

Northlander

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40 Year

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Northlander

Newsletter . North Country Region . Porsche Club of America
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On the Cover...

Jim Alton's 1965 911 captured at the 2004 LA Motorshow by Bill Garcia

Photo Credits:

pp 8-9 David Churcher

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pp. 12-13 - from Porsche Schlepper 1937-1966 by Armin Bauer.

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Statement of Policy

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CALENDAR

APRIL

- 11 - Tuesday **NCR Board Meeting**, The Foxfire Grille,
Epping, NH president@ncr-pca.org
- 16 - Sunday NER Novice Autocross School,
Ft. Devens, MA www.porschenet.com/auto-x.html
- 22 - Saturday **NCR- AX #1**
Ft. Devens, MA autocross@ncr-pca.org
- 23 - Sunday **Tour to and Lunch at Carlson
Automotive Museum**,
Melvin Village, NH rally@ncr-pca.org

NEW LISTING

- 29-Saturday **Car Control Clinic, NHIS**
Loudon, NH ccc@ncr-pca.org

MAY

- 7 - Sunday **Spring Gimmick Rally**
Middletown, NH rally@ncr-pca.org
- 11 - Thursday **NCR Board Meeting**,
Location TBD president@ncr-pca.org
- 13 - Saturday **NCR -AX #2**
Ft. Devens, MA autocross@ncr-pca.org
- 19/20 - Sat & Sun Zone 1 Concours and Rally
Danbury Sheraton, Danbury CT <http://zone1.pca.org/>
- 22/23 - Mon & Tues **NCR DE**
NHIS, Loudon, NH driver-ed@ncr-pca.org

JUNE

- 9-11 - Fri-Sun Zone 1 Watkins Glen Club Race,
Watkins Glen, NY <http://zone1.pca.org/>
- 13 - Tuesday **NCR Board Meeting**
Location TBD president@ncr-pca.org
- 17 - Saturday NER- AX #1,
Ft. Devens, MA www.porschenet.com/auto-x.html
- 23-25 - Fri-Sun Zone 1 48 Hours DE at the Glen,
Watkins Glen, NY <http://zone1.pca.org/>
- 29 June-1 July Porscheplatz during ALMS
Lime Rock Park, CT <http://zone1.pca.org/>

JULY

- 1 - Saturday **NCR -AX #3**
Ft. Devens, MA autocross@ncr-pca.org

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

FROM THE DESKTOP

By: Bill Kallgren - Editor



Dang cold out right now, about 15 degrees F. I just returned from the garage where I had been working on the old '69. Janis and my sweetie pie Annika have headed out to Ohio to visit Janis' sister and brother-in-law, Karen and Jeff Bruewer. You might remember Jeff Bruewer; he submitted an article last year recounting his first AX. Yes, North Country members living in a soulful style out in Ohio.

Anyway, they went out for a baby shower which seemed a good reason for me to stay at home. So here I am freezing my butt off having decided to spend the entire day in the garage. No heating mind you and I have to admit, some of the tools I was handling were pretty dang cold. Nothing sucks the heat out of the body as quickly as a very cold bit of aluminum or steel. Say something like a wrench or the handle to my jack...or possibly that tin of beer. So here I am, back in the house for a warm up, my fingers moving so slowly over the keyboard that I am having trouble maintaining my train of thought, and you just thought I was whacked.

The '69 is starting to look pretty good to me. Janis has encouraged that perhaps I should not sell this car. I might be rubbing off on her. I took the old steering wheel off and installed a Momo Prototipo. The old wheel was a real rat; the new wheel is looking pretty sporting indeed and falls readily to hand. It seems to go well with the balsawood shift knob already installed. Plus the wheel and hub combination is much lighter than that old boat anchor. Anchor! Why that original wheel could be a complete mooring! That bus sized hoop must weight 8 lbs. Good riddance.

I also fitted up some nifty RS style door panels. The old panels and door pockets are apparently quite treasured. Unfortunately the larger bins had already been absconded by a previous owner. I just might eBay the door panels, arm rests and small bins and try to recoup my bill for the new panels. These pieces are in excellent shape and hopefully somebody wants them.

With these two changes, the dash is now starting to look a bit sad. The dash covering is a sort of leather effect basket weave pattern. In a few places it is lifting from the dash fascia and appears to have shrunk. I don't think gluing it will fully sort the problem. I might try to find some more virgin material but have no idea where to start looking. Perhaps I should sacrifice one of the door panels. They use the same pseudo leather basket weave pattern and are about the right length for the pieces I need. Think of it as organ donating or maybe more appropriately a skin graft.

The gauges are also now really looking a bit sad. When observed as a whole earlier, they were OK; now with a shiny new wheel and door panels they really are starting to look their age. This, by the way, is pretty close to my age. At least I still work, while the odometer and clock have given up the ghost. I guess I will

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FROM THE PRESIDENT

By: Janet Leach - President



Another winter has nearly passed, and a mild one at that as spring is just around the corner. Miriam, Judy and I attended the Zone 1 Presidents' Meeting in Springfield, MA last month. While Miriam and I met with the Zone 1 officers, region presidents and officers and discussed the upcoming Zone events, etc., Judy conducted a newsletter workshop for the Zone 1 newsletter editors. Approximately half of them were able to attend and benefit from Judy's experience. At the end of the day, many positive comments were offered by the attendees. Thank you for sharing your knowledge, Judy. Miriam and Judy remained in Springfield for the Tech Tactics session. Please read Judy's account in this issue.

Drivers Ed has opened for registration; if you have participated in the past, you most likely have received an e-mail from Paul Frucci with this year's calendar and "themed" days. Please be sure to reserve your spot as many sessions will fill up quickly.

