

NORTHLANDER

NORTH COUNTRY REGION

Volume 32 Number 4

PORSCHE CLUB OF AMERICA

April 2009

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Sebring 12 Hours

Amelia Island 2009

The AF09 LMP1





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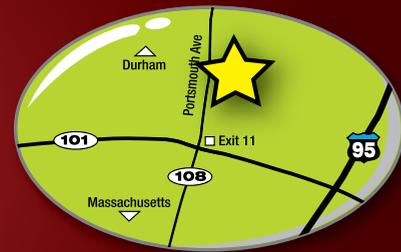


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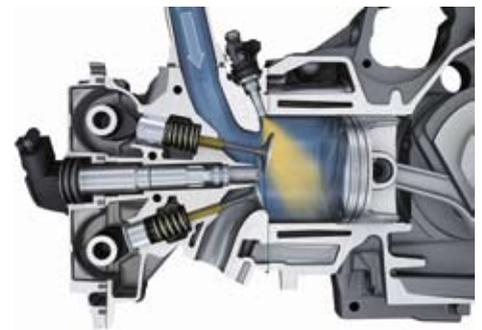
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Statement of Policy

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The regular article and Advertising closing date for the Northlander is the 1st of the month preceding the publication month. See page 46 for advertising rates.

On the cover



Sebring 2009? Yes.

This beautiful 911 was dressed up in 1960s colors as used by the Gulf Porsches. There was a lot of nostalgia at Sebring this year and we have some more photographs with the article describing David Churcher and Olivier Koen's trip to the 2009 12 Hours of Sebring.

Photo by David Churcher

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April 2009
AT A GLANCE

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

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



Ivy Leonard

NCR became the 107th Region chartered by the Porsche Club of America on February 13, 1978....

Volunteerism...

1. The meaning of Volunteer: A person who performs or offers to perform a service voluntarily.

A person who renders aid, performs a service, or assumes an obligation voluntarily.

As most of you know a group of Porsche owners from New Hampshire, Maine, and Vermont (but mostly from NH) organized in 1977 to apply for a PCA Regional charter of their own. It was stated that the reason for this request was the length of travel to Massachusetts (NER) or to Portland (Downeast Region) for Porsche events. The efforts were spearheaded by a core group of past and present members, including Michael Grishman, Ed and Nancy Broadhead, Judy Hendrickson and her late husband Doug and Richard and Laurinda Currier, to name a few.

All the requirements were met and NCR became the 107th Region chartered by the Porsche Club of America on February 13, 1978. That year there were 26 members – and with a group that small it meant that all had to share responsibility and help carry the load in the planning of events, publishing a newsletter, and just to make sure those events were attended. Those charter members relied on each other to contribute something to their club, and that close personal relationship between the people and their cars spawned our region's reputation as 'The Friendly Region'.

This region – as with any club or non-profit organization - could never have become reality without the commitment of its members and their willingness to make a contribution: to volunteer.

Volunteers to invest the time to direct and administer the activities of the region: to serve as its leaders. Volunteers to think of social and technical events that will be fun and educational for the membership, to select the venue for those events, to plan based on dates of availability. Volunteers to write up those plans and to compose other articles which end up in print – our *Northlander* - which serves as the primary line of communication connecting us all throughout the year.

From the beginning NCR has always had the willingness of volunteers to help with everything, to assure that the event is planned to the best of our ability and runs as smoothly and as safely as possible. And the sense of gratification from volunteering to help in planning for, or support at, an event often leads to a deeper involvement with this very special club. Members who have started with a simple 'I can help with an Ice Cream Run' have found such enjoyment in planning for that event, watching the fun and social interaction made possible by their own efforts, that they 'get the bug' and may move on to Social Committee, or Membership, then to a committee chair and perhaps on to the Board. And that is what it takes to maintain a vibrant organization.

So it was with me. My first exposure to our wonderful group of people was about three and a half years ago when, as an outsider – not yet even a PCA member - I arrived at NHIS to watch Hank Cowles drive his car in a DE event. I was introduced to a 'Mr. Gratton', now comfortably known to me, and all of us, as Jim, and his warmth and contagious enthusiasm made me

continued on page 38 ...



Tracey Levasseur

The results were these psychedelically multi-colored "stones" that resemble true agates

While browsing through an auto magazine recently, I stopped at one of those little news snippets the editors use to fill in white space. The snippet that caught my eye was about Fordite. My first thought before reading the article was that someone must have found some as yet undiscovered mineral and that he/she must also be a gearhead, hence the "Ford" reference in the name. Then I actually read the blurb and learned about this bizarre man-made gemstone.

That's right, man-made gemstone. I'm not a rock hound but many years ago I used to sell jewelry in a department store. So by necessity I learned about precious and semi-precious stones as well as lab created gemstones and those "imposters" such as cubic zirconia. In those years I never once heard of Fordite which by that time had been around for 40 years.

Fordite was actually a byproduct of the automotive industry from the 1950s to the 1980s when vehicles were hand spray painted on the assembly line. Overspray on the equipment used to build up as it went into the ovens then came back around the line with the next vehicle to be painted. After a while the annoying build-up had to be chipped off, which I imagine was a tedious task as some of this build-up had gone through the ovens several dozen times. This "slag" was most likely swept up and thrown away after removal. Well, some whose name is lost to automotive (or maybe fashion?) history thought to take some of this slag home and polish it up. The results were these psychedelically multi-colored "stones" that resemble true agates, which is why Fordite is also referred to as Motor Agate.

And just as true agates can be worked into jewelry, Fordite gradually made its way on to the ends of necklaces and into settings for rings, earrings and bracelets. Eventually serious Fordite fans began classifying these gemstones into four categories based on how the color bands appear. There were also three varieties "discovered" which have their own unique qualities. These varieties – Great Britain, Detroit and Ohio – obviously originated in automotive factories in those locations.

A website, www.fordite.com, is dedicated to explaining the history, types and varieties of this gemstone as well as describing the symptoms of those fans who suffer from "Fordite Addiction." Other links take you to stores and auction sites offering Fordite and Fordite jewelry. Just for fun I checked out a link that brought me to some Fordite set in sterling silver. A small pair of post earrings will set you back about \$160. Even if I wanted to make my own jewelry, a small polished piece costs about \$20.

In spite of the way it was created, Fordite is not an ugly thing. When polished up some of the multi-colored bars of hardened paint resemble tall sandbanks along a river with their layers of colored clay, soil and sediments. Others look like abalone. Some resemble Easter eggs painted by children. They have a quality all their own which is probably why some suffer from "Fordite Addiction" just as some obsess over diamonds and pearls.

One could argue that Fordite was the product of an early recycling method. Instead of throwing this potentially toxic substance into the landfill to sit for centuries and leach into the ground and

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Lisa Roche

New Members:

Dave L. Cosentino
Kate Cosentino
Andover, MA – 2007 911

Jeremy Mazzariello
Pelham, NH – 2007 Cayman

Member Anniversaries:

1 Year:

Patrice Dumas
Line Ricard
Hooksett, NH – 2006 Cayman S

Steve Gallant
Joyce Gallant
Harrisville, NH – 2008 911

Christopher J. Miller
Ian C. Miller
Stoughton, MA – 2002 911

Stephen M. Pereira
Donna Pereira
Bedford, NH - 2007 Boxster

Leon A. Petruccio
Exeter, NH – 2000 911C2

Bruce R. Stocker
Janet Stocker
Barrington, NH – 2003 Boxster

2 Years:

Darin Gillies
Justin Gillies
Barre, VT – 1995 993

5 Years:

Toby W. Buckingham, Jr.
Deb Buckingham
Concord, NH – 2001 996

Michael Dunavin
Karen Yankowski
Charlotte, VT – 1995 993

Jason M. Hildebeitel
Patricia K. Hildebeitel
Milton, VT – 1989 944S2

Dana C. Lynch
Claudia Lynch
Dover, NH – 1986 911

Mark P. Woodbury
Karen Woodbury
Amherst, NH – 1966 911

10 Years:

Peter Hood
Montpelier, VT – 1972 914

Charles J. Purwin
Nicole Lemieux
Litchfield, NH – 1986 944T

Anne-Lee Verville
Martin P. Verville
Hopkinton, NH – 1999 Boxster

15 Years:

Pete Rokel
Kacie Rokel
Windham, NH – 1979 928

25 Years:

Donald H. Osborne
Sandra S. Osborne
Rye, NH – 1964 356

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



Jay Gratton

Our first date (and kiss) was in a Porsche....

Please permit me to brag for a minute about something of which I am very proud. Simply put, I have the greatest wife in the world and everyday I count my blessings that not only did Jaime ask me out on a first date, but that she continues to put up with me and all of my idiosyncrasies. Let me back up a little and explain how our little love story started. After I graduated from college I was like every other college graduate and had no idea what I wanted to do with my life. So, in the meantime, my Dad, who was a principal in my hometown, set up a job at the local high school as a teaching assistant. I am sure you can guess who the teacher I was assigned to work for was. What is a guy supposed to do when his boss asks him out on a date? Of course I said yes and little did I know it was the best decision of my life. To make a long story short we were engaged five months later and married soon after that. I knew a good thing when I saw it and I wasn't about to let her get away.

Jaime was brought up around vintage racing boats, Harley-Davidsons, hot air balloons, and snow mobiles. So her transition into the Porsche world was an easy one for me. Our first date (and kiss) was in a Porsche. Porsches played a major part in our wedding in fact, as she was driven to the church in my Dad's 911 and we left the church in Judy Hendrickson's 356SC Cabriolet. Jaime quickly jumped into different NCR events such as AX, Rallies (her favorite) and DE events at NHMS. I even used the excuse that she needed her own track/AX car as an excuse to get another Porsche in the stable. Bob Pickul our former DE Chair found her a nice little 1988 924S that was perfect for her to play with at AX and DE events and even I use it as my main DE car now.

