. Since I have a degree in English you can guess I've read a few books. Trying to find an appropriate title for a car club newsletter would seem a bit of a challenge. But as luck would have it, I recently finished *Seabiscuit, An American Hero*, and there's an important bit of automotive history intertwined with this famous thoroughbred's life.

After watching the movie *Seabiscuit*, which I thought was a decent film, I just happened to mention to a friend about how little the movie touched on the horse himself. Especially at the end when you would expect to find out what happened after the famous equine retired from racing. My friend had the book so I borrowed it in hopes of answering some of those questions.

Author Laura Hillenbrand completely captures all aspects of horse racing in the early 20th century. Her attention to detail is so meticulous as to make the reader believe she took part in the events. Hillenbrand, a woman in her thirties, researched long and hard and even interviewed survivors and relatives of the characters in her book. The result: an exciting, more realistic view of pre-World War II America and

a sport that at the time was as popular as today's Super Bowl, listened to on the radio by 40 million eager fans and attended by just as many from Suffolk Downs in Massachusetts to Santa Anita Park in California.

Seabiscuit is not just a biography of a horse but a chronicle of the men who risked everything to make an otherwise plain thoroughbred a record-breaking champion. Throughout the book is the recurring theme of the underdog overcoming seemingly impossible trials to reach success. And the clever and recently wealthy Charles Howard





helped all of these underdogs. Howard had the ability to see well beyond someone's or something's current status. Not surprising when he picked unemployed trainer Tom Smith and failing jockey Red Pollard to work with his runty, lazy, bow-legged horse that fateful summer of 1936.

What these three men discovered almost immediately was they had an extremely intelligent yet hopelessly stubborn animal to deal with. It was up to Tom Smith's ability to "read horses" and redirect Seabiscuit's competitive instincts. At one point Smith even used an alarm clock to condition the horse to take off faster at the starting gate. Within no time Seabiscuit's will to win returned, and experienced horse handlers realized this little creature was a force to be reckoned with on the



track. As author Hillenbrand writes, some horses have that competitive edge naturally. Seabiscuit not only possessed that edge but actually used it to his advantage. "The horse seemed to take sadistic pleasure in harassing and humiliating his rivals."

This behavior certainly got Seabiscuit noticed on the track. With the help of his owner, Seabiscuit raced around tracks all over the country in 1937 during the worst part of the Great Depression. He not only won many races but also broke track records wherever he set down his hooves. The horse was even acquiring fans that showed up by the trainloads. He was a part of a growing industry of escapism in America where people could get away from their problems even for just a short time.

With each chapter Hillenbrand builds up the little horse as a hero of his time. Her play-by-play accounts of Seabiscuit's most important races make it hard to put this book down. When she introduces War Admiral, son of the famous thoroughbred Man o' War and close relative of Seabiscuit, one immediately associates him as the enemy. He's the force that Seabiscuit must overcome, the real competition he must beat. War Admiral is almost Seabiscuit's opposite: a near-black, tall, elegant three-year-old who is as fast as lightning but as high strung as they come. At the time Charles Howard first decided to pit the two against each other, Seabiscuit was 5 years old, had a bad knee and jockey Red Pollard was out of racing after a near fatal accident. It took many months of weather postponements and "practice races" with jockey George Woolf before the two horses would finally compete in the race to end all races. A chapter guaranteed to keep the reader turning pages and sitting on the edge of the seat.

continued on page 24

So how does the automobile fit into the biography of a famous racehorse? Long before Charles Howard was living large he was a bicycle repairman in San Francisco. The automobile had just been introduced to the area, and those early models were unreliable. Since there were no “garages” yet to take the cars in for repairs, Howard’s shop was the next best thing. He learned every aspect of the automobile, and with his remarkable foresight decided to venture to Detroit to negotiate a deal with Buick CEO Will Durant. Howard brought back to San Francisco three Buicks. At first his new dealership didn’t sell one car. But a twist of fate called the Great San Francisco Earthquake of 1906 would change the public’s view of the unpopular road menace. Howard used his cars to transport firefighters to blazes springing up throughout the city, and to bring the injured to the hospital. The quake proved the car superior over the horse and buggy. Now Howard had to get that fact out to the public through the press. But the press wasn’t interested in car salesmen. So Howard set out to race his cars.

Car races were becoming a popular pastime in rural areas so Howard headed for the track. He raced his own cars and did few modifications, believing the car buyer



1906 Buick

should be able to buy the same car that Howard was racing (proof in the pudding reasoning). Howard was not only driving in endurance tests and stamina runs but also giving free driving lessons to his new car buyers. After all, no one knew how to drive automobiles

before Howard came to town. The press flocked to the racetracks and Howard used them to his advantage. His charm, good looks and business savvy proved irresistible to the media and soon he was selling out his stock of automobiles.

It was his early car selling days that not only made him rich but also ironically improved his eye for horses. He was taking horses in trade for new cars so he needed to know the value of each animal. Little did he know at the time when he was boasting the days of horses were past that he would own one of the fastest horses that ever lived.

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AFTER HOLIDAY YANKEE SWAP PARTY

By: Ellen Beck

The afternoon of January 15th proved that NCR members don't have to be driving their Porsches to want to win. There was much strategizing, passing, blocking and even a couple of well placed punts during this event, though there was no track in sight! The difference, luckily, was that we had lots of winners in the end, despite all the maneuvering and shenanigans. Everyone walked off with a prize for their efforts, though perhaps not the one they wanted. I predict everyone will be back next year, playing to win (and for revenge)!