The Car Control Clinic is coming together for Saturday, April 29. However, we do not have a chairperson to head the event. Tom Harris, former CCC Chairperson and a few others have offered their assistance, but we need someone to lead the event. If you have participated in this event in past years, please consider chairing or co-chairing the event. It is the springboard for our Autocross and Drivers Ed events, and it is one of our

most popular and requested offerings by new members. Please contact me at president@ncr-pca.org. What is a Car Control Clinic? I have borrowed some information from our website at www.ncr-pca.org:

The NCR Car Control Clinic provides the opportunity to learn and practice important driving skills in a very safe and controlled environment. Using the spacious parking lots of NHIS Motorsports Park, our instructors will guide you through a series of exercises designed to illustrate the causes of understeer and oversteer, and how to correct them with just the right throttle input (i.e., throttle steer). You will learn how to brake in the shortest possible distance, both in a straight line and while turning. There will also be an exercise designed to illustrate the importance of vision and the "proper line" of a motorsport park.

Despite the lack of snow, it's still been a long time since many of us were out with our Porsches. I hope to see you out on the road soon.






THE STARTING GRID

By: Lisa Roche - Membership



Our first Rally for 2006 is fast approaching. Rally to the Carlson Automotive Museum will be held on Sunday April 23. Be sure to mark your calendar and plan to attend this event. Questions can be addressed to our Rally Meister Don Johnson at 603-569-3337, or email to rally@ncr-pca.org.

April 29th will be the annual Car Control Clinic. The club is seeking a CCC chairperson, however the event is on schedule. If you have questions, please do not hesitate to direct them to Janet Leach at president@ncr-pca.org or ring on 603-433-4450. This event always sells out quickly.

	 	<p>5 Years:</p> <p>Larry M. Synger Nottingham, NH 1988 924</p> <p>Erin Zaldastani Alexander Zaldastani Salem, NH 1996 993</p>
<p>New Members:</p> <p>Alain Ades Danielle Ades Exeter, NH 2003 911</p> <p>Clifford W. Kahrs Concord, NH 1987 944</p>	<p>1 Year:</p> <p>John L. Baier Jay Baier Hampton Falls, NH 1989 930</p> <p>Eric P. LaPensee Manchester, NH 1998 Boxster</p>	<p>10 Years:</p> <p>Joseph E. Wadleigh Barbara Wadleigh Newton, NH 1980 911SC</p>
<p>John Pelletier Tammy Hashey Dover, NH 1990 911</p> <p>Gary L. Woods Bow, NH 1987 944</p>	<p>2 Years:</p> <p>Nader Moavenian Kristin Moavenian Hollis, NH 2004 911</p>	<p>30 Years:</p> <p>Mark A. Curtin Hannah R. Curtin Fitzwilliam, NH 1971 914-6</p>

From the Desktop...continued from page 4

pop these out and send the whole lot off for a freshening.

The puffy sun visors? Gone! That's what is up with them.

The really lame "Talbot" mirrors. Well, it turns out they might actually be real Talbot mirrors. Gone! The convex lenses stunk and were a real driving hazard, at least on the driver's side. Oh the horror! To find that somebody had stuck them onto the car with sheet metal screws, but as some condolence they were stainless steel screws. A little welding is needed to fix the offending holes and I will then fit a pair of Raydot or Durant mirrors.

Hmmm...sounds like I am suddenly on the road to the gold plated Porsche. If you missed the Yankee Swap, as reported by Paul Tallo in the February edition, you missed a great time. I came home sporting a book by Stephan Wilkinson called *The Gold Plated Porsche*. Think of it along the vein of *Zen and the Art of Motorcycle Maintenance*. It is a series of short essays about life, liberty and repairs to a 911SC and seems to reflect the path I suddenly find myself on with this old car. I quote Wilkinson:

"I'd always wanted to restore a car, and my unfailingly perceptive partner, always game for anything, was encouraging me to start at the top. Husbands who feel that permission to watch the Super Bowl is marital bliss don't know what they're missing."

What, you haven't read *Zen and the Art of Motorcycle Maintenance*? It is by Robert Pirsig and I quote:

I'm happy to be riding back into this country. It is a kind of nowhere, famous for nothing at all and has an appeal because of just that. Tensions disappear along old roads like this. We bump along the beat-up concrete between the cattails and stretches of meadow and then more cattails and marsh grass. Here and there is a stretch of open water and if you look closely you can see wild ducks at the edge of the cattails. And turtles...

I guess I am still trying to figure out what road I am heading down.



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DER PORSCHE IST UP-FIXED HUETE

By: David Churcher - Contributor



What is missing from the backend of this car?

What is the worst sound a Porsche can make? I will tell you. It is a quiet muffled little thump coming from behind as you go into second gear. What is the next worst sound coming from a Porsche? The driver ... when he realizes second gear is missing.

The above paragraph describes what happened to me the week before Thanksgiving. I knew I had a problem but I knew it could be fixed by a great local mechanic. He is shy. He doesn't like his name mentioned too much. I got the car to him as quick as possible driving as slow as possible.

The initial diagnosis indicated it was perhaps not so bad. Maybe clutch. Maybe linkage. A few hours later we had the real diagnosis; once the sump on the transmission was opened there was a collection of parts sitting there. Not chips. Parts, bent parts, and chunks.

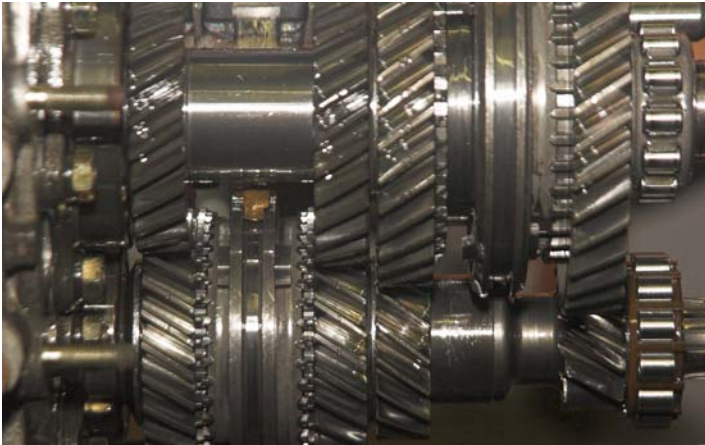
A couple of days later the whole transmission was laid out on the bench and the motor sitting on a trolley. My

beautiful Porsche was on the lift, the half shafts were drooping down from the wheels, hoses and cables dangled in a forlorn array. For all the emotion the beauty of a Porsche evokes there is an equal amount of emotion and sadness evoked when it is wounded.