One of my favorite moments was when Jaime advanced up the DE run group ladder and moved from the Yellow Group to the Blue Group which meant she no longer needed an instructor. Jaime has always been a good driver on the street and on the track, but she knocked my socks off when I went out for a ride with her the day she got signed off. She had that little black 924 dancing around in the corners as if she had been doing it forever. If anything was holding her back that day it was the underpowered 924 and certainly not her ability. I fear the day she moves into the Red Group and starts passing me. I am afraid I will never hear the end of that and I know that day is coming too.

Now jump ahead a few years to this past summer at the 2008 Charlotte Porsche Parade. Jaime and I went to the Parade to compete with our 1973 914 1.7 in the Concours Preservation Class. Jaime was in charge of cleaning the interior and trunks on the 914 and, of course, those were the two highest scoring sections on the car. Much to our pleasant surprise the 914 won its class and division much in part to Jaime's hard work.

Later in the week we were at Lowe's Motor Speedway for the Parade AX. We were in the 914 Production Class which is made up of all 914 four-cylinders which include 1.7, 1.8 and 2.0 liter motors. Suspension and tires can be anything you want in Production so a car with a full coil over suspension and Hoosiers is fair game as long as the engine is stock. Already Jaime and I were at a disadvantage with our little 1.7 that was 19 horsepower less than the 2 liters we were running against, not to mention we were on 35-year-old

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Judy Hendrickson

LOOKING BACK

I had known for several years that Miles Collier had been accumulating Porsches

This month's selection recalls a visit my late husband, Doug, and I made to the Collier Automotive Museum in Naples, FL. Unfortunately, so far as I know the museum is no longer open to the public but has opened for private tours arranged by various car clubs. Check with the local PCA chapters in Florida, especially Everglades, Suncoast and Gold Coast Regions. (See the back of *Pano* or the PCA.org website for current local contacts there.) The January 2004 issue of *Panorama* had a comprehensive article with pictures on the museum and the PCA website (under the *Panorama* section, *Panorama* Index for January 2004) had additional coverage and pictures from the museum.

From March/April 1989, Volume 12, Number 2

The Collier Automotive Museum

by Doug Hendrickson

Judy and I spent the last week of February in southwest Florida on Sanibel Island. Prior to our arrival, my observant sister, who winters in Ft. Myers, noticed an article in their local paper that a new auto museum had opened in Naples featuring Porsches.

I had known for several years that Miles Collier had been accumulating Porsches and usually took one or two to Parades and displayed his retired race cars. I knew it took a lot of money to assemble such a collection, but I had never made the connection that Collier County, Florida was named for the Collier family

When we were at the 1985 Porsche Parade in Costa Mesa, the attendees were afforded an opportunity to tour

the "Cunningham Collection". A year later Mr. Collier bought the collection, which consisted primarily of Briggs Cunningham's attempts to win Le Mans. This assemblage was added to the Collier Porsches and a display site was in order.

Finding the museum was a trip in itself. If you are ever in southwest Florida you'll discover that I-75 and US 41 are the north-south avenues in the area. In between them you'll find Airport Road (State Road 61), which can be accessed, from FL 886, on the north end, or FL84 or 856 from the south.

Just north of the airport is a loop road through an industrial park (The Collier Park of Commerce) called Horseshoe Drive. At the western end is an unbelievably contemporary building with beautiful landscaping and a reasonably sized parking area. We encountered the biggest problem at the door-**PHOTOGRAPHY PROHIBITED!**

The museum is laid out in two loops separated by the lobby area. The decor is a consistent dark gray throughout with only ankle high barriers keeping you from doing "touchy-feelys" of some of the very cars that you'd love to sit in and at least try out the driving positions (or just lust). There are a few newly trained docents (trained museum guides) to answer questions, but in the Porsche display area I felt more knowledgeable than they were.

I'll not elaborate on the "also-ran" collectibles such as Gary Cooper's Duesenberg, which needs the leather re-stitched, or the Cunningham "Le Monster" Le Mans Cadillac, but I'll concentrate on the Porsches.

continued on page 42 ...



Paul Frucci

I have to admit, I did feel a bit smug thinking of the weather back North

It's mid March as I write this and Lindsay and I just returned from our first top down ride for 2009 in the Boxster. Yup: 70 degrees and sunshine. Perfect for top down touring here in South Carolina. You didn't think I was talking about New Hampshire, did you? We towed the trailer down here beginning of the month, as much because of all the extra stuff we could put in it as well as being able to bring a Porsche. We are here until mid April for a six-week stretch: the longest I've ever been away from New Hampshire. Since we have been working during the week and have had a lot of company, this was actually the first time we've been able to get out and enjoy it. I have to admit, I did feel a bit smug thinking of the weather back North. We are on Fripp Island, which is in the Beaufort area. If you've never been here, it is really nice this time of year. Claims to fame: the "Big Chill" house is in Beaufort, Pat Conroy lives here on Fripp, and Parris Island is across the river. I wouldn't want to be here in summer, but right now, it's perfect.

My RSA has been having a bit of a face-lift done to it this winter. It was kind of an ugly duckling when I bought it in September, so I'm hoping to make it beautiful again! A friend is doing it over for me in his Rochester NH garage, and I'm excited to get it back. I've included a few photos of the work in progress.

Registration has been open for a few weeks now for our first event and at this point the instructed run groups are close to full. In case you were wondering, registration for all instructed run groups for our subsequent events will open on June 1. This is intended to give us a chance to evaluate our drivers after the first event and make any run group adjustments as needed for the rest of the season, rather than juggling run group assignments after the fact. Registration for Lime Rock has been delayed in opening pending some details that need to be worked out with CVR, our partner for this event. I would expect that event to be open by June 1 as well.

Registration for the Car Control Clinic on May 30th is also open. This event is chaired by Brian Arenstam and there are

only a small number of spots available, so don't procrastinate if you are interested in this event.

This is kind of a "lull" period in terms of DE activity, so I really don't have a lot to report this month. Rather than to continue to ramble let me wrap up with our 2009 Season at a glance once again:

- May 18th will be our opening event at NHMS and will be a Novice day agenda. (NCR hosted. Register with NCR at <http://ncr-pca.motorsportreg.com>)
- May 19th and 20th NHMS. (NCR hosted. Register with NCR at <http://ncr-pca.motorsportreg.com>)
- July 6th, 7th, and 8th, Mont Tremblant (NER hosted. Register with NER at <http://www.clubregistration.net>)
- July 10th, 11th, and 12th, Calabogie (NCR and NER co-hosted. Register with NER at <http://www.clubregistration.net>)
- July 27th and 28th, NHMS (NER hosted. Register with NER at <http://www.clubregistration.net>)
- August 7th NHMS DE (NCR hosted. Register with NCR at <http://ncr-pca.motorsportreg.com>)
- September 2nd and 3rd, Watkins Glen (NER hosted. Register with NER at <http://www.clubregistration.net>)
- September 10th, NHMS (NER hosted. Register with NER at <http://www.clubregistration.net>)
- September 21st and 22nd, 2 day DE at Lime Rock Club. (NCR hosted. Register with NCR at <http://ncr-pca.motorsportreg.com>)
- October 10th, 11th, 12th, NHMS. (NCR hosted. Register with NCR at <http://ncr-pca.motorsportreg.com>)

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

continued on page 14

Jay and Matt's Most Excellent Rally Adventure:

The Mother of All Rallies

Saturday, May 9th, 2009

Happy Mother's Day!!



Frequently Asked Questions:

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

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

2. "Where does this Mother of All Rallies start?"

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

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

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

4. What are the details on the Indian Head Resort?

The Indian Head Resort is located in Lincoln, NH. You can check them out at www.indianheadresort.com. For the folks who plan on staying over, they even have 50" Plasma TVs in each room! Make your room reservations directly with the Resort. To get the \$159 rate, reserve your room by April 9th and mention "Porsche Rally" when you reserve the room. There are only 25 rooms reserved, so act quickly. Call them at 1-800-343-8000.

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

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

Name _____ Region _____

Phone _____ Membership# _____

Attendees _____



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

DE
...continued from page 12



My RSA has been having a bit of a face-lift done to it this winter. It was kind of an ugly duckling when I bought it in September, so I'm hoping to make it beautiful again!

Photos by Paul Frucci



Announcing the NCR Car Control Clinic

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

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

The clinic will cover the following:



Lecture Topics

Seating position

Hand position

Vision

Mental preparation

Car dynamics & theory

Car maintenance check

Driving Exercises

Skidpad

Emergency Braking

Slalom/Swerve



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

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

Registration Procedure

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

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

www.ncr-pca.org/autocross/minor-assump.pdf

Event Chair: Brian Arenstam (barenstam@metrocast.net).



Drivers Education Novice Day May 18th & Drivers Education Event May 19th & 20th Registration opened March 1, 2009 through North Country Region's website

It's finally here! The weather, the opportunity...the driving season!

It's been a long, snowy winter and you've spent too many nights on a cold, damp garage floor getting everything just right. Soon it will be time to come out and play. Northeast Region (NER) and North Country Region (NCR) are pleased to kick off the Drivers Education season with an event that has something for everyone at the New Hampshire Motor Speedway (NHMS) in Loudon, NH. On May 18th we will be running a special Novice Day and that will be followed by a 2-day event on May 19th & 20th with full DE activities.

