

# NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 33 Number 10

October 2010



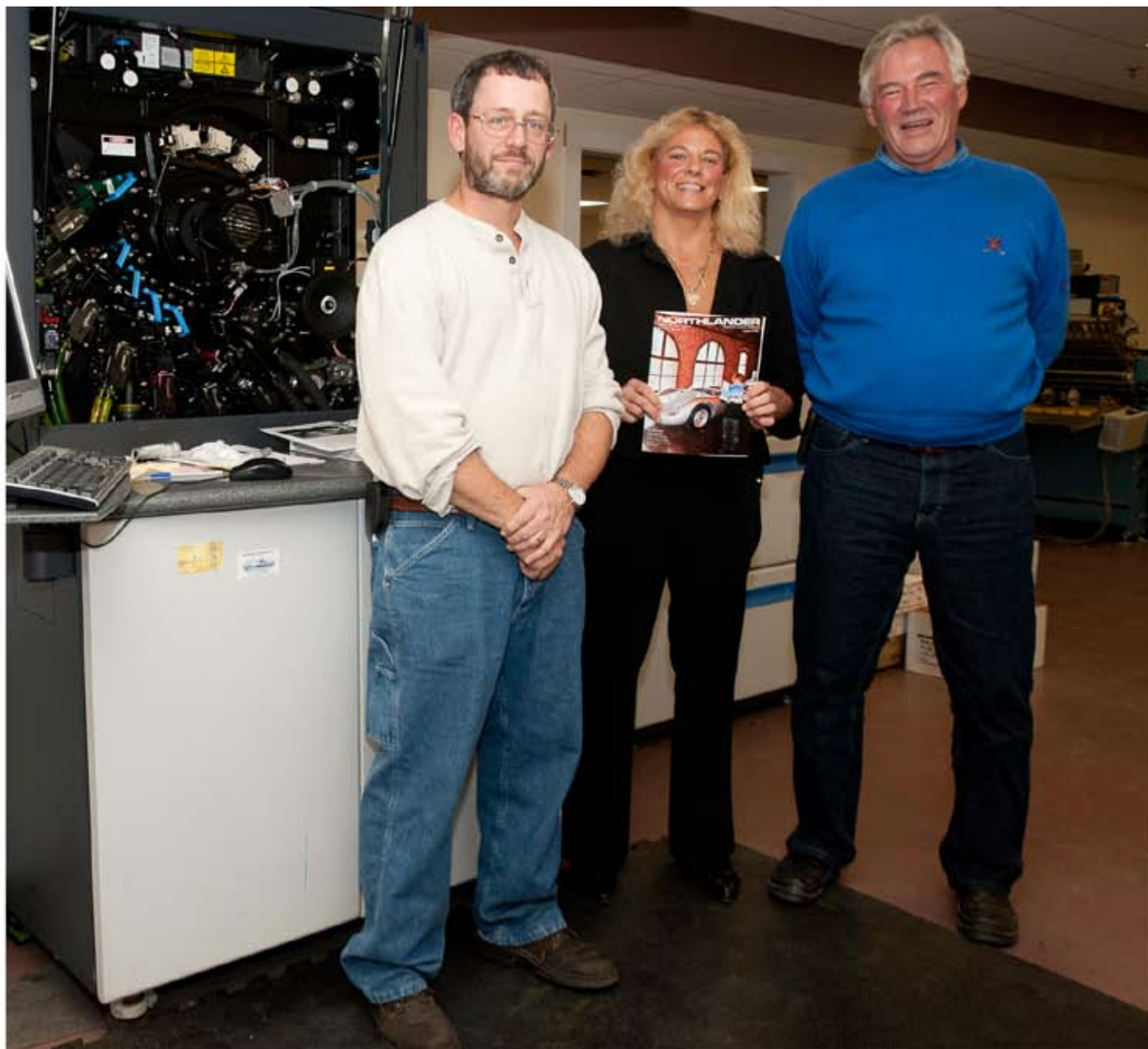
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Lime Rock Park Historic Festival

Havana Grand Prix 1960

Autocross #6



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# NORTHLANDER

NORTH COUNTRY REGION  
Volume 33 Number 10

PORSCHE CLUB OF AMERICA  
October 2010

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## On the cover



The Lime Rock Park Historics on Labor Day weekend did not have a large turn out of Porsches. It was a great event anyway, of course, but this photographer wanted Porsches. This beautiful 356 gave the impression it was "hiding" in the paddock and waiting its chance to come out and play.

Photograph by David Churcher



14



28



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## Statement of Policy

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## CALENDAR

**3**  
**11-12**  
**12**

October 2010  
AT A GLANCE

### 2010 NORTH COUNTRY REGION CALENDAR

Oct 3	9am	Fall Rally	TBA	rally@ncr-pca.org
Oct 11 - 12	8am	NCR DE Spring is a Long Time...	NHMS	de@ncr-pca.org
Oct 12	6pm	Board Meeting	TBA	president@ncr-pca.org
Oct 31	2pm	NCR 1 <sup>st</sup> Golf Outing	Cocheco Country Club	janetleach07@gmail.com
Nov 6	6pm	Holiday Banquet		
Nov 9	6pm	Board Meeting		president@ncr-pca.org

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



Ivy Leonard

I am flabbergasted that my two year tenure has almost come to an end. I just don't know where the time has gone...

September already... can you believe it? The air is beginning to feel like fall and signs of that cooler time of year are creeping up on us. Seems as if I was just jotting down my article for the opening events for the spring. As you read this article it will already be October. How can this be?

Four years ago, shortly after joining PCA and North Country Region, I ran for vice president hoping that I could contribute in some small way to the success and growth of our region. Two years later I succeeded Miriam as president and agreed (if elected!) to serve two years. Amazingly, those two years have passed and with your vote of approval Jay Gratton will succeed me in that position.

I have certainly enjoyed my terms as vice president and president on the NCR Board. This wonderful group of board members and committee chairpersons has become close friends. Without this dedicated and hard working group of teammates my terms of service would have been more of a struggle. It has been an amazing team, and I am certain that sense of teamwork will continue under Jay's leadership. I intend to remain an active part of the Board in the capacity of "past president," and will with Jay and the rest of the NCR Board and chair members.

It has been fun and rewarding, but has also been a challenging time to serve as your President. The weak economy has had an impact on members' discretionary spending, and we have tried to maintain an active and varied calendar of events with sensitivity to closely watched personal budgets. Unfortunately, even membership renewals have suffered somewhat, and we have ranged from a high of just over 500 members a couple of years ago to a dip down around 475, although we are now on a slow but steady climb back.