But still the good news prevailed. It could be fixed. We

had to decide on the extent of the repairs and what preventative repairs to do while the engine was out and while we waited for parts to arrive. Of course it was quickly decided we would use only real Porsche transmission parts and we would replace the slider, the brakes, the rings, and the second cluster. No Chinese parts, please. While we are in there, the 120,000 mile clutch should go and be replaced by a Sachs Performance. Set the valve clearances. Replace the distributor. Replace the rubber. Replace a leaky oil connection. The work proceeded while we waited for the parts. All but one arrived quickly. All the work was done and the missing part was missing still.

The replacements for the villain parts causing all this grief arrived. Two it'sy bitsy little blocks which slip in to a notch in a ring. A previous repair had been made using the wrong ones and they had jumped out of place causing the rapid displacement of components we had seen.



And we waited on the missing part. After a few weeks of no word from the back order person “B” made a persistent call and noted the part being asked for had since 1990 been using a new prefix in its part number. With that news in place we found “back ordered” was replaced with “1000 in stock in Germany” and we replaced that with “999 in stock in Germany.” Four days later my beautiful Porsche was on the road.

There is a Porsche advertisement which says: “time not spent driving your Porsche is time lost.” This is true. But there is a multiplier factor at work when

you get your Porsche back on the road after a long delay. Oh yes, you really enjoy being back behind the wheel.

After I thanked “B & B” profusely, and we had consumed a bottle of Cava, I headed to the car for my ride home. Once in the driver’s seat I called the lady with the green eyes and asked her if she wanted to come for a ride. She replied: “You silly goose. Yes.” Then I took the ignition key in my right hand and reached for the ignition on the right side of the steering column. Sheesh ! It had been too long.



TECH TACTICS 26

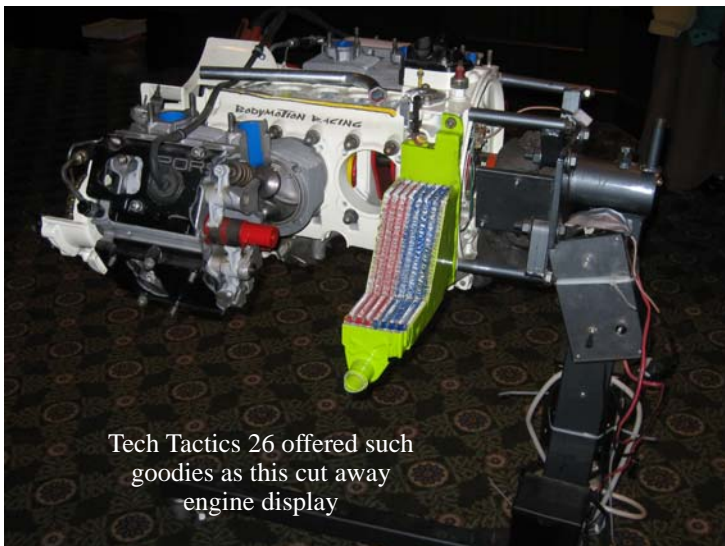
By: Judy Hendrickson - Contributor

I missed the annual Porsche winter break in 2005 and looked forward to seeing old friends and meeting new ones this year. The trip became an expanded one when Zone 1 Rep, Henry Hoeh, asked me to put on a Newsletter Editor's Workshop for the Zone 1 editors concurrent with the Zone 1 President's meeting the day before Tech Tactics got underway. This addition worked out beautifully as Miriam Dunster and I were able to share driving and lodging expenses, plus it's always nice to have company.

The six editors in attendance were treated to my best song and dance on the key elements of PCA newsletters and a brief tutorial on design guidelines. We even worked in a discussion on the criteria used in the annual PCA Newsletter Contest. It was a lively group with good discussion and exchange of ideas, problems and solutions. My surprise for the group, however, was the arrival of

Leonard Turner, staff photographer for *Panorama*, along with his wife, Betty Jo Turner, *Panorama* editor. Leonard gave a presentation on taking photographs for publication and their editing/refinement with photo editing tools. Following the close of the formal portions of the workshop, Leonard stayed on to give a hands-on demonstration of photo editing with Adobe Photoshop. Feedback from the editors was very positive on all aspects of the workshop.


Friday evening brought the Paterek Brothers Hospitality Suite where the discussion and libations flowed for all TT26 attendees on hand. It's a great time to have some one-on-one time with the likes of *Pano* Tech Editor Allan Caldwell, PCA Tech Committee Chair Tom Charlesworth, or the factory representative, this year Dontaus Neudeck, design engineer in the brake department at the Porsche Research Center in Weissach.



Tech Tactics 26 offered such goodies as this cut away engine display



PORSCHE



- Exact air guidance to the brakes
- Inner-vented, cross-drilled brake discs
- Open wheel design

Efficient Cooling of the Brakes

Saturday morning's sessions started early with a reminder of the remaining 2006 Zone 1 events: Zone 1 Concours & Rally in Danbury, CT the weekend of May 20/21; Zone 1 Club Race at Watkins Glen, June 9-11; Zone 1 48 Hours at Watkins Glen, June 23-25; PCA Escapes to Finger Lakes, NY, Sept 7-10; and the Zone 1 AX at Ft Devens, Oct 7-8. Note the event dates and check the Zone 1 website (<http://zone1.pca.org/>) or this newsletter for entry forms. They are all great events and it gives you a chance to meet and mingle with like-minded members from other regions in the area.