Novice Day (May 18th) is perfect for those who have never participated in a Driver Education event and who would like to learn about it in a safe and low stress environment. Drivers in the Green and Yellow run groups may also register in order to participate in the full set of Novice Day activities. Those activities will include extended classroom sessions in performance driving techniques, skid pad and slalom training, followed by time on the race track itself accompanied by a qualified PCA instructor.

On **May 19th & 20th** we will be running a full Drivers Education schedule for all drivers from Novice to Instructor.

NHMS is our home away from home just north of the Massachusetts border in Loudon, NH. It is an easy hour from Boston and is the site of many televised races, including NASCAR races. What is not usually shown on TV is the 1.6 mile road course with 12 turns and some exciting elevation changes, making for a good learning environment for Novices and a challenging and technical drive for our advanced drivers.

Costs for Novice Day (May 18th):

Novices
\$170
Green/Yellow drivers
\$170

Instructors who register before
April 27th No Charge
Instructors who register April 27th
or after \$75

Costs for May 19th & 20th:

Novice/Green/Yellow drivers
\$170/day
Solo Drivers (Blue/White/Black)
\$145/day
Instructors who register before
April 27th No Charge
Instructors who register April 27th
or after \$75/day

Garages will be available on a first registered, first served basis for \$20/day. See NCR's website for details – get in early as there are a limited number of garages available.

We look forward to seeing you all there and particularly look forward to meeting any newer drivers who are keen to find out about Drivers Education. Come and join us; you will have a great time!

Registration for both events (all three days) will be handled by North Country Region.

To register go to: <http://www.ncr-pca.org>

Or contact at NCR:

Registrar John Lussier
802-728-4457 de-registrar@ncr-pca.org

Track Chair Paul Frucci
603-491-2265 de@ncr-pca.org

Or if you have questions, feel free to contact your NER representatives:

Registrar Mark Keefe
508-529-6127 tcreg@porschenet.com

Track Chair Bruce Hauben
978-952-8517 tcchair@porschenet.com



Calabogie Nor'Easter09.doc

3 Day DE @ Calabogie with a DE Enduro

Friday, July 10 – Sunday, July 12, 2009
Co-Hosted with North Country Region

Registration Opened March 1, 2009

The Northeast Region is pleased to announce that we will be returning for the third year to **Calabogie Motorsports Park (CMP)** with a 3-day event to be co-hosted this year by NCR. Once again all three days will be open to all run groups and NER will hold one of its signature 60 minute DE Enduros with a simulated race start for advanced Black and Red Group drivers.

CMP was brand new in 2007 and is a 5.05 km (3.03 mile) road course with 23 turns, 65 feet of elevation changes and a 2,000-foot main straight. It is located just west of Ottawa, Canada and is a short (490 mile) drive from the Boston area. And if you combine this event with NER's LCMT event on July 6 through 8, Calabogie is just a 160-mile drive from Mont Tremblant that will take less than four hours on July 9th.

Those who have already had a chance to drive at CMP report that it is one awesome circuit. Designed by Alan Wilson (designer of Barber, Carolina, and the recent reconstruction of LCMT), it's no surprise that CMP is fantastic to drive. To have a preview of the track, go to www.calabogiemotorsports.com. While you are at the website, check out the improvements to the facilities at the track as well as information about local hotels and restaurants.

Crossing the US/CA border is simple and hassle free. For US citizens a passport is required to re-enter the US if over 19 years old. If 18 or younger, proof of citizenship is necessary, i.e., birth certificate or passport.

Our events are open to current PCA, BMW and other recognized car club members.

Registration for this event will be handled by NER through www.ncr-pca.org.

clubregistration.net and full DE information is available at www.porschenet.com. Registration opened March 1, 2009.

Pricing for the event is as follows:

Students	\$570
Signed off Drivers	\$495
Instructors	\$ 2 5 5
(before June 26)	
	\$ 3 3 0
(June 26 or later)	

Directions to the track will be included in your event packet and at www.porschenet.com. As all communications will be via email, please ensure that your email address is current in your clubregistration.net profile.

Registration questions: Mark Keefe, Registrar, TCReg@Porschenet.com; 508.529.6127 before 8 pm.

Event questions: Bruce Hauben, Track Chair, TCChair@Porschenet.com;



LCMT Noreaster '09

3-Day DE Summerfest and DE Enduro Le Circuit Mont Tremblant

July 6, 7 & 8, 2009
Monday-Tuesday –Wednesday
Co-hosted with NCR

Registration Opened March 1, 2009

The Northeast Region is returning to Mont Tremblant for what has become an annual Canadian visit to this outstanding 2.65 mi. – or if you prefer 4.26 km. - track set in the heart of the beautiful Laurentian Mountains. With 15 turns anchored by famous Namerow and a great “pucker factor” up-hill, blind apex Turn 2 and major elevation changes the circuit (LCMT) offers everything imaginable for every driver from beginner to advanced. Many track junkies will be extending their Canadian stay with an easy 4 hr. trip to Calabogie Motorsports.

For you first timers to LCMT, the area is a world-class resort destination, an ideal place to bring the family for their summer

vacation while you play on the track. Most attractions are an easy walk from your hotel including golf, boating, swimming, hiking, biking, shopping and dining with many activities specifically aimed at kids. Check out www.tremblant.ca for details.

To put the icing on the cake, as of this writing you can look forward to a 22% discount on everything in Canada due to our favorable exchange rate.

LCMT has a storied history, hosting race winners like Mario Andretti, Dan Gurney, Jackie Stewart and more recently Didier Theys. Several years ago the track was renovated, widened, repaved and a much safer track evolved. NER will hold one of our signature 60 minute DE Enduros with a simulated race start for advanced Black and Red Group drivers, emulated by some, duplicated by none. Both participants and spectators alike seem to enjoy this part of the event.

Be aware that LCMT enforces strict noise limits of 92 db at 15 meters. For more information follow the links on the Event Info page of the DE Section of the NER website www.porschenet.com. Since LCMT also restricts each run group to 30 cars, be sure to register early or you may miss out.

Crossing the US/CA border is simple and hassle free. For US citizens a passport is required to re-enter the US if over 19 yrs. old. 18 and under, proof of citizenship is necessary, i.e. birth certificate or passport.

Registration is done at www.clubregistration.net and full DE information is available at www.porschenet.com.

Students	\$570
Signed off Drivers	\$495
Instructors (before June 22)	\$255
	(June 22 and later)
	\$330

Directions to the track and further details will be included in Track Rats messages and at www.porschenet.com. Please ensure that your email address is current in your clubregistration.net profile.

Registration questions: Mark Keefe,

Registrar, TCReg@Porschenet.com; 508.529.6127 before 8 PM.

Event questions: Bruce Hauben, Track Chair, TCChair@Porschenet.com;



WATKINS GLEN International Speedway Sponsored by European Performance Engineering

Drivers' Education with
DE Enduro

September 2 & 3, 2009

Registration Opened March 1, 2009

Co-hosted with North Country Region

Many thanks to our long time sponsor of this event, European Performance Engineering in Natick, MA.

A quick call to EPE at 508.651.1316 and you can arrange for your no charge. pre-event tech insprction.

Many drivers name The Glen as their favorite track. From its ragged infancy in 1948 through many incarnations over the years The Glen remains one of the premier road tracks in the world, hosting events from NASCAR to Can-Am/Grand-Am Rolex, US Vintage Grand Prix and Indy car races. With that in mind NER continues our involvement with a two day DE event in the heart of the Finger Lakes/wine country region. Nearby are a great vintage aircraft museum, the Corning Museum of Glass and Rockwell Art Museum, all in Elmira.

The 3.4 mi. road circuit has been continually updated and driven by every iconic pro imaginable, not limited to Hill, Stewart, Clark, Lauda, Fittipalda, Gordon, Dailey, Lally, Brensinger and Bell. Don't miss your opportunity to join this list and drive “New York's Thunder Road”.

We'll hold one of our signature 60 minute DE Enduros with a simulated race start for advanced Black and Red Group drivers, emulated by some, duplicated by none. Both participants and spectators alike seem to enjoy this part of the event.

As long time drivers will tell you, The Glen, sitting high above Lake Seneca often generates it's own weather patterns and very early September has to be a prime

time to enjoy the area and track. We've escaped what can be oppressive heat and are long before the terrible cold of fall; definitely a great time to visit and enjoy The Glen and surrounding area.

Garages will be available on a first registered first served basis for \$25/day. Sign up now to ensure a spot and a garage.

Our events are open to current PCA, BMW and other recognized car club members.

Registration for this event will be handled by NER through www.clubregistration.net and full DE information is available at www.porschenet.com. Registration opened March 1, 2009.

Pricing for the event is as follows:

Students	\$360
Signed off Drivers	\$310
Instructors	\$160

Directions to the track and further details will be included in Track Rats messages and at www.porschenet.com. Please ensure that your email address is current in your clubregistration.net profile.

Registration questions: Mark Keefe, Registrar, TCReg@Porschenet.com; 508.529.6127 before 8 PM.

Event questions: Bruce Hauben, Track Chair, TCChair@Porschenet.com; 978.952.8517 before 8 PM.



NHMS September 09 Nor'easter

New Hampshire Motor Speedway

Thursday, September 10, 2009

Co-Hosted with North Country Region

Registration Opened March 1, 2009 at www.clubregistration.net.

NER in cooperation with NCR will be holding a mid-week 1-day event at New Hampshire Motor Speedway (NHMS) on Thursday, September 10, 2009. This gives us all a great opportunity to do what we love without the time commitment (or the time away from the family) that extended, long-distance events tend to demand. Instructors who register early are free of charge so we hope to see you all there.