But despite the economy we have again this year made substantial donations to our primary charities: Make-A-Wish and the Food Bank. Much of the credit for our consistent support of these worthy

causes is the result of the hard work and dedicated effort of Charity Chair Paul Tallo. Paul has been a tremendous asset to the NCR Board and a great friend of mine, providing support in tough times and in happy times. Thank you Paul for everything you have done for NCR and for me.

I am flabbergasted that my two year tenure has almost come to an end. I just don't know where the time has gone! I guess all the fun with my NCR friends has made the years just fly right by. Special times remembered from Board meetings, social events, DE, tech, rally, and even on the rare occasions I had the car actually run and made an AX event. Great times at Amelia Island with Hank and dear friends Miriam Dunster and David Churcher. Wonderful times, great stories, and the occasional glass of wine with special friends. Think about joining us next year at Amelia Island.

As this year comes to an end it will bring new and exciting things for NCR. I know Jay will be spectacular for NCR in a leadership role, ably assisted by Matt Romanowski in the vice president's position. I will work diligently to help out as needed in the capacity of past president.

So, as I close out my term I implore you, as I have done many times, to keep looking at that calendar to see what event looks right for you. Find an event, come on out and join in the fun with old friends, and meet some new ones in the process. And please encourage other Porsche owners who have not joined with us to sign on. Membership does have its privileges!

Thanks again to our Board and Chair members. See you all soon at the next event!



Tracey Levasseur

While my house may not always be pine fresh, I do practice spring and fall cleaning rituals with my vehicles...

October is the month not only for some gearheads to think about storing their cars for the winter but also, among other autumnal rituals, for fall cleaning. Many of you may laugh at it, some of you may agree with it and others of you may scratch your head and ask "what is fall cleaning?"

When I was little my family members religiously took a whole weekend during the fall to perform the rites of fall cleaning. And no one was allowed to miss this opportunity of Olympic housework. Fall cleaning entailed literally ceiling to floor scrubbing of everything in every room of the house. In every corner, under every bit of furniture, between every couch cushion with the vacuum using every attachment that comes with it. Pull all the curtains down and strip the beds of every stitch of fabric so you could wash the walls with that smelly pine cleaner (they didn't have all the fancy fragrances they have today) and suck up those notorious dust bunnies. By sundown on Sunday the beds were made, curtains back on their rods and everything was back in its rightful place, not to mention the whole house smelled clean and sterile. It was a lot of work but the results looked great...for about a week then everything got messy again.

I'm sure the fall cleaning ritual dates back, at least in my family, a few centuries when thorough house cleaning was accomplished twice a year: in the fall after the harvest and in the spring after the long winter. But just like Daylight Savings Time I think the spring and fall house cleaning ritual is obsolete. At least that was the position I took when I ventured out on my own as an adult. For example, I don't spend weeks in the field picking vegetables so that my house starts filling with dirt and cobwebs and clutter resulting in me having to spend a whole weekend scrubbing every surface like Cinderella. And likewise in the spring, because of modern conveniences like running water, dryers and vacuums I can clean things when they're dirty rather than waiting for the snow to melt to clean everything at once.

So that is my housecleaning philosophy: clean it when it's dirty (or when you just

can't stand looking at the filth anymore). You've been warned now. When you visit my house don't be surprised to see dust on the shelves because that's my least favorite chore which gets done only when I can't stand looking at it anymore. And there may be fluff on the kitchen floor that we dog fanciers refer to as tumbleweed. Don't worry though as it tends to scurry off under the fridge as you walk through. The area under the fridge usually gets done only when something important rolls there, like a dog toy or a dropped grape. I'm a bit more attentive to the dust bunnies under the bed however. I've figured out why they're called "bunnies." They have a mysterious way of multiplying exponentially between weekly housecleaning.

While my house may not always be pine fresh, I do practice spring and fall cleaning rituals with my vehicles. Each spring when the driveway is clear (after Mud Season) I will line up two vehicles (when you have as many as I do, it just makes sense to do them in pairs) and go through them inside and out, the likes of which would make my family proud. Of course, the reason for this is the necessity to remove a winter's worth of dirt, road salt and dust from the vehicle. In the fall, obviously, it's crucial that any vehicle stored in a dark, closed in place receives a good "fall cleaning." Spills on fabric and leather can leave stains, odors and cause mildew, not to mention if you forget to clean up those rogue peanuts or French fries under the seat you're just inviting rodents and insects to get in. You may say "well I do a thorough cleaning and still get vermin in my car during the winter." The jury is still out on the best products to keep rodents and insects out of stored cars but lately I've set dryer sheets in various sections of my cars. Not only do they seem to keep mice out but they leave the car smelling much better than moth balls.

So my house may not always be neat as a pin, and my relatives may not approve, but my vehicles will always receive their proper spring and fall cleaning. That's a gearhead priority.

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**Bob & Laura Futterer**

**New Members:**

Christopher M. Carter  
Dudley, MA – 2005 Carrera S  
Transferred-In from Northeast Region  
joined PCA 07/20/2010

Stephen Chardon  
Franconia, NH – 1992 911

Derek G. Drouin  
Nashua, NH -- 2008 Cayman S

Stephen Hoffman  
Keene, NH – 2001 Boxster S

Andrew Kessel  
Mark Dudek  
Boston, MA – 2007 Carrera

Edward Mansing  
Portland, ME – 1988 944 Turbo

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**Member Anniversaries:**

**1 Year:**

Christopher R. Gallant  
Matt Gallant  
Deerfield, NH – 1988 944

Michael E. Severin  
Hudson, NH – 2008 Boxster

**2 Years:**

Frank Patterson  
Carol Gasses  
Exeter, NH – 1990 911

**5 Years:**

Ivalee M. Leonard-Cowles  
Robbie Leonard  
Dover, NH – 2006 Cayman S / 911 Targa  
/ 944 Turbo

David Raynes  
Rosemary Raynes  
Dover, NH – 2001 911

**10 Years:**

John Gagel  
Ailsa Gagel  
Sugar Hill, NH -- 2000 BOXSTER /  
2000 911

Noel M. Swartz  
Julie Levensgood  
Westborough, MA -- 1980 911 SC

**20 Years:**

H Charles Benz  
Susan Benz  
Hollis, NH -- 2002 996 / 2000 996

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



Jay Gratton

## THE ROLLING CHICANE

My dad and I have this storage thing down to a science. If you ever have a question about how to store a car or how to make numerous cars fit into a small space just call one of us.

I love the season of fall! I love the crisp morning air, I like wearing jeans and sweatshirts, I love my Merrimack Tomahawk, Georgia Tech and New England Patriots football, obviously I love the changing of the tree colors, I enjoy early morning boat and motorcycle rides all bundled up and clearly I enjoy driving my favorite Porsche down back country roads enjoying the foliage. Of course there are down sides to fall as well: I despise cleaning up leaves, and even though I have a leaf blower that could take a house off a foundation, I don't like it. I don't like putting snow tires on the cars in preparation for the snow; I don't enjoy putting the boat or the motorcycles away and for obvious reasons I don't like putting the Porsche away.