The kickoff speaker was ever entertaining Jim Newton of Automobile Associates in Canton, CT. Jim is a wealth of information, but his true gift is his entertaining delivery. Whether you want to learn anything technical or not you'll find yourself paying attention and being the better off for it. This year he delved into the search for horsepower and methods of dynotuning to measure horsepower or as I learned you actually measure torque and then mathematically convert it to horsepower [HP = (Torque x

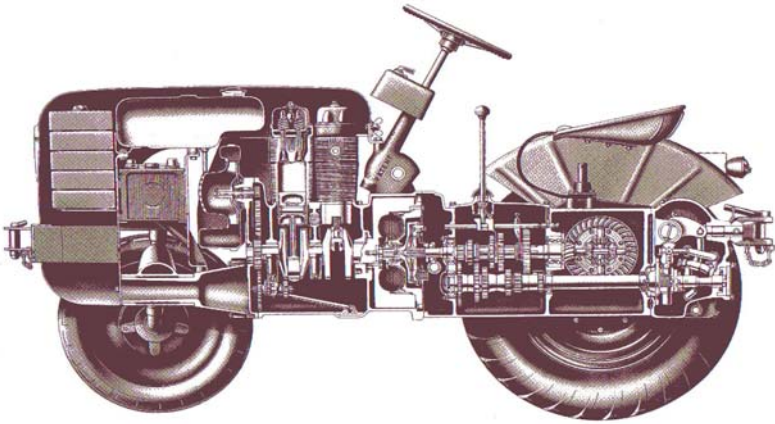
RPM)/5252]. I learned a number of things that can wear horsepower away from what you start with: worn distributor points, belt failure in twin ignition systems (if they haven't been changed in 10 years – change them before it leads to engine destruction), air cleaners when the engine was rebuilt with non-standard to model parts and clogged carburetor passages. A number of items can help you retrieve some horsepower such as polished gears, new rear wheel bearings, new cv joints, light weight flywheel and headers in lieu of standard heater box exhausts.

Tom Charlesworth enlightened us on the various on board diagnostic (OBD) systems used by Porsche over the years. Interesting tidbits here included the fact that OBD II systems can provide total recall on car use, if one O₂ sensor fails replace all the others as they are likely to fail soon also. The most common cause for sensor failure is bad gas (too low octane). Using unleaded race fuel and running the car hard might clean the O₂ sensor tips off and be OK without replacement. Sensors generally run \$250

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SCHLEPPING OFF IN OTHER DIRECTIONS

By: Tracey Levasseur - Asst. Editor



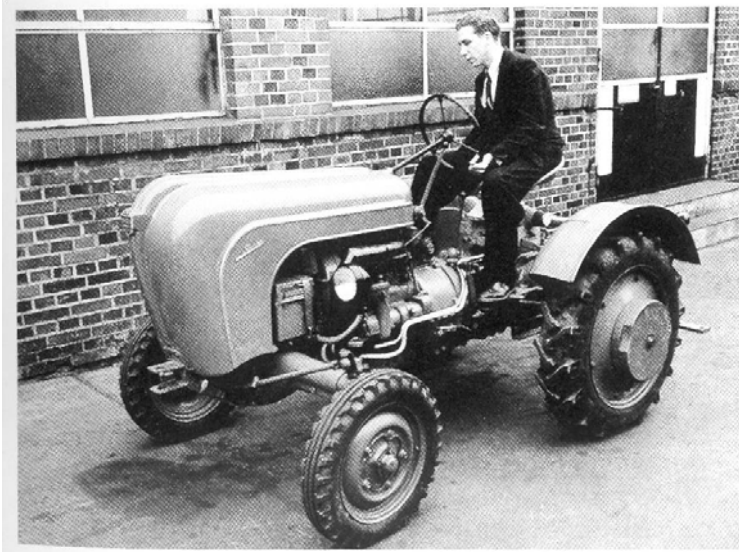
Editor's Note: I want to thank Edgar Broadhead for allowing me to borrow two of his Porsche Schlepper reference books, even though they were in German!

Generally speaking when one hears the word Porsche, the first thing that comes to mind is fast, well-built German automobile. And for the most part that is what Porsche has built since the 1940s. It seemed that just recently the company has branched out into new territory with the Cayenne Utility vehicle and a proposed four-door, the Panamera. However, delving into other motorized realms is not new to Porsche.

As early as 1934, Dr. Ferdinand Porsche produced three prototype tractors while he worked on the more well-known "peoples car," the Volkswagen. Dubbed Volk-Schlepper or "people tractor," the machine ran with a gas engine. The gas engine was just starting to re-

place the more dangerous steam powered tractor of the 1920s. Each cylinder was individual and interchangeable as was the head. The Volk-Schlepper had an hydraulic coupling between the engine and transmission, a feature used on all gas and diesel tractor engines until the last Porsche tractor was produced in 1963. Engineers developed the coupling in the 1930s because they believed farmers weren't able to handle a clutch properly. The prototype also had a double clutch, one was a simple dry one and the other was hydraulic.

By 1937 Hitler contracted Porsche to produce the Volk-Schlepper, now called Type 110. Its engine had 2 cylinders in V formation and produced 12 horsepower. Porsche would continue to redesign and produce similar gas powered tractors for another 10 years until he finally perfected his air-cooled diesel engine. He installed these first engines in a model called Type 313.



Alloy Bodied AP22 on a test drive

After World War II only companies in Germany that were producing tractors before and during the war were allowed to continue producing. Porsche was not one of those companies. So it signed a licensing agreement with two companies who fit those criteria. One company was Austria's Hofherr Schrantz. The other was Germany's Allgaier GmbH. Both companies built the tractors and installed Porsche diesel engines that ranged in power from 14 to 55 horses. Allgaier began naming its aluminum-bodied tractors "AP" with a number after it designating horsepower. If the tractor had any special features a letter would appear after the number. Therefore and AP16 was a standard 16 horsepower tractor and an AP22 S was a 22 horsepower tractor with narrow gauge railways.