NHMS is our home away from home just north of the Massachusetts border in Loudon, New Hampshire. It is an easy hour from Boston and is the site of many televised races, include NASCAR events. What is not usually shown on TV is the 1.6 mile road course with 12 turns and some nice elevation changes, making for a good learning environment for Novices and a challenging drive for our advanced drivers.

As usual, this event is open to current PCA, BMW and other recognized car club members.

Registration for this event will be handled by NER through www.clubregistration.net and full DE information is available at www.porschenet.com. Registration opened March 1, 2009.

Pricing for the event is as follows:

Green and Yellow Group	
Students	\$170
Signed off Students	\$145
Instructors (who register before August 20)	No charge
Instructors (who register August 20 or later)	\$75

Garages will be available on a first registered first served basis for \$25. Sign up now to ensure a spot and a garage.

We look forward to seeing you all at NHMS and particularly look forward to meeting any newer drivers who may have missed earlier NHMS events.

Directions to the track will be included in your event packet. As all communications will be via email, please ensure that your email address is current on your ClubRegistration.net profile.

Registration questions? Contact Mark Keefe, Registrar, at TCreg@porschenet.com or 508-529-6127 before 8 pm.

Event questions? Contact Bruce Hauben, Track Chair, at TCChair@porschenet.com or

978-952-8517 before 8 pm.





Joe Kraetsch

I am pleased that the entire NCR autocross staff is returning for 2009....

Autocross season is almost here! In fact, some clubs have already started their season. We have six events in the 2009 NCR Autocross Series. Our schedule includes two Saturday events (May 23, Jun 20), three Sunday events (Jul 19, Aug 23, Sep 13) and one two day weekend event. For the two day event, NCR is hosting the PCA Zone 1 Autocross on Saturday and Sunday, August 29-30.

All autocross events, including the Zone 1 Autocross, take place at Moore Airfield in Devens, MA. We usually run a full loop course that is about a mile long. Cars are divided up into classes based on their performance potential. Don't worry if you have never autocrossed before. We have a great Novice program, headed by Mark Schnoerr, which includes separate classes for novices, guided course walks, and instruction throughout the day. An NCR Novice is anyone who has been autocrossing less than one year and has never won a first place NCR trophy. We award trophies at the end of each event (including Novice awards) and all attendees earn points toward the Season Series to determine the Class Champions for 2009.

Season Registration is now open at www.ncr-pca.motorsportreg.com. Sign up before May 1 for the low discount price of \$120 for all five one day events. After May 1, the fee is \$140. The Zone 1 Autocross is not included in the Season registration but is included in the 2009 Points Series. The Zone 1 event requires separate registration and payment. Individual event registration will be \$32 up to seven days before the event, \$35 the week of the event and \$40 the day of the event.

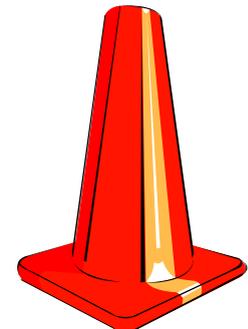
I am pleased that the entire NCR autocross staff is returning for 2009. We made a few minor changes to our rules and classes. Please see the NCR website for details. We have also updated some of our timing equipment to avoid the problems we had at the August event last year.

Do you have a friend who might like autocross? Our events are restricted to PCA members and invited guests. Our **Invite a Guest** program was so well received last year that we are continuing it this year. NCR members may request an invitation for a nonmember guest to participate in an NCR autocross. Contact the autocross chair for details.

PCA Northeast Region holds autocrosses at Devens as well. Their events are also open to all PCA members. Northeast Region dates are May 2, July 11, August 2 and October 18. Registration for NER autocross events is at www.motorsportreg.com.

We had great success with our reciprocity agreement with the Renegade Miata Club (RMC) last year so we are also continuing that exchange this year. This means that NCR members are invited to attend RMC autocrosses and vice-versa. See our website or www.renegademiata.net for more information. RMC also holds their autocrosses at Devens. RMC Dates are April 19, June 27, July 5, July 18, September 6, August 16, October 3 and October 17.

Between the three clubs (NCR, NER and RMC), our members have a choice of eighteen autocross events to choose from. These dates are all on the NCR website calendar. I hope to see you at some of these events! Please visit the NCR Autocross pages for more information or contact me if you have any questions.



Amelia Island 2009

Ivy Leonard

Ivy and Miriam went off to Amelia Island for the Concours and came back with some great pics and some great stories. In this issue we have a collection of Ivy's photographs but the stories will have to come in the May issue ... blame that on the IRS because our writer is busy working thru tax season. In the meantime consider all rumors about the trip to be true.









Ivy and Miriam went to Amelia Island. This photo by Ivy really catches the pomp, ceremony, and the fun of the event.

We are a Porsche club and magazine but our enthusiasm goes beyond just our favorite marque.

But look closer at this picture. There is a Porsche in there. Can you spot it?



Photo by Ivy Leonard



2009 TECH TACTICS

A Techie's Tour De Force

Jack Saunders

This event was exceptionally informative as far as technical enlightenment goes and very exciting from a racing viewpoint, primarily because of the participation of Porsche's preeminent racing guru, Norbert Singer aka Mr. 24/16.

We benefited from this 29th Zone 1 Tech Tactics even before the event started by carpooling, in keeping with NCR's dedication to shrinking its carbon footprint. This happened because my compatible NCR car mates were David Churcher, our co-editor, and Charley Christ, professional Chairman of the Boards of a few companies who know about finance and economy. This eclectic mix of personalities led to some interesting takes on handling pressing world-class problems such as the most effective way to fight terror -- I said it should be handled as a world-wide police/intelligence action, like Interpol -- augmented by an international special forces arm that would surgically extract/take out the bad guys, rather than full-blown attacks and occupation of countries like Iraq and Afghanistan. Terrorism wins when they make us curtail our liberty and waste resources chasing them ineffectively. At the other end of the spectrum I listened carefully to Charley's caution on investing more in GE stock but I felt GE's strong line of infrastructure products and energy systems called for by the Stimulus Program and eventual worldwide recovery (in a few years) would lift its stock price from record lows. Remember, buy at the bottom of a bear market -- that is if you can find the bottom!

Now to get back on track with Tech Tactics.

Recycling for the 21st Century

Jim Newton started us off with an edifying quiz on recycling. Some interesting facts emerged:

1. Which material is most widely recycled?

2. How many gallons of oil are recycled annually in U.S.?

3. What % of materials in a modern car is recycled?

4. Compare the rate of recycling aluminum cans in states with deposit programs vs states without?

5. If all wasted cans had a 5-cent deposit, how many Porsche 911 GT's would the lost money buy?

answers are on page 29

Norbert Singer: "24/16 and Other Tales"

The title tells it all. This modest, self-effacing giant of Porsche racing for forty years, regaled us with suspenseful anecdotes drawn from events surrounding his unprecedented 16 wins in major 24-hour endurance races around the world. Of course, Norbert's story included the drama of the races themselves as well as some of the technical problems and their solutions. Regarding relating the exciting trackside events that occurred in the course of these 16 wins, I have been spared the task of scrutinizing my scribbled notes and testing my failing memory, by virtue of the fact that it has been done for me in the illuminating article "Hurley Haywood and Endurance Racing" in the February 2009 issue of *PANO*. So please refer to it before (or after, if you prefer) continuing with this article.

However, I'll give you a peek at this fascinating story with a couple of samples:

(1) An interesting anecdote that reflects the constant, but unpredictably changing chain of events during races, concerns the 1973 Daytona 500. Hurley Haywood, who was a promising young driver at the time was working for Peter Gregg, a meticulous driver/Team Leader, driving one of Gregg's new 911 Carrera RS's Porsche sold him. (See pic on top of p. 5 of 2/09 *PANO* issue) Because the new RS's hadn't yet been homologated as production cars,

they were forced to run with the more powerful, but yet to be proven prototypes with their advanced technology features, so the RS's weren't given much of a chance to win. However as the race wore on, the prototypes dropped out and near the end of the race when the Porsche factory team Mark Donohue's RS failed, Haywood's was the only surviving Porsche. So, naturally the Porsche Factory team "migrated" over to Haywood's pit masterminding his strategy. At that point, Norbert Singer insinuated himself on the scene, knowing the weaknesses of his RS, posted instructions to Haywood stating: "SINGER SAYS SLOW." Haywood won to launch his unparalleled career as an endurance racer.

(2) Fast-forward to 1983, 24 Hours at Le Mans: Haywood was dealt a hand he was leery of, i.e. a new Singer advanced technology machine--the 962 coupe with new monocoque chassis--and most importantly with integrated "ground effects" tunnels on the underside to improve down-force so critical in stabilizing this powerful car. One of the things that he disliked was having to drive the 962 at its limit in order for ground effects air pressure distribution to kick-in and produce needed down force. What Haywood liked were cars like the 936 (with the water cooled head engine and advanced aerodynamics--giving it a good balance between power and grip). To make matters worse, the short history of the 962 produced a tendency for its left side door to blow off. Well, at the most inopportune time, on the last lap and in the winning position, the door blew off! The consequence of that repeat failure (obviously Porsche engineers/mechanics failed to fix) was that the cooling flow over the left side of the engine was so disturbed that it caused these cylinders to be "cooked." What saved this win for Haywood and Porsche was Al Holbert's quick, reflexive thinking to use clutch action to break the pistons free before

the engine blew--allowing the car to crawl over the finish line--at which time it did blow. (See pic on top of p. 8 of 2/09 PANO issue.)