Putting the Porsche away says to me that winter is here and that I will be inside for the next 4 or 5 months with no enjoyment. Yes, I like skiing, but I don't love it. I would much rather be doing some sort of Porsche Club activity. My Porsche storage ritual is probably much like many of yours. I give her a quick wash and wax, make sure the tank is topped off with fuel, change the oil, remove the battery, pump up the tires, place a box of baking soda in it and leave all doors and trunks ajar so that the gaskets have a chance to expand over the winter.

My dad and I have this storage thing down to a science. If you ever have a question about how to store a car or how to make numerous cars fit into a small space just call one of us. My parents have a very nice, but simple house in Kennebunk, Maine. The joke is that my parents bought an over sized two car garage and the house came with it. The Wacin' Wabbit will stay in the back corner of the garage where it normally sits when it isn't at the track, dad's 911 will be pulled into the right

stall close to the wall, the 914 will be parked in the middle as close to the 911 as possible and my dad's full-size truck will be backed in to the left stall as close to the wall as possible with me climbing out the window. I can tell you this is a true comedy show to be seen. This is all done right before the parental units head south for the winter.

This worked fine until my sister Janet decided to buy a '91 Miata that had never seen a winter. Obviously, we couldn't end the streak of winter-less ownership. So where to put the Miata? My mom always wanted a garden shed on the property, a place to store all of her gardening tools and such. So my dad decides to build her one and wouldn't you know it that the shed was built to just the perfect specifications to house a car, complete with doors that swung open at the end big enough to drive a car through. Hey, there is no sense in wasting a perfectly good space like that when they are in Florida. Now the Miata has a very nice home for the winter months.

While I do dread this fall storage ritual that is looming over us, I shouldn't write off the next month of quality driving we still have ahead of us. We still have the fall rally on October 3<sup>rd</sup>, our last DE event on October 11<sup>th</sup>-12<sup>th</sup> that still has openings and a possible fall ice cream run that Judy Hendrickson and I are planning. Happy leaf raking and drive safely.



Mark Watson

If you ever breakdown in the Martin , GA area you should consider yourself lucky and call Milligan & Sons Garage (706) 779-3521...

Sometimes I wish I could drive as fast as it seems that time goes by between events. It seems like we just finished our August event and as I write this article your DE Team is getting ready for our October event and by the time you read this, we will be just a week or so from our final event of the 2010 season. Steve Gratton is making arrangements to have Dennis Macchio of Bertil Roos Racing School attend the event. Dennis has a long history with PCA and regularly participates at NHMS events sponsored by NCR and NER. He will most likely be giving some special lectures as well as be available for private coaching.

As we think about the upcoming event, let's all do our part to maintain the momentum we started at the August event: 100% driver sign-in with Lisa and Joe, no incidences on the track or driving over fenders in the paddock and picture perfect weather. I have already placed the weather request so that is in the bag....

I hope you have had a terrific driving season thus far and had a chance to attend one or both of the NER events held since our August event. Please remember that the tracks further to the south remain open and drivable well past closing times here in the northeast. Dave and Kristen Karl are working on getting a group to travel to VIR for a NNJR sponsored event in November. That would be a new track for me and from what Doug says it is well worth the drive time. I hope I can manage the v-time but that remains under active discussion with all parties concerned.

I promised David Churcher that I would finish my contributions to the *Northlander* on Friday while traveling to North Carolina to surprise my father and celebrate his 92<sup>nd</sup> birthday. I hope his good genes didn't skip a generation! At any rate, as I was flying to Charlotte, my wife was

driving up from Athens, GA in our 2001 Boxster. Upon arrival, I called Lisa to find out where she was in the journey. To my horror, she told me that the car had lost all power while on the interstate and she had just managed to get to an exit and a gas station to try and get some help. I had just joined AAA and told her that I would call and make some arrangements. Unfortunately, the paperwork had not made it to the main office and in effect I (we) were only registered with the NE chapter. Now at this point in time you should be thinking 'spousal nightmare' because I am more than 3 hours away and it is already 10pm. Fortunately, the attendant knew a business for a local mechanic offering emergency 24/7 towing. Lisa called and he arrived within a ½ hour and replaced the battery. She started out and within 20 minutes the car died again this time well away from an exit. Another call to the local and a decision to tow the car back to Athens rather than continue the trip to Charlotte. On the long trip back to Athens, Lisa got the opportunity to get to know her savior, Paul. It turns out, he played football at UGA with Herschel Walker and when he isn't working in his shop he works on his 700HP muscle car and does some racing. While you all know that DE is not racing or preparation for racing, Paul showed that we are all very similar in nature and care about each other's well being. If you ever breakdown in the Martin , GA area you should consider yourself lucky and call Milligan & Sons Garage (706) 779-3521 for help. The saying really is true; it is not about the cars, it is about the people.

continued on page 44...



Judy Hendrickson

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## LOOKING BACK

Early September and it is already feeling like mid fall. It is New England and we have quickly gone from scorching record-breaking heat to lower than normal temps. I'm resisting turning on the heat at the house, but the sweaters are definitely out and the heat is on while driving top down in the 356. I was tempted to continue Ellen's saga from last month of the great trip across country, but decided instead that then Northlander Editor (2000) Matt Romanowski's column related another good NCR story that demonstrates the camaraderie of the club, the great caliber of our members and their innovativeness in keeping their cars going. I must say Matt's October issue was packed with good material. In addition to his column and Ellen's article about our adventures at the Sacramento Parade and Thunderhill Raceway, John Rahill also penned a great article about his participation that year in the Mt Washington Hill Climb.

Being the slowest one in the group, I was quickly relegated to the back of the train. Some quick thinking and conservation of momentum allowed me to stay with the other two for the majority of the trip. While calling for more power during the climb up the "Big Hill" in between exits 3 and 2, I sternly pushed on the gas pedal. To my surprise, my push was met with a gas pedal that rested on the floorboard. Now that wouldn't have been so bad if it were answered with the regular surge of power from the mammoth 85 horsepower engine, but instead it was met with a nice idle.

A quick flick of the blinker and a sudden 3 lane change put me in the breakdown lane, watching the rear of two Porsches disappear over the hill. I quickly unbuckled myself and launched out of the car and into the engine compartment, muttering phrases that are only found on the side of the road. After fiddling with a few things, I found a broken throttle cable. I tried tying a piece of rag to the throttle in order to keep a constant RPM, but it wasn't going to work.

Scanning my memory banks, I remembered hearing stories of veteran 914 owners tying a string to the throttle and routing it over the targa bar and into the cockpit. Searching the car for string, I was forced into unlacing my shoes and making a temporary throttle. It brings new meaning to Porsche's latest technology: Drive-By-Wire.