Allgaier started offering Porsche diesel driven tractors with 1, 2, 3 and 4 cylinders from 1950 to 1956. By 1953 the company offered green tractors with 11, 22, 33, and 44 horsepower. In 1956 Mannesmann AG bought the license for Porsche diesel and the Allgaier tractor

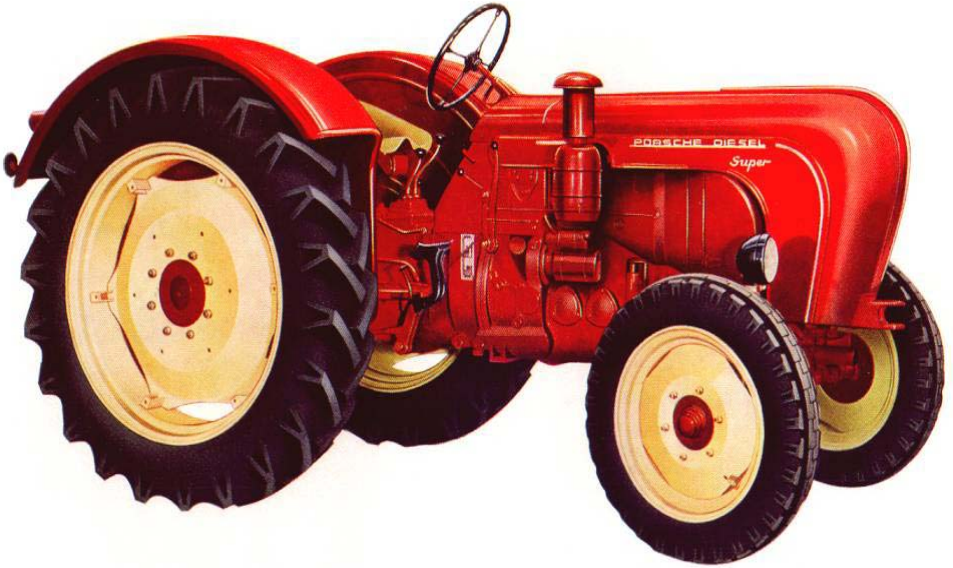
design and set up shop in an old zeppelin factory. The new conglomerate was known as Porsche-Diesel Motorenbau GmbH.

With this new leadership came a new line of tractors in red. Four models were offered: Junior, Standard, Super and Master with 14, 25, 38, and 50 base horsepower respectively. During this time about 1000 tractors, mostly Juniors and Supers, made their way across the pond to America Porsche-Diesel Corporation. The Standard and Master weren't as popular because their prices were not competitive against American made tractors of the time.

By 1960 Porsche-Diesel Motorenbau GmbH introduced the newly developed Bosch-Hydraulic lifting and regulating system. But within 4 years there would be no more Porsche diesel tractors produced. The company started making high-speed, light weight diesel engines for NATO tanks in 1964, probably a more lucrative business by then.

Today Porsche diesel tractors are becoming quite popular, especially in the

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Porsche SuperL sporting 40 bhp from three cylinders

US. Many have been imported for spare parts and for restoration. The Porsche-Diesel North America Club was founded in 2002 as a registry to preserve the tractors in the US. They're recognized by PCA, maintain a website and currently have over 60 members, some of whom show their tractors in concours.

Knowing that Porsche designed and perfected engines for tractors makes it easier to comprehend why the company, so noted for its sports car namesake, would naturally look to design and perfect other motorized vehicles today.

References:

Bauer, Armin. *Porsche Schlepper 1937-1966* (Schwungrad-Verlag, Germany, 2003).

Bauer, Armin. *Porsche Diesel Schlepper- und Motoren-Prospekte* (Schwungrad-Verlag, German, 1999).

www.theautobahn.com

en.wikipedia.org

www.ultimatecarpage.com/forum

www.porsche-diesel.com



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Iwould like to take this opportunity to formally introduce you to *European Performance Engineering* and our corporate mission. At *EPE* we take great pride in providing the finest service available for your Porsche, enhancing your ownership experience in the process. Our commitment to excellence shows in many ways, through our flexible work scheduling, our cost effective approach to proper repair and maintenance, and our unique ability to make your ownership experience pleasurable and rewarding.

We use only the finest parts available from Porsche Cars North America and Porsche Motorsports, as well as those from carefully chosen aftermarket manufacturers who share our commitment for uncompromising quality and performance.

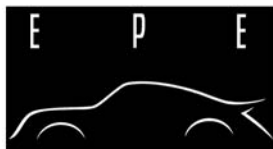
EPE has been in the business of service, repair and upgrading of Porsche cars for over twenty years, and has a staff with over 30 years of experience providing discriminating Porsche owners with the best care available for their treasured automobiles.

Many of our clients use their Porsches every day and some only for weekend pleasure. Perhaps you've seen Porsches we service and maintain displaying our *EPE* logo, either on the street or on racetracks around the country. The owners of these cars enjoy the benefits of a "banner rate", a 10% discount on all service labor costs just for displaying that tasteful emblem.

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

Happy Motoring
Jerry Pellegrino

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



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each and newer cars have 4 – 2 pre and 2 after catalytic converter. Somewhat disturbing, but nothing you can do about, was the OBD system for 2006 and on called PIWIS. There is no tool a shop can buy for this. It is a T1 connector to Atlanta with an \$18,000/year lease price tag. Atlanta sees what's wrong with the car and sends the dealer the parts/instructions to fix. Also, there are no more shop manuals for any Porsche. Hold on to what you've got. Another valuable tidbit Tom shared was beginning with the 1998 cars there is a 10 digit alpha numeric code for the DME and alarm control units and it is a matched code for the two units acting as a password. You should have your dealer give you this code and record it in your owner's manual. If either unit is ever replaced you will need it for the car to start. Tom did share that he has found a reasonable generic tester for 1996-2005 cars that will hook into a laptop. It will check anything that isn't proprietary to Porsche (the alarm and airbags are proprietary). It is about \$264 and is available from www.OBD-2.com.