Now back to Norbert Singer's talk: Here are a few excerpts of the highlights of Norbert's race car design and racing experiences which were hugely successful because of great technical and racecar driving teamwork and nimbleness and common sense in quickly responding to the many unforeseeable problems and emergencies that always occur, especially with high-speed, high-stakes racing.

(1) In addition to the normal challenges of designing reliable, high performance engines and light but rugged, adjustable suspensions, the new faster 917 models required extensive aerodynamic testing (including full-size and scale model wind tunnel testing) to serve as a basis for improved down-force and handling so essential for accommodating the new higher powered engines. For example on the 935/77 improved aero design of nose and tail wings increased down force by 40% and reduced drag by 16%. These great features helped several Porsche customer cars win world championships. An interesting statistic central to winning races is fuel consumption: for example in the 1978 Le Mans race, Porsche hit a top speed of 228 mph but so much fuel was sucked up that they had to pit after only 10 or 11 laps.

(2) On the engine side of the equation Porsche, under the direction of CEO Ferdinand Piech (nephew of Ferry Porsche) secretly developed a 16-cylinder (6.5 liter, air-cooled, 2 spark plugs/cylinder) monster of an engine in 1971 for the 917 Spyder (see photo p. 6 showing Piech and his 16-cylinder engine in car).

(3) Finally, here's an idea of the intensive technical effort involved in developing long distance, prototype race cars as reflected in the following list of component and car tests run before the car is deemed ready for the ultimate test at the track.

Some Tests on the McLaren M8D in Nov. 1971

- Spring/Damper
- Kinematic suspension
- Steering geometry
- Chassis stiffness

- Engine dyno test
- Wind tunnel tests
- Skid pad car tests

In addition, to verify that these high performance, highly stressed machines (and obviously the race drivers, that are equally stressed, have to be supermen to survive driving these supercars for hours on end) are in fact tolerating the extreme operating environments, the Porsche engineers carefully tear down these cars and subject the critical parts to intensive inspections to detect fatigue cracks, excessive wear, etc. In addition to visual inspection, X-ray and Zyglol methods are used.

This development and field support effort parallels what is done by jet engine developers like GE where, as a design engineer, I had the fun and privilege of being part of the process.

Overview of New Technologies Incorporated into the Latest Production Model, by Paul Gagliardi

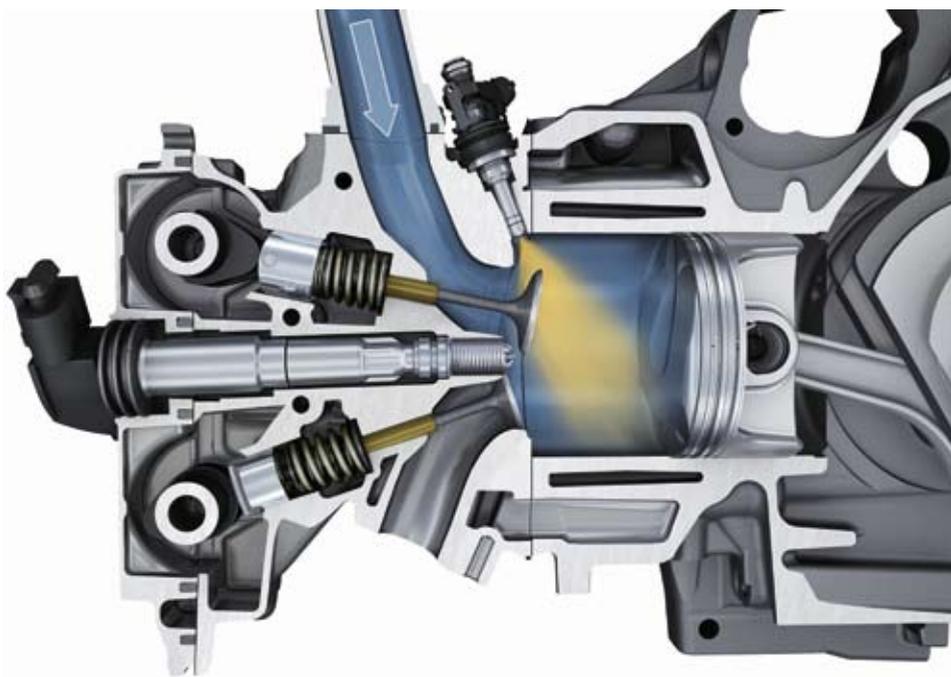
This was an eye-opening glimpse of advanced technology (based on 997 generation 2 engine) moving from factory development and prototype long-distance racing into high-end (very costly) new models.

Here are a few items that will appear in future Porsches only a few can afford to enjoy:

(1) Direct Injection Engine see *below*, plus PDK (Doppelgängergetriebe) see *page 26*

(a) The shape of the cylinder head and the location of the 2 injectors causes the injected fuel to spiral and in effect create a pre-combustion chamber in which the mixture starts out lean and is gradually enriched to result in more complete combustion, producing more power efficiently while reducing emissions (maybe enough to eliminate the troublesome catalytic converters). NOTE: An illustration of the benefits of the 2-way communications between the presenters and the attendees encouraged by Tech Tactics is the following: While a few of us were talking with Norbert after dinner, one of the group asked him if Porsche Engineering was receptive to evaluating new ideas, such as: A new type of igniter, which not only ignites the fuel mixture, but ionizes it, promoting virtually 100% efficient combustion, based on actual ongoing engine testing. Norbert encouraged him and suggested a means of contacting Zuffenhausen engineering.

(b) The PDK is a marvel of the integration of a standard and automatic transmission activated by a pair of concentric clutches. It is computer controlled and is a complete stability and shifting system that has a brain of its own. This system reduces the time to go from 0 to 60 mph by 15-19%



The two diagrams which accompany this article are provided by Presse Porsche



and reduces the weight of the power train by about 20 lbs.

(2) In the relentless effort to drive down weight in the 997s, about 8.5 lbs were saved by switching to lightweight/high strength clamping systems, i.e. nuts, bolts, studs, flanges. However, much tighter torquing limits must be observed along with special care in properly lubricating the threads to avoid excessive stresses & failures.

(3) Advanced Body Design for the 997
An elegant solution to the problems of designing a lightweight, yet safe body, was found by Porsche engineers who combined the special properties of boron steel tubing with unique structural design, in effect they created a roll cage tied to the center tunnel of the chassis. Tests proved the crash survivability of the car. The principle that's at work here is that as the components (made of hollow box shaped structural members) deform, they absorb the energy of the crash and protect the driver in the roll cage cockpit.

An example of the rigorous detail the designers employed to insure structural integrity of the load carrying members of the cockpit is the door design. The door contains a boron steel cross member that carries load from one structural door post

to the other insuring the cockpit stays intact, protecting the driver.

(4) Center Lock Wheels
They're convenient, but you must be careful torquing them. A while ago, the mishandling of the assembly of a cast type wheel resulted in a failure. Norbert Singer says Porsche standardized its wheel material to magnesium alloys for strength and consistency in establishing correct torque values.

How to Set Up Your Boxster/Cayman for Auto-X and Track by Will DiGiovanni

To state the obvious, high quality handling is the most sought-after characteristic by true connoisseurs of fine road machinery, especially high performance cars like our Porsches. There's no point in having a powerful engine if you have to slow down to a crawl in the turns. This is especially true in DE and racing. That's why, Will is enlightening us on the practical (though sometimes costly) ways to set up our suspensions to optimize its handling.

Here are some things you can do yourself or with mechanics' assistance to tailor your set-up and performance to your needs. And most importantly, work hard to improve your driving ability to allow you to safely drive your car to, or close to, its

new performance limits you worked so hard to improve.

(1) If you drive to events, like I do, versus having a "trailer queen," your setup is probably a compromise (or you're in for an uncomfortable ride). Or, you can go to the expense and trouble of using adjustable shocks or quick change torsion bars, etc. Remember, if shocks bottom out, you suddenly go from a softer to an infinitely stiff spring rate and a hard ride.

(2) Alignment is critical and must be done on precision equipment (like Hunters) and by fussy experts like Blair Talbot. Rely on manufacturer's recommendations for camber settings.

(3) Here are some options available on the market today:

Shocks and Springs

- Traditional shocks (Bilsteins, Konis) vs. Penskes and JRZ's, etc.
- Pre-engineered suspension packages like - Cross.
- Spring plates (H & R)

Wheels and Tires

- Special compounds -- slicks
- Carefully follow tire manufacturer's recommendations on diameters and widths.

Upgrades You Can Add

- Camber plates
- Spherical bearings
- GT3 2-piece lower control arms
- Strut tower braces

Set-Up Procedures

- Set optimum hot tire pressures
- estimate a lower cold tire pressure, then recheck and adjust after tires heat up
- Set/check shock pressures
- Adjust ride-height to target level
- Adjust corner weights

Test Drive Car

- Focus on Handling in all situations:
- Turn-in, mid-corner -- turn exit.
 - Correct for excessive over or under steer.
 - Braking and acceleration behavior

Keep Detailed Notes and Lap Times vs. adjustments/changes in setup

Analyze the Data:

- Discuss results with your suspension tuner
- Make the required adjustments/changes optimizing handling

I hope the above condensation of what transpired at this outstanding annual event will encourage you to seriously consider joining us and carpooling to next year's event. As Norbert Springer would say, "Auf Wiedersehen!"