Upon entering the town of Lenox, I received many double takes while rolling through town executing flawless double clutching, heel and string downshifts. After finding the Inn, I was directed to John and Jen's room, where the recounts of my story were first told. I was quickly known as the "Shoelace Kid" for the rest of the weekend.

In the morning, John and Bob Roche overtook my car before I could stop them and installed a new throttle cable. The rest

A quick flick of the blinker and a sudden 3 lane change put me in the breakdown lane, watching the rear of two Porsches disappear ...

From Volume XXXII, Number 10, October 2000

### **BITS AND PIECES**

**Matt Romanowski, Editor**

In the past month, I've been lucky enough to be in some awesome Porsche events. After attending three events in as many weekends, I'm tempted to skip school and play with cars all the time.

Starting the journey was the 914 East Coast Ramble on September 16th. After sprinting out of my class on Friday afternoon, I found John Dunkle, Jen Munson, and John's 914 Carrera waiting for me in the parking lot. John's Rennlist.com was sponsoring the event, so he was itching to start our trip to Lenox, Ma. We had a rather short trip to the Sturbridge rest stop on 1-90, where we met up with NER member Don Watson and his gorgeous silver 911 Speedster.

of the weekend was much more mellow, allowing for car gawking, storytelling and autocross stories. Luckily the trip home was much more mundane.

The next weekend again started on Friday (hmm...I think I'm on to something). I drove down to Ft. Devens to help set up for the Zone 1 Autocross. After setting the courses and getting the site ready for the 100+ competitors, we headed to dinner with event organizer Ellen Beck, Zone 1 Rep Pete Tremper and his wife Bettye, Judy Hendrickson and Edgar Broadhead. After dinner, we quickly headed for home, dreading the 5am wake up that was awaiting us.

Saturday morning saw clear skies and a quick drive to the autocross facilities, where tech, registration and a course walk awaited us. After some friendly trash talk with the Darminio Clan, consisting of NCR's Chris and Scott, and father Mike (a member of CNY), we headed out to our first three runs on the "Long Course." Covering over 1.15 miles in well under two minutes, competitors were able to check out both the straight line speed and brakes. The course incorporated many different sections, including multiple slaloms, gates, and chicanes. That night was topped off with a great hospitality hour and Texas-style barbecue.

On Sunday it was our turn to run the "Short Course," which turned out to be my favorite. The course was just the right combination of tight turns with small straights to make my 914 really fly. It was one of the best courses that I have ever driven.



## TECHNICAL TIPS

### Vehicle Storage

*(Reprinted from Northlander, Vol 13/5, September/October 1990)*

The following tip was provided by Porsche Cars North America, Inc. It applies to both new and used Porsches and is reprinted for the benefit of our newer members - Ed.

- Clean vehicle thoroughly inside and out.

- Clean engine and engine compartment (John Paterek and others recommend using P21S car wash-Ed.)

- Undercarriage and chassis components should be free of dirt and salt deposits.

- Fuel Tank: fill up. *(Add fuel stabilizer like blue (Marine) Stabil during fill up.) JDH*

- Tires: Increase the tire pressure to 58 psi. It is not recommended to lift the vehicle, due to the possibility it might result in corrosion on shock absorber pistons. The vehicle should be moved slightly, approximately every 4 weeks, to prevent flat spots on the tires.

- Climate Control: The air conditioning system should be in good working condition and fully charged.

- Engine, water-cooled cars: Check antifreeze concentration and correct if necessary.

- Engine, all cars: Change oil and filter. Run engine for several minutes. When cool, seal the air intake ducts and the muffler tailpipe using towels or tape.

- Windshield/Headlight Washer: Check and correct antifreeze/cleaning solution level as necessary.

- Electric: The battery should be removed from the vehicle and stored in a cool and dry place, not on a cement floor. Recharge

battery every 3 months. If battery remains in the vehicle with the cables connected, it is necessary to check, remove and recharge it every 2-3 weeks. Do not quick-charge batteries. Charge them at a rate of 4-8 amps for 10-12 hours. Caution\* Not following this procedure, may cause sulphation and render the battery unusable.

- Vehicle Interior. The interior must be dry, especially in the area of carpeting. The use of drying agents (Silica-Gel) is recommended in vehicles with leather interiors and in areas with high humidity. The recommended amount is 3 fabric bags of 500 grams each, placed on the carpet. (Check your local appliance store, as these come packed with appliances and electronic equipment.) Windows, doors, lids and top must be closed. On cars with manual heating/ventilation systems, air flaps should be open.

- Brakes and Shifting: Brake discs and pads should be completely dry to prevent corrosion. Do not apply the hand brake. Engage a gear on cars with manual transmissions to prevent shift rod corrosion. (Engage 1st or 2nd on 4-cyl. cars and 2nd or 4th on 6 and 8-cyl. cars)

- Vehicles stored outdoors in direct sunlight: Precautions should be taken to prevent sunlight from entering the car's interior. Cover windshield, door, side and rear glass.

- Putting vehicle back into service: Remove intake duct and tailpipe sealing. Check for nesting creatures under the hood and for evidence of fluidleaks under the car. Install battery. Start the engine. Do not depress the accelerator pedal. Do not run the engine at high RPM during warm-up. On used cars, should the engine not start after two starting attempts, remove spark plugs and check for oil deposits. If necessary, clean or replace spark plugs. Caution: Do not crank engine with spark plugs removed. Switch on A/C at idle RPM and check state of charge. Correct if necessary. Adjust tire pressure to specified settings. Caution: Brakes may not exhibit the highest possible braking efficiency after long storage. Apply brakes several times at low road speed.

(ref.: Porsche Technical Bulletins 8801 & 8802)

# Zone 1 Autocross

## August 28 - 29, 2010

Joe Kraetsch





*Above: Howard Mintz of NNJR with his beautiful 1976 911S. Photograph by Dan Mull.*

*Page 14: Akira Mochimaru's 904 Beck Replica. Photograph by David Churcher.*

NCR proudly hosted the Zone 1 Autocross on August 28-29 at Moore Airfield in Devens, MA. This event is part of the NCR Championship Points Series. Seventy-five Zone 1 members participated in this landmark event. The weather both days was sunny and in the eighties.

We had an excellent course each day. Saturday's course was designed by NCR's design team of Scruffy Lefebvre and Chris Darminio. Rick Newman from NNJR and Rich Wayne from Metro NY designed Sunday's course. Both courses flowed nicely and were a lot of fun but still challenged even the best drivers.

NCR managed timing and scoring for the event and everything ran smoothly. We completed 8 runs each day and were finished by mid-afternoon each day. We had one major delay when a driver took out the finish lights and damaged our T-Link wireless unit. Fortunately, we have a spare unit that I reprogrammed to be the finish unit and we were only down for about 20 minutes.