Dontaus Neudeck's (Porsche AG) presentation was on the Cayman S. Lots of good information there, especially on chassis technology. Interesting point on Sport Mode setting – 3 seconds faster Nurburgring lap than standard mode. The Cayman S also has specially designed Michelin 18 and 19 inch tires. I also learned that although Porsche has located its calipers both forward and aft of the axle at various times, the best location is aft for maximum brake cooling. If yours is to the front of the axle it's probably because the suspension guys didn't leave room for the brake guy to locate it aft during the design phase.

John Paterek again shared many of his secrets for home restoration techniques whether it be paint or undercoat repair. You have to be there to appreciate the wondrous things you can do yourself to bring your car back to near perfection. It's where I've learned many of my tricks.

Ed Mayo, early 911 Tech Committee guy, gave a hands on demo of valve adjustment and cam timing with a cut away engine supplied by Body Motion. Be sure you know what cam you have in

your car before you try to adjust its timing. If you don't know the history of any engine work before you owned the car, you may have to remove the cam for measurement in order to determine the correct timing (ie. someone may have replaced the original 2.0 cam with a 2.2 cam).



Zone 1 Editors with Judy Hendrickson (third from left)



Bruce Anderson, PCA Senior Tech Advisor, gave a slide show on 50 years of Porsches named Carrera. Great photos and great stories.

Bill Gendron, SCCA national solo II champion, closed out the Saturday sessions with a presentation on chassis set up for autocrossing.

Allan Caldwell kicked things off Sunday with a presentation on 69-89 911 suspension systems. He demonstrated how a very small change in torsion bar diameter translates to a big change in force. His general message was that the sources of stiffness in a car are the torsion bars, shocks, springs and tires. When changing one of these suspension items you should check to see what effect that change has had on the other elements. Things need to remain in balance. An out of balance car is a twitchy animal. He listed the common mistakes in suspension adjustments as lowering the car too much (rough check on ride height should be 25.5 inches at center of front wheel well opening and 25 inches at rear wheel well opening with the nose slightly down), too much positive steering offset, and adding too much stiffness in the combination of tires, springs and shocks.

Peter Smith closed the Sunday sessions, save for the full panel Q & A which I did not stay for, with a presentation on the Cayman S. While Peter is a Porsche dealer service advisor out in California, he is also a member of the PCA tech committee and he tells it like he sees it. He had some very refreshing comments impossible to fully relate here. I noted the following from his talk: the Cayman S engine is a modified 1999 996 engine with Variocam+, the 6 speed gearbox is Japanese while the 5 speed is German, PASM equipped cars are 10 mm lower than the standard cars. The Cayman S is built in Finland like the Boxster. Looking to the future

of Porsche models, he believes the 997 Twin Turbo engine will be based on the 964 engine case with external oil tank (like the GT3 and 996 Turbo was) and the Tiptronic will be FASTER than the manual. (The tip can shift faster and keep revs up better than any human can manually shift.)

While the advertised guest speaker for Saturday night's dinner was to be Leo Hindery, Jr, 2005 GT2 Le Mans winner, he was called away to a race at the last minute. However, I don't see how we could have had any better presentation after dinner than was given by our own Leonard Turner, *Panorama* Staff Photographer. He gave an extensive slide show called Beauties, Beasts and Bafflers. Gorgeous shots of production cars, many of which made *Panorama* covers, rare racing shots of historic race cars, and one of a kind shots of very peculiar Porsches – mostly one off rarities. The latter group providing great audience participation as to who could name the rare example captured by the photo. Great fun followed by another night of hospitality socializing.

If you haven't ever been to Tech Tactics or it's been awhile you really should put it on your winter schedule for next year. It's a good winter break come February to get your juices flowing for the upcoming Porsche driving season. You meet a lot of great people, learn some good things and have a great time. And oh, don't forget the great vendor area on Saturday, need a new helmet, gloves, driving suit, driving shoes, latest Porsche books and videos, etc. This year I got the widescreen version DVD of my favorite Porsche movie, Steve McQueen's Le Mans, my VCR version is about worn out.

Oh, and who were the NCRers there this year: Jill & Jody Gage, Miriam Dunster, Michael Firczak, Judy Hendrickson, Lawrence Smith, Charles Christ and Dieter Kunath.





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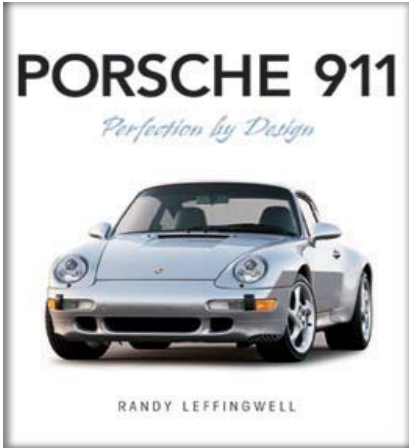
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DER BÜCHERWURM BOOK REVIEW

By: Paul Tallo - Contributor



I went to the Yankee Swap, and came home with a homework assignment!

In the Nov/Dec-2005 issue of *Northlander*, Tracey Levasseur gave us a group of short “teaser” book reviews for gift ideas. One of those books was *Porsche 911 – Perfection by Design* by Randy Leffingwell. According to Tracey’s review it has 352 pages and 300 photos, but not until you actually pick it up and feel the heavyweight glossy pages that those photos are printed on do you really appreciate the quality of this book. I would represent the statistics in more technical specification format: 11" x 12" x 1.5" with a curb weight of 6.4 pounds! Photographic proof of this performance is provided.

More than a few people at this year’s Yankee Swap lugged this book back to their seat during the “steals,” even though Bill Kallgren continued to “joke” that whoever ended up with the book would have to write a book review. I was “fortunate” enough to be the last person



holding the book. (Sorry, Abe!) I thought Judy Hendrickson might take advantage of her last steal to take it home, but she went for the Trans Siberian Orchestra CD/DVD boxed set. Something tells me her Porsche book library is more complete than most of ours.

This book has just been first published by Motorbooks in 2005. Reading the book’s acknowledgements will demonstrate how well the author completed research for this book.