Answers to questions on page 26

- (1) aluminum
- (2) 380 million
- (3) 95%,
- (4) 80% vs. 46%,
- (5) 11,486)

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Editor

...continued from page 7

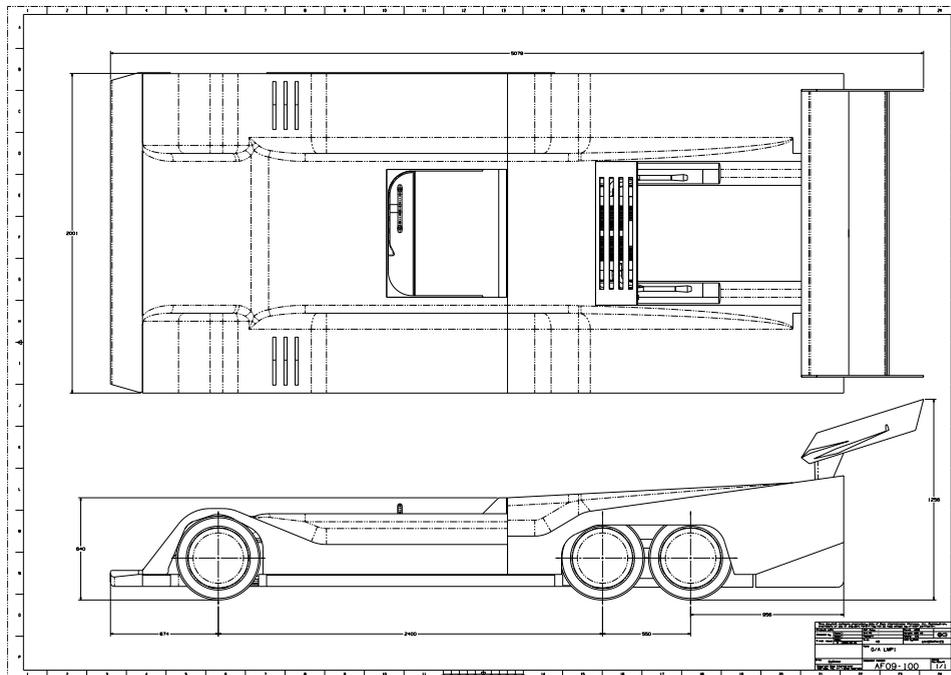
water, those opportunists collected the slag and turned it into jewelry and other collectibles. Very clever.

Today the automotive industry uses electrostatic painting methods which leaves little or no overspray. It would seem that the Fordite out there today is all that remains. That might explain the inflated prices. But I would imagine someone might devise a way to create their own Fordite on a small scale, especially considering the economy with so many people looking to make a living. After all it only took one opportunist to see the potential value in that slag on the factory floor.



AF09 LMP1

A special and exclusive interview for Northlander from the chief engineer at Schneizenteit



Last year we were able to interview the chief designer of the Schneizenteit LMP2 motor and to get a glimpse of their future plans. Since then the motor has been through many trials and tests. It has been made in to a larger capacity and is now up to LMP1 specs. The chassis for this engine has been designed and prototyped. We now have an exclusive interview here, just for *Northlander*, to discuss the chassis.

We have seen a most amazing year in 2008 with Audi wins and Peugeot entering the LMP1 class along with the Acura LMP1 ... and even rumors of a Porsche LMP1 to arrive soon. The Schneizenteit engineers face incredible competition ... yes?

Yes ... incredible is a good word for it. We are really impressed with Audi and their V10 for the R15. We expect our eight cylinder will give us a little advantage in weight savings and a lower polar moment when installed in the chassis.

Tell us about the AF_09 chassis, please.

It is really quite conventional by modern standards. Graphite fiber is the main material used with a few points reinforced by billet machined titanium. The tub is a one piece front to back and encloses the 80 liter fuel bladder. The aerodynamics have been arranged to give us some advantages. For example, the wing has a leading edge slot to smooth the air flow

over the main wing and on to the Gurney flap. The motor exhaust is channeled through the body work to increase velocity of air under the wing and thereby give more down force. The edges of the pan are not square but beveled so as to provide some down force in a high yaw attitude.

A high yaw attitude?

Yes. Going sideways.

I see four wheels at the rear. Isn't this a bit unusual?

Maybe. You might recall Tyrell once built an F1 car with four wheels at the front. We believe they are better at the back.

And why is that?

Consider, for a moment, a very wide tire with a stiff carcass. Think, for a moment, of a ruler or straight edge placed against a table. Now lift the ruler at one end by a very slight amount. And how much contact does the ruler now make with the table? Not much. And so it is with the wide tire. Better, we think, to have four narrow contact patches than two wide ones which you can not have in ideal camber at all times.

Ah, yes. I see. And the rear suspension ... looks very rugged but a bit unusual.

Not really. We have reverted to an old method but with modern materials. Graphite fiber and titanium forgings are used. It is a De Dion suspension with a low pivot and Watts linkage. Parallel triangle links at the front of the system take traction loads in to the chassis. At the front we have a single keel geometry with long lower links. Both suspensions use a very special torsion bar system with internal damping. Top secret.

Returning to the four wheel rear end for a moment ... surely that will cause a lot of understeer?

Ah, yes, it could. But we have some roll steer designed in and it is progressive. The driver has massive torque available and can steer with his right foot. The front suspension has anti-dive geometry and torsion bar to keep the front end "up" and therefore maximum tire contact.

The body work and aerodynamics ... looks like the body is "closed" and there are not many openings or snorkels.

This is a good observation. In F1 you will notice the '09 cars have less itty bitty add-on and no snorkels. A much cleaner design is now sought after. Indeed, we understand some engineers now look to flow the air through the car and not over it. We think the added friction of air and boundary layers on two sides of a panel is

detrimental. Therefore, we have a "clean" design with air "over" and not "through" the body.

And how have the road or track tests progressed?

Ah yes. We have had opportunity to examine some of the features just discussed. The car is very stable at speed and in a straight line. It can be made to break loose and indeed if the back begins leading the front interesting things happen. Much better to be going a long distance sideways than to get completely around.

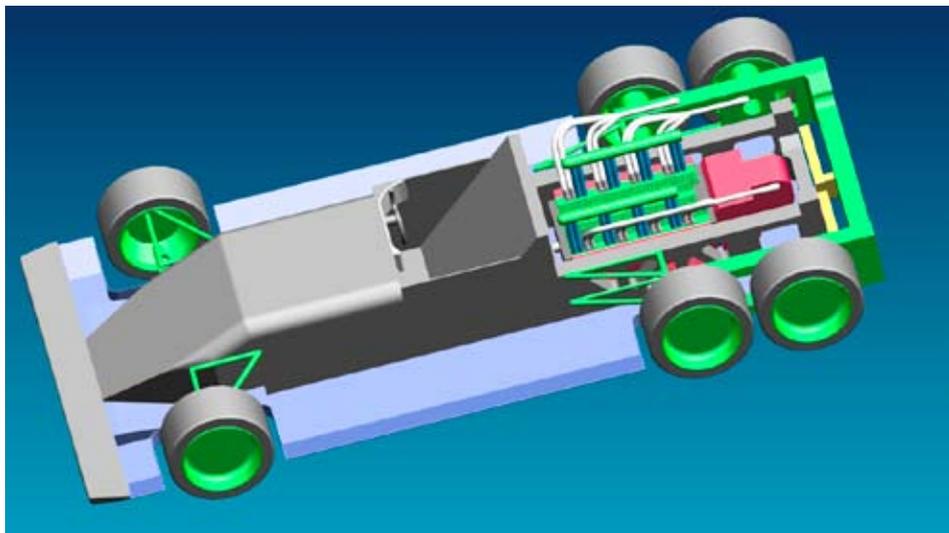
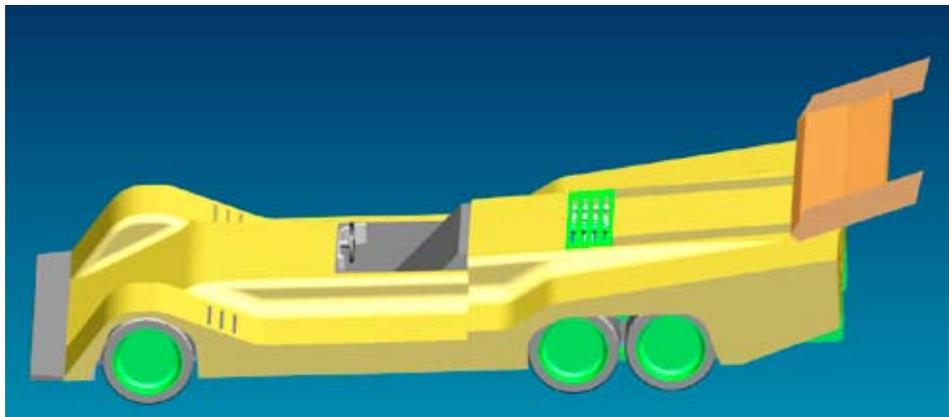
What can you tell us about the transmission? It looks to be a transverse layout with differential rear most. Yes?

It is, yes, and it has some special features designed by our US engineer Mr. G. Gooseg. It is a Gerplogguflugen and Doppelkershiftitself.

And when is the car to have its first race?

April first. We will keep you informed of our progress.

Thanks you so much. Northlander readers will be thrilled with this information.



12 HOURS OF SEBRING 2009

David Churcher



10:29 PM, March 29, 2009 ... The winning Audi R15 passes us for the last time. The Peugeot was only 22 seconds behind the Audi after 12 hours of racing.

One hour to go. Not to the finish, nor the start, but until I get out the door and head to Logan. The excitement is already high. This is an event I have planned since I was a kid in The Great Southern Land. That is many years ago. I will not write how many. But it was long enough ago I recall vividly Jack Brabham pushing the Cooper over the line and winning his first World F1 title. That was 1959. This weekend's event is 50 years on.