NCR had only sixteen entrants but we all had podium finishes including eleven

first place trophies plus the Ladies fastest time trophy. Congratulations to the NCR trophy winners:

And a special congratulations to Lana Tsurikova for winning the Ladies Fastest Time trophy. The complete results are posted on the NCR website.

In addition to the individual trophies, there is the Region Challenge. Each region submits a list of ten drivers for the region challenge and two alternate drivers in case a tie-breaker is needed. Everyone, except the NCR team of course, expected that NNJR would easily walk away with the trophy this year. Wait just a minute—NCR is up for this challenge! For the first time ever, the challenge resulted in a tie. NCR and NNJR each totaled 92 points. However, with Jeremy's first place finish, NCR won the tie-breaker to claim the championship! Although all 16 of us were not on the list, all of us helped bring this trophy home by defeating challengers from other regions in our classes. Congratulations to all the NCR drivers!

**Results on the next page ...**

**More Zone 1 Autocross photographs on the following pages ...**



Aaron Ambrosino of HCR put his Porsche aside and went walking with his Nikon. He caught a nice candid of Henry and Lisa busy working at their computers.

<b>Driver</b>	<b>Trophy</b>	<b>Class</b>
Christopher Carter	3 <sup>rd</sup> Place	S08M
Chris Darminio	1 <sup>st</sup> Place	P02M
Barb Jacques	1 <sup>st</sup> Place	P13L
Chris Jacques	2 <sup>nd</sup> Place	P13M
Susan Kelley	1 <sup>st</sup> Place	P11L
Joe Kraetsch	1 <sup>st</sup> Place	P03M
Stephen Lefebvre	4 <sup>th</sup> Place	I05M
Oliver Lucier	1 <sup>st</sup> Place	P13M
Gerard Mauvis	1 <sup>st</sup> Place	S07M
Jeremy Mazzariello	1 <sup>st</sup> Place	P14M
Lisa Roche	1 <sup>st</sup> Place	P03L
Jack Saunders	2 <sup>nd</sup> Place	P10M
Mark Schnoerr	1 <sup>st</sup> Place	I01M
Sigrid Schnoerr	1 <sup>st</sup> Place	I01L
Lana Tsurikova	1 <sup>st</sup> Place	I05L
Hank Wallace	2 <sup>nd</sup> Place	P11M





*Photographs on this page by Aaron Ambrosino of HCR.*

*Will Mauvis from NCR gets ready for his run.*



*Robert Yomtov of NER.*



*Jeremy Mazzariello of NCR.*



*Photo at top: Tom Tate's Spyder in action.*

*Mark Schnoerr's 914 in action. Photographs by Dan Mull.*



*Photo at top: Sigrid releases Chris Magdelinskas of NNJR. Photograph by David Churcher.*

*Photo at bottom.: NCR was the hot region of the event ... Lisa and Joe are holding the trophy. Missing from the photograph: Chris Carter and Gerard Mauvis. Photograph by Georges Rouhart.*

# 1960 Havana Grand Prix

Luis A. Martinez

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*Northlander could not afford the asking price for a photograph from the event but we do have a photograph of the car (Sir) Stirling Moss drove. The "Birdcage" Maserati was at this year's Amelia Island Concours. Photograph by David Churcher.*

**The following article was written in May 1998 and has been previously published in Panorama.**

I was leafing casually through a recent copy of the Porsche Magazine, *Christophorus*, (March 1998), when a number of splendid black and white photographs of road racing cars of the 50's and 60's caught my attention. Somehow it is appropriate that photographs of cars of that era be black and white; color would be totally superfluous, even distracting. Staring at the photographs I am immersed in the facial expressions of the drivers who betray, in their open face helmets with goggles, their intense concentration and total commitment to their work. Today's closed-face helmets add a significant safety margin, but, alas, photographer and spectator alike are deprived of contact with the drivers. The cars featured in this story are early Porsches - RS Spyders, RSK's, 550's - driven by the

likes of Ken Miles, Ricardo Rodriguez and Jo Bonnier.

The featured photographer is Tom Burnside, who traveled the road racing circuits from 1954 to 1968, capturing the essence of sports car racing in those early years after World War II. On page 36, I study Ricardo Rodriguez, caught by Burnside's lens as Rodriguez leaps over the door into his Porsche 1600 RSK practicing the traditional Le Mans start in 1960 ("Drivers, on your mark!"). Rodriguez is wearing a short-sleeved golf shirt, goggles dangling around his neck, driving gloves without fingers (like today's bicycling gloves), and - not to be missed above his penny loafers - his pants legs gathered up around his ankles under small belts, to keep his pant cuffs from interfering with the furious pedal work that lies ahead. I know Mexicans are very proud of their motherland, so Rodriguez uses electrical tape to write MEXICO in block letters on the fairing behind his head restraint.

Then I glance over at page 37 and I can't believe my eyes - a photograph of road racing cars in the 1960 Havana Grand Prix! It is obvious in the photograph that the race is being run on the wide-open spaces of a runway, and then I shudder as goose bumps course up and down my spine. **I WAS THERE!** It's the first time I've seen a photograph of that event, which took place on the Columbia Military Airport in suburban Havana in early 1960.

I was born in Havana, and it so happened that we had our home on 21<sup>st</sup> Avenue, between 82<sup>nd</sup> and 84<sup>th</sup> Streets. The military airport, which was the venue for this race, was at the south end of 84<sup>th</sup> Street. Often times I would run up to the fence to see bombers, propeller fighters, venerable DC3's and assorted aircraft warming their radial piston engines at the eastern end of the runway (visible as the far end in Burnside's photograph). My favorite airplane was the Lockheed Super G Constellation, an early 50's

transatlantic carrier with its unmistakable triple vertical stabilizer, and four piston engines of 9,000 combined horsepower. Its crew would carefully warm one engine at a time, and I would wait patiently, staring through the cyclone fence at the monster about 200 yards away. The pilot would hold the brakes, rev up all that horsepower until the window glass on our houses shook, and then release the brakes, beginning the takeoff roll, headed to parts unknown. Like some annoying song that sticks in your head, the roar of those engines is still in my ears.