I’m certain that any 911 book will cover the generations of recognizable model numbers through 911, 930, 964, 993, etc, but a glance down the list of models detailed in this book include a number of racing, prototype, and lower volume editions. These numbers would make for some good trivia – 961, 953, 965, 804, 695, 934...?

And don’t even get me started on the letters that can follow the 911 model....S, L, RSR, C20, SC-RS, and seemingly all the combinations thereof, huh? Are you getting the idea that this book is pretty thorough of its coverage of our beloved 911? I was not familiar with the GT1 Road Versions (1996, 1997..? Gasp – a MID-engined 911) until flipping the pages of these gorgeous pictures, but wow....! Hey there’s a 1999

GT1 for sale on eBay for about \$1.2 million. (Reminder to self – buy more Powerball tickets this week) Oh, and don't even get me started about thoughts of going topless in the various Speedster versions, or an America Roadster (made just 250 of those).

For those "purists" who believe that a 911 is only an AIR-cooled car, just stop reading at page 283. Wasn't the 1998 993 generation the best iteration of the 911 anyway?oops, should the book reviewer try to remain unbiased?

But hey, even the author chose a widebody 993 for the cover photo with an inner leaf note that "The 993 represented the ultimate evolution of the air-cooled 911." Others can continue to read about the 996, GT2's, GT3's, Ruf versions, and the latest 997 variants.

If you have you NCR library card handy (wink), give me a shout and I'd be glad to share this book for your viewing pleasure. Just be sure to reinforce your coffee table first.



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Helmet Requirement Updates

Participation in NCR Autocross and DE events as well as the Zone 1 "48 Hours at the Glen" DE event now requires Snell 2000 or 2005 rating. SA rating is highly recommended, however M rating will also be permitted.

If you are currently using an SA-95 or M-95 rated helmet, please be sure to update your headgear prior to your first event. A limited number of "loaner" helmets are available at NCR events on a first come, first served basis.

There are a number of advertisers in this newsletter who can provide assistance on helmet selection. It is best to try on a number of helmet sizes, styles and brands to find the one that fits your noggin properly. It should fit snug, not tight, with no pinch points or pressure spots which might cause discomfort after a few hours of use. If you wear spectacles, keep in mind the size of the eyepoint and try fitting your glasses with the helmet on.

If you are participating in events outside of the region, and have any question regarding headgear or safety requirements, please contact the region well ahead of the event for current requirements.

Harness and Restraint Update

Northeast Region has adopted a new policy on use of five and six point harnesses for DE events. If you plan on participating in any NER DE events, please note the following:

"When using 5/6 pt. harnesses, proper "race seats" must be used, ones with manufacturer – installed openings to accommodate the shoulder, lap and sub – belts: no add-on or "home" modifications will be accepted."

The above harness/seat requirement a Northeast Region requirement. Please keep posted to this newsletter for any updates on NCR requirements. It is a good idea to periodically inspect your seat and belt installation. Where possible, be sure to purchase all your safety equipment with current certifications and latest freshness dates.

DRIVERS EDUCATION

By: Paul Frucci - DE Registrar

Another North Country PCA Drivers Education season is upon us! Registration is open. Release the Hounds! We have a great season for planned for 2006. Here is our calendar of events:

Pre-Memorial Day DE @ NHIS, Monday May 22nd and Tuesday May 23rd
The season opener. We lost the NHIS dates to SCCA for what had become a traditional 3 day event on Memorial Day weekend, but we promise to make it up to you "In the Heat of the Summer"

"In the Heat of the Summer" DE @ NHIS, Friday thru Sunday, July 21st, 22nd, and 23rd (co-sponsored by CVR): Told you we'd make it up to you! This event will include an Advanced Drivers only day on Friday for White, Black and Red Run Groups. Lots of track time, and no instructor duties for the Red Run group on Friday.

Le Circuit Mont Tremblant DE @ LCMT, Saturday thru Monday, August 5th, 6th and 7th: We are once again co-sponsoring this event with CVR. It was a great event last year and we hope to make this an annual event with our friends from CVR. Registration is open [on the CVR web site](#).

Lime Rock Fun Day @ LRP, Thursday, September 7th: Our annual outing at LRP. This year it fronts 2 days sponsored by Metro PCA on the 8th and 9th, so there's an opportunity to get 3 days in on this great track.

"Spring is a Long Time Coming" DE Event @ NHIS, Monday and Tuesday, October 16th and 17th: Our traditional season ending event before getting your Porsche ready for a long winter!

All of our NHIS events will also have a dinner event.




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Die tour zum Carlson Museum

Der Abflugtermin - Sun April 23

Der Fahrtantritt - 10:00A

Start location is the McDonald's Restaurant just off Gosling Rd and 16 in Newington. Gosling is the road into Pease, please see map below.

We will depart the McDonald's at 10 AM on Sunday, April 23 with the final destination the Carlson Auto Museum in Melvin Village which is just North of Wolfeboro, on Route 109. Those not wanting to do the tour from Newington can meet at the Johnson's in Wolfeboro and we will caravan to the museum
Directions will be provided.

This will be a leisurely tour, not a competitive event – Route instructions will be provided at the Start and it will be a scenic trip unless Spring is still eluding us by then. This will be a great opportunity to get the Porsche out, wash it, and have a drive through the countryside.

At the Museum we will see a lovely collection of cars and have a catered box lunch. Lunch will be at 12:30 more or less. So those who did not do the tour should be there by noon for the Museum Tour and lunch

Fees: \$5.00 per car for the tour \$8.00 per person for lunch. Guests invited.
PLEASE call or email Don Johnson with any questions.

Tel 603-569-3337

Maus930@metrocast.net





Zone 1 Volunteers Needed!

We need you to Volunteer for the 2006 Porsche Clash Club Race at Watkins Glen June 8 to 11, 2006

This event brings lots of people to one of the best tracks in our region! We need volunteers. As a volunteer, you get involved in the action and help Zone 1 put on this GREAT event! You get an event shirt, dinner on Saturday night, and you get a Zone 1 gift certificate if you work eight hours or more. Please ask friends, co-workers, family, your spouse or significant other. We ask that you work at least a full morning or afternoon shift. Remember it's not the car, it's the people that make PCA! Listed below are the areas and descriptions of where we need help.