David Brabham will be driving the Acura LMP1. He has a good chance to win. Wouldn't that be auspicious? He will also drive his dad's 1959 Cooper in a parade lap. I believe that is the Cooper Jack sold to a Tasmanian in 1960 and later I did some work on the car for the mechanic. I ground the tappet buckets of the Climax engine. Auspicious. I might weep.

Audi will be there with two new R15 cars. A new car but knowing Audi it will be strong. And could win. Peugeot will have two LMP1 cars ... and could win. So we anticipate a few deserving wins.

Mon ami Olivier is going with me. He says he is going for the photo lessons. He will really be watching history in the making. And as he is French, I am Australian, and we even have a German connection any of those wins I just mentioned will be reason for us to celebrate. We have packed cognac and Champaign so we will be ready Saturday night.

And, now, Thursday 0930 ... I am out the door. The next paragraphs will tell the story.

It was a Le Mans style start. The kind involving a mad sprint across the tarmac. Not at Sebring but at the Newington bus depot. Olivier had misplaced his house and car keys and ran himself out of time. The keys were found and he made that dash to the bus. Other than Delta causing a missed connection at JFK and a subsequent 12:30 AM arrival at our hotel the weekend went extremely well.

Our hotel was 35 miles north of the track and that meant breakfast on the road and an early start. Highway 27 is not the gourmet center of Florida so it was a meager fast food breakfast followed by a detour and tour through the small village of Sebring then on to the track and our parking spot by turn six. I had long planned a brief moment of observation as soon as I climbed out of the rent-a-car. That moment was curtailed by the raucous blast of two Corvettes coming out of turn six. The noise was followed by the hum of an R15 and a Peugeot flying out of turn six. Are these LMP1 cars fast? Their quietness is deceiving ... it is when they pass a flat out GT3 Porsche you realize just how fast they are.

But it's not all about the LMP1 or even the LMP 2 cars. For those of us with memories of the 1960's it is a visual feast. A walk

around the paddock was a delight: a 1959 Lister Jag, the Costin designed car driven at Sebring by Moss and Bueb; various Healys, TR4s, Elvas; and to my delight there was the Daytona Coupe and standing next to it the designer Peter Brock. And next to the Daytona a Lotus 23. My day was made.

Day 2, race day ... up very early and down the road. This time with granola bars and fluids packed. Back to the parking spot at turn six and off to the pits. The public is allowed on the pit lane and grid up until about 20 minutes before the start. This is a real treat for the crowd and an old photographer such as myself. We were rubbing shoulders with the drivers and the engineers. I was as excited about being around Dr. Ullrich (Audi Sport chief engineer) as I was to be around the drivers. The sounds and excitement mount, sky divers drop in, there is a fly over, the national anthem is sung and we are then asked to clear the grid. It was a little difficult, I had managed to place myself between the Armco and the pit wall. Two Nikons, a bag, and a gimpy left leg. I was trapped. Some bad language and peculiar athletic moves and I was free much to the amusement of a German lady who watched my whole act.

At 10:30 the race was on and it was clear from lap 1 onwards this was a race between Audi and Peugeot. But 12 hours is a long time and a lot can happen. We

watched and took the same photo over and over again hoping for that stunning shot to pop on to the camera. By mid day it was time to look for lunch and we realized we were not in a gourmet center. The choices were: corn dogs, elephant ears, beans, burgers, Bud, grilled chicken sandwich. And UFOs. UFOs? Yes. Unidentifiable Food Objects! One such meal I witnessed was a brown pile being spatula manipulated on a hot plate with curious yellow squares on it. On closer examination it turned out to be Velveeta squares, onions, and (I think) beans and rice. Definitely UFO.

The afternoon was warm and we heard a Peugeot had lost its air conditioning. Oh, that would be a joy for the driver. The Audi and Peugeots lapped in a consistent manner all day long ... we walked the inside perimeter of the whole track looking for photo ops and being amazed at the speed of the LMP1 cars. The event is not just car racing. I would propose 50% of the people there do not know a Peugeot from hole in the ground ... they are there to party and exceed each other in emptying beer bottles. Some camper sites were set up with tents and sofas... just amazing.

The afternoon turned in to late afternoon and the sunset was beautiful. It was until I tried to shoot in to it. It must have been hard on the drivers too. The sunset turned in to darkness and that was harder on the photographers and surely on the drivers as well. Late in the evening the Acura LMP1 of David Brabham was out and one Peugeot was out. The race was coming down to two Audis and a Peugeot. We went back to turn six for the final 45 minutes of the race and timed the gap between the cars ... just 25 seconds or so. At 10:29 the Audi passed us for the last time and the Peugeot was right there. In the finish, after 12 hours of racing, just 22 seconds between them. We are accustomed to Audi's wins but we must note the Peugeot is a new car and came within 22 seconds of Audi. They say Sebring is a prelude to Le Mans. What a race it will be this year.

Indeed Sebring is 50% of Le Mans. A good indicator of what to expect. I wonder how the cars will handle 24 hours and I wonder how this old photographer would handle 24 hours. But I think I want to give it a whirl.



From the top:

Peter Brock, designer of the Daytona Coupe, is interviewed for TV. The car is valued at \$12 million.

Acura had two LMP2 cars and two LMP1 cars. Problems with transmission and fluids outed the LMP1 ... but just wait ... they are good.

Audi wheels all ready to go.

*Photographs: pages 34, 35 and 36
David Churcher*



From the top:

The very impressive Peugeot, a very fast 911, sunset ... so pretty but tough on photographers and drivers, Dr. Ulrich Baretzky (Audi engine designer), Ferrari night time pit stop, Howden Haynes (Audi race engineer).

One more pic on page 36

Vice President

...continued from page 10

shocks and 165/75-15 Cooper Tires that were OEM size in 1973. My wife didn't make any excuses and she went out and got 2nd in her class, losing out to a women from Texas who had won the class before in an extremely well set up 914 2.0. It didn't matter that day what the results said, Jaime, in my opinion, had the best performance of any driver at the Parade AX considering the car she was working with. My greatest Porsche Club moment doesn't even have anything to do with me, other than just being a proud husband.

Jaime continues to amaze me everyday with the things she does. She is an amazing teacher, coach, friend and wife. She finds time for her other passions such as riding her Harley Davidson, working on her graduate degree and running in marathons. So I am sorry to all of you other guys out there, but I have the coolest wife there is and I think I will keep her as long as she can tolerate me.



And ... just one more from Sebring.



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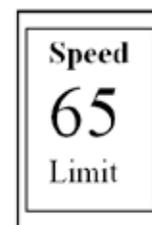
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From the far side of

Falling in Love Again

Gary M. Levine

I've been a car nut since I was a little kid. My parents claimed that by age 3 I could recognize and name every car that drove by our house just by their hood ornaments. Not an easy feat, given that most cars looked the same in the mid 1940's.

I probably developed Sports Car Awareness Syndrome during high school. Initially, I thought the MGA was cool, but a bit primitive. Austin Healys and Triumphs sounded like tractors to me. Alfa Romeos were nice but fragile. I did take notice of the 356A someone in our neighborhood had brought back from Germany in the early 1950's, but it was a VW at heart, wasn't it? Love Affair #1 was with the Jaguar XKE (aka the E-type – editor). I still can picture it on the cover of *Road & Track* sometime around 1960.

The Law of Delayed Gratification put me behind the wheel of parental cast offs (Dad was a Packard, then a Buick man), cheap compacts or used cars. The first car I bought for myself was a '61 Corvair that I drove through my college years. Maybe I had the subliminal need for a car with an engine in the wrong place. After the engine self destructed (could have been a missed downshift?), I was handed the keys to a Ford Falcon. Not good for self esteem or dating.

Love Affair #2. About 1967, I did fall for the 911. One of my friends had a brother who bought a 911 while stationed in Switzerland. One ride convinced me, but sensible goals like completing medical school, meeting and courting Dianne, the real true love of my non car life, doing a residency, as well as impediments like the army, two boys and a mortgage put me off from buying a sports car.

However, by age 35, I was sufficiently liquid to repeal The Law of Delayed

Gratification. At about that time, I read a "Used Sports Car Classic" article by Joe Rusz in *R&T* lauding the 911 as a great value. Love rekindled. I bought a used 1971 911T. Needless to say I had arrived (OFTEN!) at the mechanic for frequent tune ups and heat exchanger replacements as well as at the body shop for extensive iron oxide removal. Not to dwell on it, the Green Moneygobbler was fun to drive, but occasionally conveyed me rear end first. Hello trailing throttle oversteer! I joined PCA, but never went to a DE to learn how to drive it. Big mistake. I documented my experience with my Porsche in *Panorama* thirty years ago in an article entitled "But, Honey It's a Classic!"

I parted with the very tired 911 in 1981. (Here's the place where the dyed in the wool Porscheophiles are going to stop reading and get off the commode) I fell in love (note the small "I") with a BMW. Four Bavarians to be exact over the next twenty years, with an RX-7 and RX-8 mixed in. I started to attend driver's schools and learn my limits and those of a BMW. For years, I wrote a column called "From the Far Side of 55" for the Delaware Valley BMW newsletter. Even had one story published in *Roundel*. After moving to the Upper Valley I continued to write sporadically, but lost interest in BMW's as they got bigger and heavier and less fun.

When they told me to enroll in Medicare it was time for a change in credo. Why drive a Practical Good Compromise Sport Sedan when you realize that life is too short for a PGCSS or cheap wine. It reawakened my Porscheophilia. Although the 911 is awesome, I was taken more with the engineering concept of Boxster, but don't like convertibles. Enter the Cayman. From my first glance at the pictures of the Cayman, it was A Serious Love Affair. So off we go car shopping.