Back to the photographs. My father was at the track with me, and he claims that he helped keep lap times for one of the teams. I think it was for a team of privateers with a Mercedes sponsored by the Cuban cigarette makers, Trinidad y Hermanos (the MB factory teams had abandoned racing after Pierre LeVegh's crash at Le Mans in '55). I do remember that Jack Brabham, Dan Gurney and Stirling Moss were participants, and other stars of that era, like Masten Gregory. As I stare at the photograph I recall the ripping sounds of small bore engines, straining at their redlines, the musical sequence of heel & toe downshifting and the pungent smells of racing oil, brake dust and racing fuels (which occupy a special place in my sense of smell, right next to cordite from anti-aircraft shells and exploding bombs, but more on this later). I remember the spectator stands were provisional, made of wood, housing the makeshift pit area in front. Crowd control was evidently not terribly tight, what with next-to-nonexistent racing car restraints like a hay bale every twenty feet or so. But such was the innocence of that era: my dad let me amble about at will, evidencing all confidence that I would be all right.

Oh, how I wish I could give you more details of how the race went. Neither my father nor I had the foresight to hang on to a race program. But how was I to know, at age 11, of the magnitude of the event before me? Here were gathered the world's best (although I don't think Juan Manuel Fangio, my idol, was there), dueling at 180 mph in their golf shirts and penny loafers, darting about on skinny Dunlops sans driver restraints.

As I look at the photograph, Tom Burnside suddenly becomes my hero, the only person who can bring back details of a memory that I've carefully nurtured since that early age. I become infatuated with the photograph - I must locate him. I decide to try for an email address, but fail to find one, so I get a phone number for him, and ever so cautiously ring him up.

He answers. I can't believe he answers his own phone! I introduce myself, and I tell him about the photograph and that I was there, thinking he'll say, "Yeah, so what, I know many people who were there, big deal." But instead he says, "You're the first person who has contacted me who says he was there!" and, much to my relief, he actually sounds like he'll take a few minutes to talk. Burnside remembers that Stirling Moss drove a birdcage Maser (number 7, I remember distinctly). He also knows that a couple of XKSS Jags were entered, and that one of them was just repatriated from Cuba to the US for some astronomical sum. He also tells me about the time in '57 when he was in Havana for the Gran Premio, staying at the El Presidente hotel where he received a visit at 3am from Castro's representatives, who take him back to their lair and yadayadah (that's Burnside's story to tell). At the airport, the race was run clockwise using the runway that is just visible and then turning in to the right to use some of the service roads. By comparison, other GP's in Cuba had been run (in '57 and '58) on the seaside boulevard called El Malecon (shades of Monaco), but the 1960 race may be the only one in Cuba with a runway as a venue. I will make it my business to find out more about this race, and post my findings. There is one more personal detail that I recall: as the featured race ended and the crowds were exiting, I remember gathering a few of my friends and stuffing paper wads in the tail pipes of spectator cars parked all around our neighborhood. We then watched with glee as the wads rocketed out of the tail pipes when the engines were turned on.

**One year later**, on Saturday, April 15, 1961, at 6am, the thunder of low flying airplanes shook the house. But accustomed as we were to airplanes overhead, this was different: there was more than one, and their approach to the airport was not supposed to be over our house, and they are coming in TOO LOW! Then all hell breaks loose as these airplanes begin strafing the military airport and Castro's Czechoslovakian 4-barrelled anti-aircraft batteries reply in kind. The ground leaps as bombs hit their targets. I grab my baby sister out of her bed and our family runs screaming into the dining room, sliding under the dining room table, everyone praying loudly for God to spare us and literally feeling every bomb hit through the cold, hard tile floor. I have never before or since been so afraid for my life. We expect a bomb to hit our house any second as the bombers (CIA-supplied B-26's of the anti-Castro assault force of

Alpha 66) make their runs at their targets. Twenty minutes later the bombers leave, but they have decimated the airport. The ordnance, which had been trucked in to the airbase only a week earlier, is now exploding at will. We run to the car, in our sleep wear, not stopping for anything. We drive away to my mother's cousin in the western suburbs of Miramar.

Two days later, 1,500 men make shore in a crocodile infested swamp known to the rest of the world as - the Bay of Pigs.

**Tom Burnside's photo book, with text by Denise McCluggage, is called *American Racing: Road Racing in the '50s and '60s* and is available from: Tom Burnside Motorsport Archive, 48 Solar Park, Pawlet, Vermont, 05761-0158, or email him at: [tbside@earthlink.net](mailto:tbside@earthlink.net)**

**Also see the gallery at: [www.tomburnside.com](http://www.tomburnside.com)**



# Lime Rock Park Historics, September 6, 2010

David Churcher



*This year's Lime Rock Historics weekend did not have a lot of Porsches on show. Only three I could find. But it was a wonderful weekend of nostalgia. Why they call them "vintage" or "historic" baffles me. I recall very well when these cars were brand new!*







# NCR Wedding Matt and Xana Romanowski September 4, 2010



*Matt and Xana were married Saturday, September 4<sup>th</sup>, in Chocorua NH.  
Photographs by David Churcher.*



*The new Carrera GT. Photograph by Porsche. See page 38 for more details.*



# Larz Anderson Porschefest, September 11, 2010

Photographs by Dan Mull





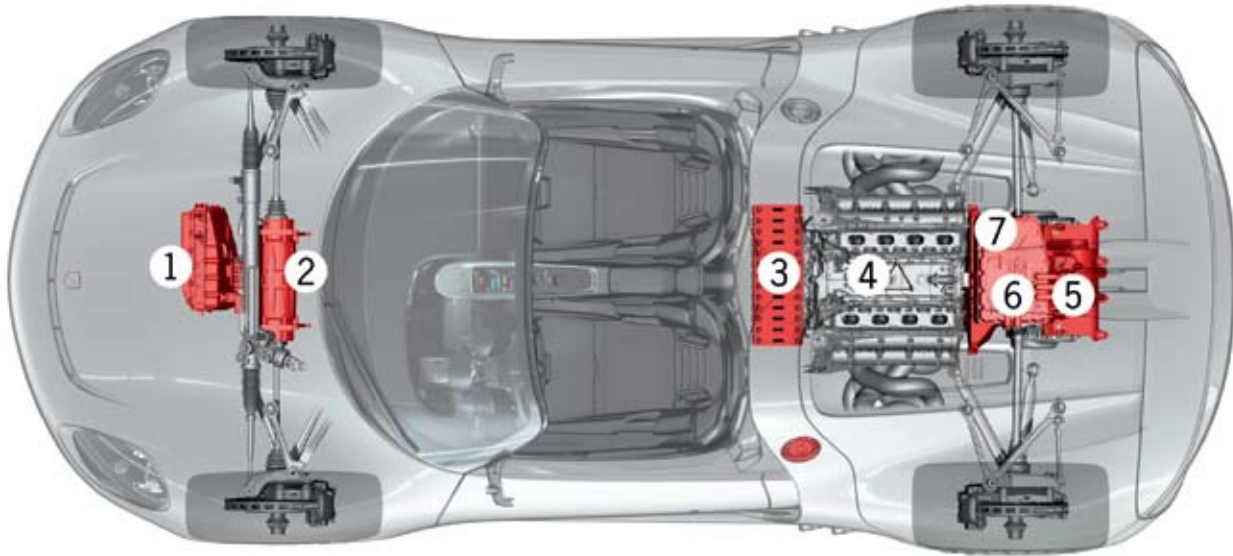
Dan Mull has been a contributor to Northlander from time to time. In this issue he has provided photographs to us from the Zone 1 Autocross, Autocross #6 and, on these four pages, the Larz Anderson Porschefest. We look forward to seeing more of Dan's work in future issues.