Registration: Registration involves ensuring everyone has valid identification, signs the waiver, and the racers also get a track package. This is a very busy place Thursday afternoon and Friday morning.

Tech Inspection: The job here involves working with the National PCA Technical Stewards. Cars are weighed, checked over for modifications, or problems.

Timing & Scoring: This is a one of the better places to see the race from. You are in the timing and scoring tower at the start/finish line.

Grid: You act as traffic cop and like the person at the airport directing an airplane to park. This position is LOUD and you also need to be alert for moving cars. During the Enduros you also need to keep an eye on the pits for problems.

Enduro pits: Two groups; one at the start, one at the other end of the pits; record time and car number on a form, and then radioing that information to the tower group. The tower group collects the information, and ensures that all cars spend the required time in the pits during the race. The last group uses radar guns to ensure safe speed in the pits. These groups only work on Sunday.

We welcome volunteers for more than one shift, and you get a Zone 1 gift certificate if you work eight hours or more. You need to be 18 or older. If interested in helping the zone, please contact **Tim O'Brien** at 315-727-1479 1684 Co Rt 1, Oswego NY 13126 or email at tobrien@tobe.com



Zone 1 Concours d'Elegance & Rally

May 19, 20 & 21, 2006

Porsche Club of America
Connecticut Valley Region

On May 19-21, the Connecticut Valley Region will host the 27th Annual Zone 1 Concours and Rally in Danbury, Connecticut. Weekend activities will include a Rally through the foothills of Western Connecticut/New York and a Full & People's Choice Concours. This event is geared for both the novice-level as well as the experienced PCA member. The net proceeds of the weekend will again benefit Paul Newman's Hole in the Wall Gang Camp for seriously ill children.

The 27th Annual Zone 1 Concours will include 2 categories: one a fully judged Concours (no undercarriages, but wheel wells), and a "peoples choice" car show (wash and shine). Concours preparation will be on Saturday at the host hotel and the concours show will start promptly Sunday morning, placement of cars by 8:30 am. **Trophies** Signed limited edition signed prints ("*Floating Crest*" by **Leonard Turner**). If you have any concours questions, contact John Paterek at 973-635-5918 or email: paterek@aol.com

The 9th Annual Zone 1 Rally will be a straightforward time/speed/distance rally designed to test the competitors' ability to drive and navigate. The rally will start at the host hotel on Saturday, will be about 2 hours long and will be challenging for both novice and experienced rally teams. The rally will run in two separate classes based on experience. Both classes will run unequipped, meaning only simple hand held calculators with single memory functions will be allowed plus stock odometers. All roads will be paved so rally cars can participate in the concours the following day. There will be a novice meeting at 10:30 am and a Driver's meeting at 11:45 am. The first car off will be at 12:31 pm. Rally awards will be given out at dinner. Questions about the rally, contact Bob Michaelson at 973-492-2014 or email: cupcar@optonline.net

The host hotel for the weekend will be the Sheraton Danbury. Event registration will start at 9:30 am on Saturday, May 20, at the hotel. A Friday night hospitality room sponsored by Zone 1 will take place from 9:00 to 10:30 pm, again at the host hotel. Saturday evening will feature a cocktail reception, a buffet dinner and rally awards.

Weekend Schedule

Friday Evening-Hospitality

Saturday Midday - Rally (starting from Sheraton hotel)

Saturday Morning -Registration & Rally Novice School

Saturday Evening -Dinner & Rally Awards

Saturday All Day Concours Preparation

Sunday All Day Concours d' Elegance

Hotel Reservations

The Sheraton Danbury is the host hotel for the weekend (off Exit 2 on I-84). Participants who wish to stay at the hotel should make their own reservations by calling the hotel directly at 203-794-0600 (before May 5th to receive group rate) and asking for the Porsche Club of America rate of \$99 per night.

Registration Application- Concours, Rally & Dinner

Concours Entrant/Rally Driver _____	Pricing Information (dates are postmark)
Entrant Address _____	Concours Only - \$30/car (\$40 after May 5)
City _____ State _____ Zip Code _____	Rally Only - \$30/car (\$40 after May 5)
Phone _____ Region _____	Concours & Rally Combo - \$45 (\$60 after May 5)
E-mail _____ License# _____	Saturday Dinner - \$45 per person (\$60 after May 5)
Concours Co-entrant/Rally Navigator _____	Summary and Totals
Car Model _____ Year _____ Color _____ Body Style _____	# People Item Dollars (US funds)
<u>We are entering the following events: (please check all that apply)</u>	_____ Concours Fee \$ _____
Concours: Full _____ Peoples Choice _____	_____ Rally Fee \$ _____
Rally: Experienced (5 or more rallies) _____	_____ Combo Fee \$ _____
Novice (fewer than 5 rallies) _____	_____ Dinner Fee \$ _____
(Please make checks payable to Zone 1 PCA)	_____ TOTAL \$ _____

(Mail checks and Registration form to: Pam Trusheim, 24 Old Barlow Mtn Rd., Ridgefield, CT 06877

Contact Pam at 203-438-5544 before 10 pm, or by email at zone1.concours.rally@adelphia.net)

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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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207-245-5166

Ray Ayer
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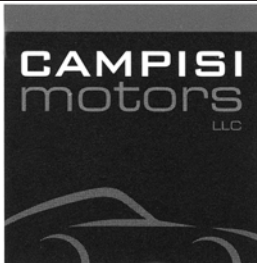
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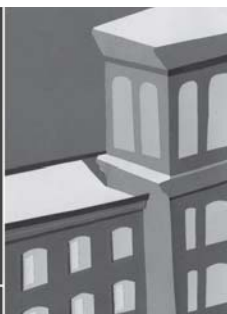
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