The real excitement began after we all had seconds and even thirds from the great buffet at the New Asia Restaurant in Newington, NH (excellent ice cream, believe it or not). Emcee Bob Gutjahr promised it would be a good show and we were not disappointed. Since we are considered Yankees here in the North Country, by virtue of our thrift if nothing else, we have always believed we knew how a Yankee Swap should be done. Well, I think we old dogs have learned a new trick. The triple steal provision makes any other sporting event seem tame in comparison...

It goes something like this: Miriam Dunster has her eye on a great wine bottle opener and case (looks just like Porsche Design). When her name is drawn, she steals it from Laura Futterer (who had already stolen it previously from Jack Saunders). Laura now either can choose from the table or steal from someone else. She steals a Porsche tire pressure gauge and valve stem covers from Steve Ross (who stole it previously from Loosey, and was what Loosey really wanted). Now Steve is without a gift and also chooses to steal, and swipes the wine opener from Miriam, who is clearly dismayed!

After three steals this round is over and a new name is drawn from the hat. Steve Ross is gloating in the corner taking all the accoutrements out of his wine opener box when Lisa Roche's name is drawn. She tells him, "Not so fast", and takes the whole deal right out of his clutches. Left literally empty-handed, he doesn't waste time taking the valve stem covers and gauge back from Laura. She, looking much aggrieved, eyes the field, calmly gets up and marches across to Lisa, holding out her hands for the wine opener!

Does Miriam ever get her lovely wine opener back? Will Loosey be happy with a scale model, in yellow? Does Laura set a record for the number of steals? What an afternoon! It was great seeing old friends and making new ones, and I think this event will be back on NCR's calendar again next year! Attending were **Steve and Pat Robbins, Bob and Laura Futterer, Don and Sandi Johnson, Colin and Loosey Blake, Jack and Olivia Saunders, David Churcher, Helmi Churcher, Tracey Lévasseur, Gerald Carter, Miriam Dunster, Mark Ettinger, Lisa Roche, Joe Kraetsch, Janet and John Leach, Hank Cowles, Steve Ross, Suzy Ascher, Judy Hendrickson, Bill, Annika and Janis Kallgren, Bob Gutjahr and Ellen Beck.**

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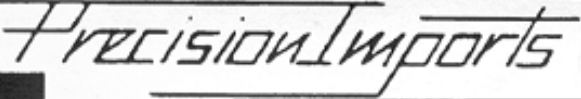
North Country Region currently seeking individuals to head up two important committees. If interested, please contact Janet Leach at (603)433-4450 or email at president@ncr-pca.org

Charity Chair


North Country Region has established a precedence for excellence with our charity programs. Last year charity groups Make-A-Wish Foundation and Toys-for-Tots were recipients of the generosity of North Country Members. The Charity Committee will work alongside our Concours and Drivers Education Committees on these important activities. The chair will help coordinate the club event with the recipient charity as well as publicizing the events within the local news media as well as neighboring PCA regions. Furthermore, the committee is encouraged to expand the club's role in local and regional charity events by identifying appropriate causes and working with appropriate event committees on additional projects.

Yearbook Chair

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



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NCR TECH INSPECTORS

By: Edgar Broadhead - Safety Chair



The following individuals have been appointed as Tech Inspectors for those region members who enter track events that require inspection prior to the event. Unless indicated otherwise, the Tech Inspection is provided as a free service to North Country Region members who bring the inspection form that accompanied their registration packet for driving events. If you experience otherwise, please let any of your Board Members know of the circumstances.

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Daytona Race Coverage (continued from page 14)



Parts From the Wreck

clear that Jerry had earned his keep. With the sun now set, the day turned to night and the race started to seem more surreal as the cars blazed through the night in a never ending rhythm of screaming engines and Doppler effect. With the onset of night temperatures quickly starting to drop (a forecast low of 54°F) the atmosphere took on a decidedly New England flare. My recommendation for those considering heading down next year, bring some warm clothing for the night. Weary eyed, it was time to get a bit of sleep. Again, like in the opening sequences in the film *Le Mans*, a popular option for sleeping arrangements was a tent or simple sleeping bag on the ground in the infield. Those who had partaken a bit too much in the party atmosphere, just fell asleep in the folding chair or curled up on the grass.

With the appearance of dawn, many campers took to rekindling fires, and soon the aromas of frying bacon and coffee brewing filled the air. The sky was now starting to get over-cast and campers huddled around fires to stay warm. Out on the track, the cars continued circling at an unabated pace.

By mid morning the weather had cleared and temperatures rebounded like a beautiful spring day. Our heroes continued with routine service, driver changes and a less uneventful race. As 10:00 a.m. approached, the magic 700 lap goal was reached with a total of \$368,900 raised for Children's



After 24 Hrs.

Hospital. A great achievement on the part of all the members of Team Seattle/Synergy Racing. After a long 24 hours and some great racing toward the end, the



Suntrust DP car came home the winner. Spectators were able to head home, while the team members were left to pack up race rigs after a very long day at the office.

Although the Walter Mitty in me thoroughly enjoyed the race, I hope next year I actually get to go to the race. Come June the Walter Mitty in me might even make it to Le Mans for the historic twice around the clock in Europe, possibly behind the wheel of a 917 in gulf livery. Stay tuned....

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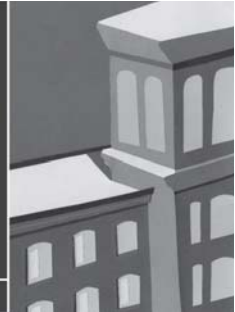
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