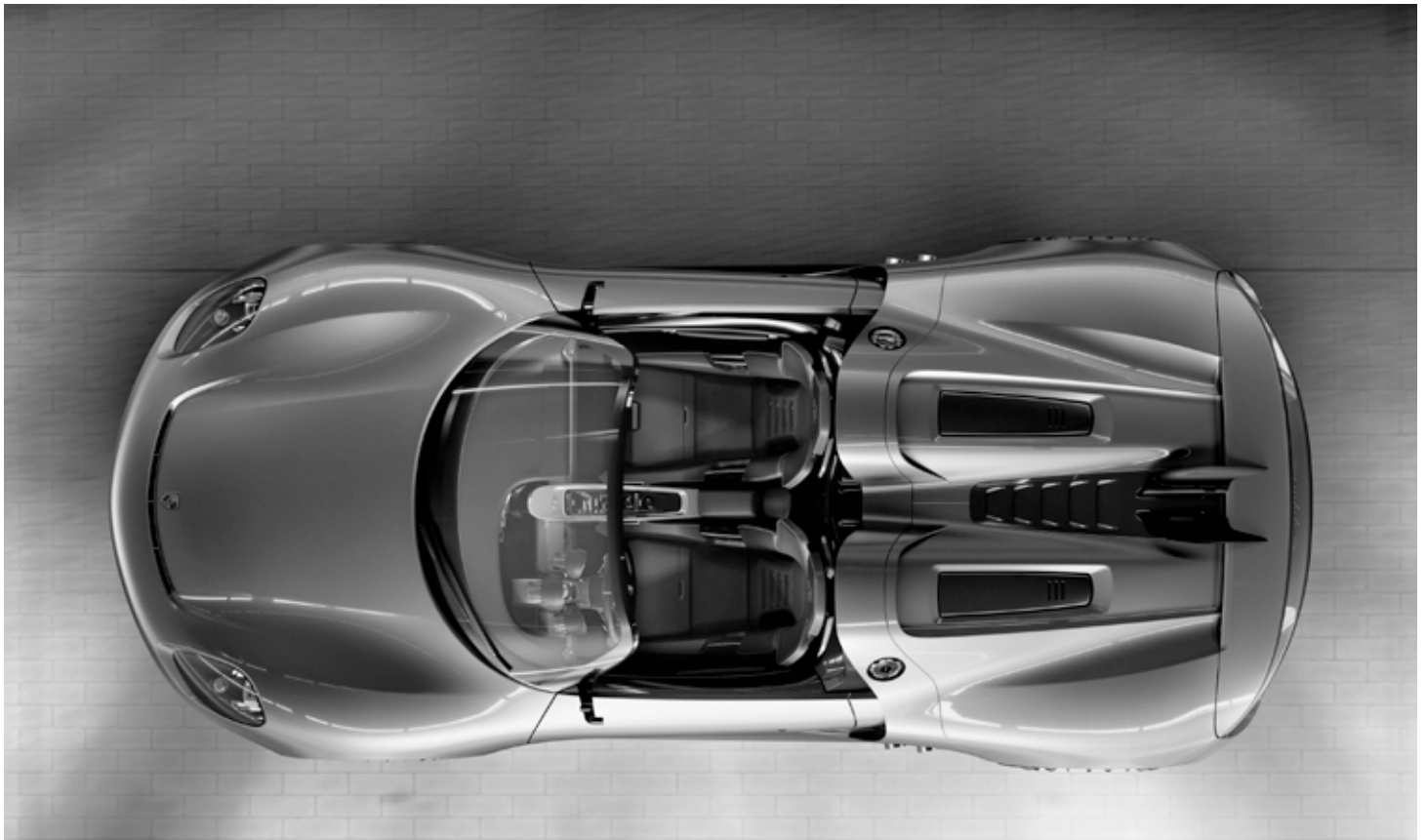
# Inside the Porsche 918

Diagram and photograph by Porsche



1. Power electronics
2. Electric drive
3. Lithium ion battery
4. V8 high rpm engine

5. Porsche Doppelkupplungsgetriebe (PDK)
6. Electric motor
7. Power electronics







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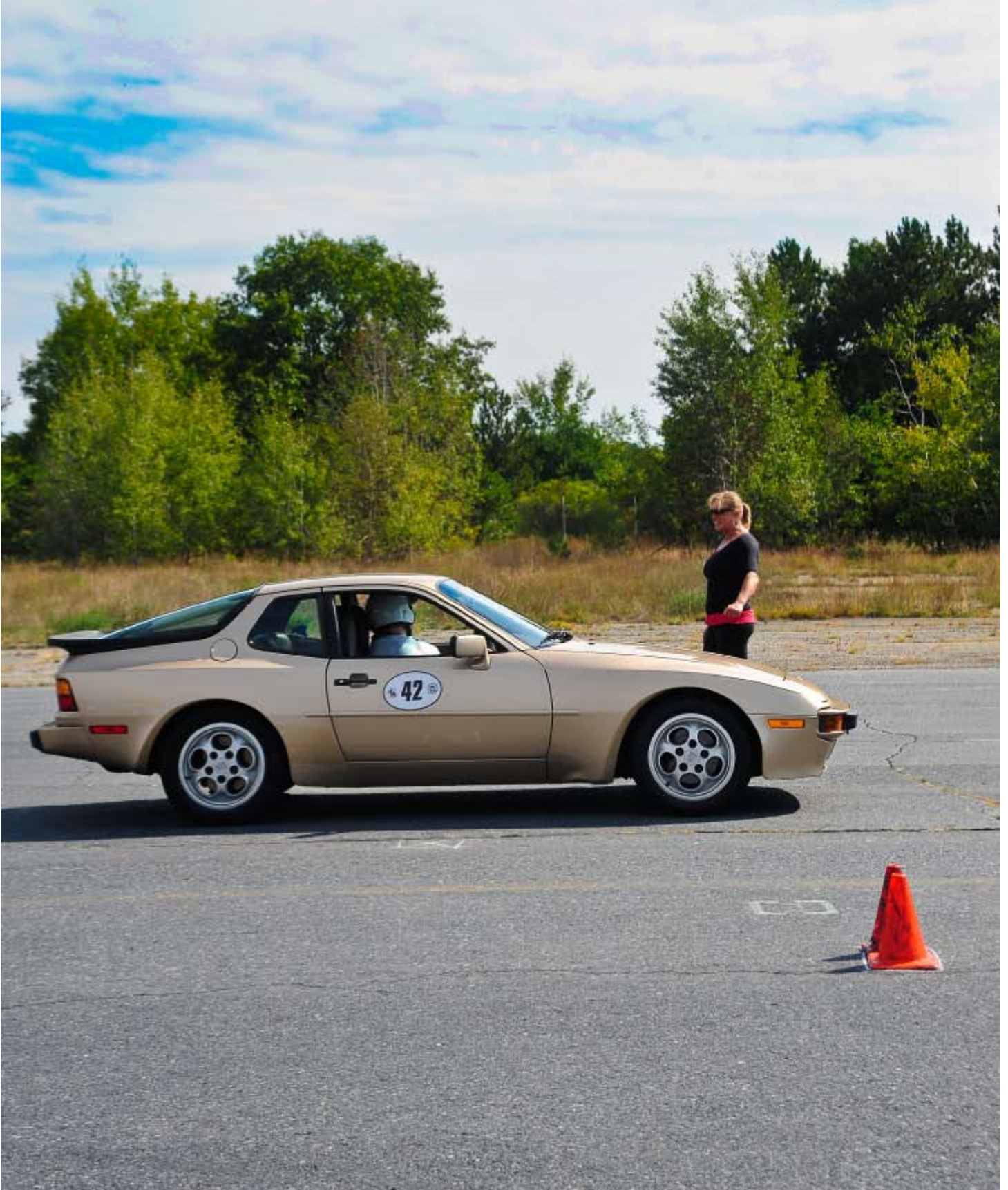
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Cost: \$35 for 9 includes cart