Parked in inventory at Porsche of Nashua was, Midnight Blue/Sand Beige, 6-speed, PASM, 18" wheels, sport seats, Bose and Xenon equipped. It took a while to make the deal, but I bought the Cayman in July, 2007.

After buying the Cayman, I regretted having too short a commute to work. It was hard waiting until I had driven 2,000 miles before being able to go to a DE at NHMS. Given my age, but still functional neuromusculoskeletal system, I have no thought of giving up track events. Although my instructors tell me I am driving conservatively, I find I am going around the circuit faster than ever. The PASM sport setting makes the car feel like it's on rails while the 2.7 base motor is more than enough power for me.

The only downside is that the Cayman does not do winters. That's why they make Subarus. Can't wait for April!

President

...continued from page 6

feel immediately welcomed. I joined PCA and made an effort to become involved, and when offered a slot to help out in Social, accepted without hesitation. It was so much fun, planning and then seeing the enjoyment the event brought to others that I volunteered to run for Vice President, and when Miriam's term as President was running out, offered to step up to that position.

Many members and outsiders do not realize how much time and effort really goes into keeping a club running so well. Countless hours unpaid in currency but compensated for in a way that money can't buy: a gratification in knowing that our fellow members, the group, our friends, have benefited from our efforts. Priceless, as the Mastercard folks would say.

I would like to highlight the efforts of some of our core group of volunteers within NCR.

My first example would be Joe and Lisa's AX events...simply amazing. Each event is run so well. Why? Because of the planning, the 4AM wakeups and drives to make sure everything is setup, their sense of organization, caring for the equipment. And it is not just Joe and Lisa, but the whole core of autocross enthusiasts who step up and work together to assure that their events run smoothly and are fun.

Another example is Paul Tallo, who serves NCR both as Club Secretary and as Charity Chair, and it is the latter volunteerism I wish to highlight here. His investment of time and dedication to the Make-A-Wish charity is incredible. The Charity Laps program that he heads at our three-day Driver Ed event in August literally brings a tear to my eye. This event, in which Make-A-Wish kids get to be passengers in these high performance cars and do laps on the track would not be possible without the efforts made by Paul and his group of volunteers. What amount of compensation would equal the excitement and ear-to-ear grin on the face of an eight-year-old child that was made possible by your efforts?

Now consider our Driver Education program. WOW - don't even get me started there! Paul Frucci's DE board is simply amazing. The time and effort put into each and every event by John Lussier, Fred Bussiere, Mark Watson, Steve and Jim Gratton, of course Edgar Broadhead, the tech inspectors...I could go on and on. Because of these volunteers the events run spectacularly, on time and safely. And the Driver Ed instructors - there would not be a DE program if the collective expertise of generations of instructors were not passed on to each group of Green and Novice drivers. Just think about an instructor's commitment: they meet a fellow PCA member - but most likely a total stranger to them - and after a handshake and a smile climb into the student's car **as a passenger** for a session at speed (well, eventually) on a track, at a racing venue. Talk about volunteering! Instructors are at risk virtually every time they climb into a student's car, yet to a man and to a woman they will tell you they love it. The reward is in seeing a student progress, to begin to apply some of the driving skills that instructor has acquired over the years, and to follow the student's progression through the program, some ultimately to become instructors themselves. Passing on the fun. And it is fun: if you haven't yet experienced a Driver Ed event come on out, walk around the pits and see smiles so big that they require surgical removal!

I could go on and on, but I'm running out of space. The *Northlander*! Do you realize that David and Tracey invest somewhere in the order of a week's work - and I mean 40 hours - each and every month to compose and publish the magazine you are now reading? What a great example of commitment! The Annual Banquet - our Thirtieth Anniversary - which I was privileged to be involved with again this past year along with Judy, Lisa, Paul, Miriam and others took hours and hours of planning and preparation but in the end how rewarding to see so many of our members attending and having such a great time. We enjoyed a record attendance, over 100 attendees, better than twenty percent of the club's membership, both numbers which I hope will continue to grow throughout 2009 and beyond.

Just as new customers are the lifeblood of any company, so it is that new volunteers are the lifeblood of this great organization. You don't have to start at a committee chair level. If you have a great idea for a dinner social present it, help plan it. If you think of a great location for an ice cream tour, or a rally, let's get it done! And events that include children are often the most fun for everyone. Your involvement - even just 'by the littles' - will help this great community of Porsche People to grow and remain vibrant!

Beginning in May come join us for social time during our monthly meeting. Please be watching the Web for future updates.

So next time you see an NCR Board or Committee member be sure to thank them for their investment of time. And if we haven't seen you for a while, please make a point to come out and join us this year at one of the upcoming events. A great time to start is coming in May when we are planning social time during our monthly Board meeting (watch the web for details). But whether then or at another event please join us. I promise you won't regret it because there are a whole bunch of volunteers planning a great time just for you!

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

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

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Looking Back

...continued from page 11

Most of the milestone Porsches from the racing world are there. You'll find everything from over-restored 550 Spyders in Imron to an absolutely lovely, ratty 917 coupe in its as-raced Martini livery complete with wind-peeled racing numbers. All of the cars are purportedly in running condition and the current vintage racing decalomania on some of the cars (i.e. Joe Heishman's 68 911 R) attest to the authenticity of at least some of this claim.

While most of the cars are part of the permanent collection, Porsche AG has loaned the Collier Museum the 1948 Cisitalia Grand Prix Car (that never raced), and Dan Gurney's 1962 Formula One, one-time winning car. Coincidentally, both cars were on display at the Pike's Peak Parade along with the outlawed Interscope Indy car that was built for the 1980 race. The Interscope car is also on display at the Collier. The cars on display represent a 3-D recap of many of the highlights in *Excellence Was Expected* by Ludvigsen. There is a Gmund coupe, a Behra Formula 2 car, RS 60/61's, the aforementioned Spyders, along with at least one of each of the 904/906/908/910/917 racecars.

Miles Collier's high school graduation present, a '65 356SC Coupe, a Marathon de la Route veteran 914-6 GT and an Abarth Carrera are also on display. An amusing "sleeper" is in the Porsche display area too. It's a '56 VW Beetle with 100% 4-cam Carrera running gear and Carrera brakes. The single exterior giveaway is the finned aluminum brake drums visible through the wheels that don't have hubcaps. (It had to be a California creation.)

All told the visit to the Collier Museum was worth my time. If you find yourself in the Ft. Myers/Naples/Cape Coral area you owe yourself a visit. I don't think a ride down from Orlando/ Disneyworld, Tampa/St. Pete, or Miami would be worth it unless you happen to have a Porsche with you for the drive!



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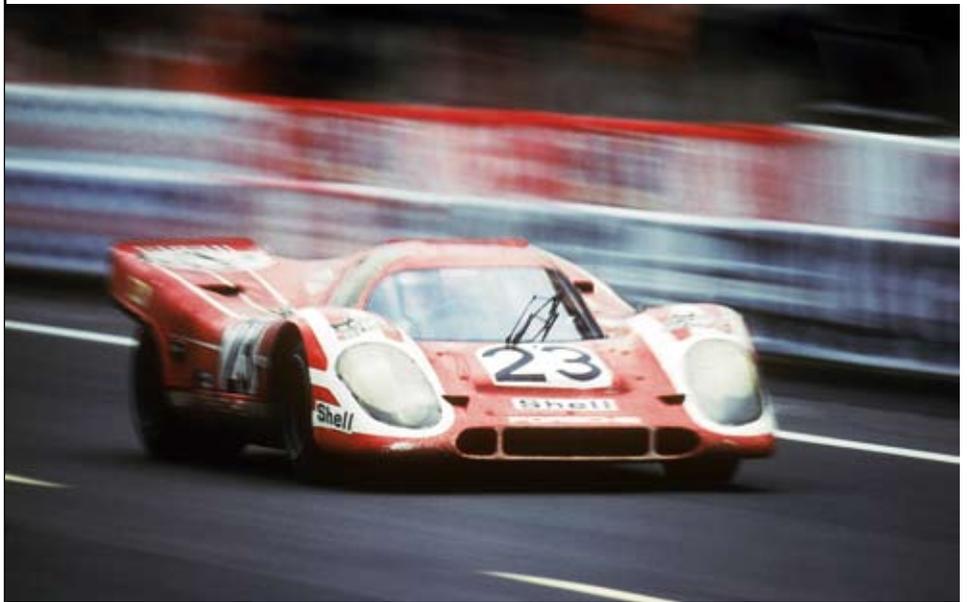
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Anniversary: 40 Years of the Porsche 917

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Text and photograph from Presse Porsche.

Oops!

The print version of our April issue has fixes for a couple of editorial malfunctions which did make it to the web version.

NEXT MONTH

Last month we were a bit ambitious and some items did not make it as planned.

For May:

Tech Session 3

Turbine (jet) engines in race cars

Details of the Amelia Island trip

Grand Prix of Long Beach (a possibility ... not a promise)

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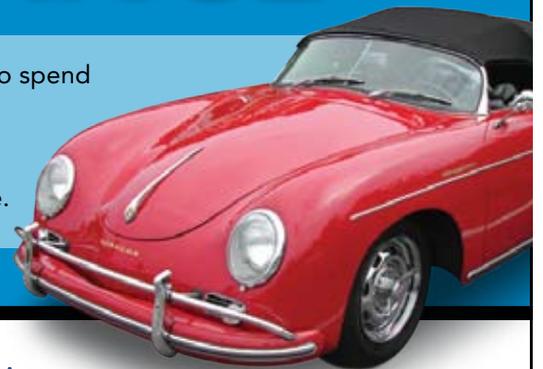
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