# Autocross #6

## September 19, 2010





Photograph above by Dan Mull. Note the happy expression on Meaghan Wood's face.

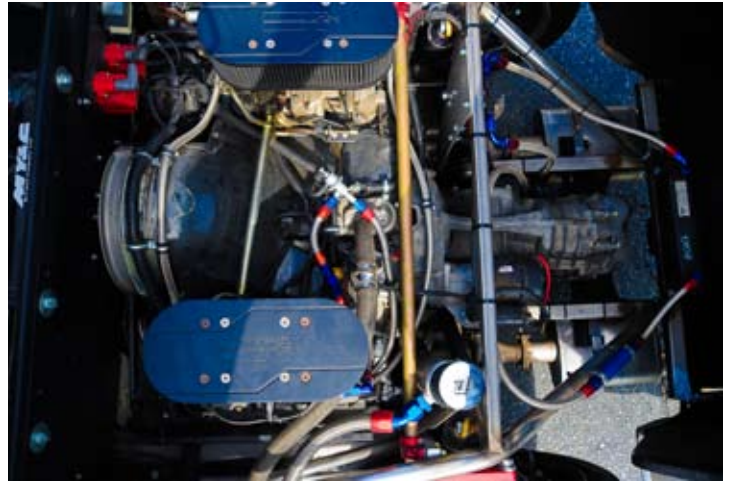
Photograph on page 34 by David Churcher. Miriam Dunster prepares for her first run of the day.

Lisa and Joe came into Autocross #6 virtually tied for the NCR Season Point Series. (Joe had a slight lead, but they each had two first place wins and a win for Autocross #6 would mean winning the Series).

In the morning session, Joe ran first (they were both driving Joe's 924S). Joe was leading the class with a 70.976 on his second run. Joe's third and fourth runs were faster but he hit cones on both runs so his second run was still his best. Now it was Lisa's turn. Her very first run was 70.311 moving her immediately into first place. Lisa's second and third runs were only slightly slower (70.4+). On her fourth run, she improved to 70.217 extending her lead to over three-quarters of a second. (A driver's final score for the day is the sum of the best morning run and the best afternoon run, so Lisa was on her way to victory.)

In the afternoon session, Lisa ran first and turned in a 69.921 on her fourth run to lead the class with a combined time of 140.138. The pressure was on Joe now. Not only did he need to beat Lisa's 69.921 but he needed to overcome his morning deficit as well meaning he needed to beat 69.162. Joe ran his first run in 68.841 but hit a cone, so Lisa now had a 1.8 second lead for the day. Joe's second run was a 69.162 which would put him in a tie with Lisa, but wait—he hit another cone leaving Lisa with her 1.8 second lead. Two more tries for Joe to get a clean, fast run... Run #3 was Joe's hero run. He tripped the timer at not 69.1, but 68.106—over a second quicker than needed—to cement the win and the Season Championship. For the record, Joe also coned on his final and he didn't have to sleep in the car. Congratulations to both Lisa and Joe for a well-fought battle and a great autocross season!

Production 2 - Total Entries: 4 Trophies: 2			Times					Total	
1T	P2	Joe Kraetsch	1988 924S	AM	71.304+2	<b>70.976</b>	69.941+1	69.754+1	139.082
		44B	Black	PM	68.841+1	69.162+1	<b>68.106</b>	68.114+1	-
2T	P2	Lisa Roche	1988 924S	AM	70.311	70.450	70.433	<b>70.217</b>	140.138
		44	Black	PM	70.889	71.919+1	70.200	<b>69.921</b>	1.056



*Clockwise from top left:*

*The grid at Autocross #6.*

*Inside the Beck Replica 904 is a 2.7 Porsche engine ... slightly tweaked.*

*Bob Canter at speed.*

*Lisa coaching Dennis Mascetta.*

*Judy Hendrickson and Chiquita begin a run.*

*Stephen Lefevre at speed.*



Team Talbot (Blair and Rusty Talbot) on the grid at AX #6



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## BTW:

More from Autocross #6 on our web site: [www.ncr-pca.org](http://www.ncr-pca.org)

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## **Carrera GTS: Porsche 911 Now Even Sportier**

Text and photograph by Porsche.

Stuttgart. With a power output of 408 hp, outstanding vehicle dynamics and emphatically sporty equipment, the new 911 Carrera GTS ascends to the pinnacle of the Carrera model series. 23 hp more than the 911 Carrera S enable the new GTS – available as Coupé and Cabriolet – with 3.8-litre engine to close the gap up to the 911 GT3 with 435 hp. This additional sportiness goes hand in hand with the economic advantage: thanks to Porsche Intelligent Performance, the new top sports car consumes no more fuel than the Carrera S in the New European Driving Cycle (NEDC), and is also priced very attractively due to its extensive standard equipment. The new Porsche 911 Carrera GTS will celebrate its world premiere at the Paris Motor Show in early October.

Unique within the Carrera family, the 911 Carrera GTS combines the 44 millimetre wider Carrera 4 body of the AWD models including a wider track with a classic rear-wheel drive. And there are many more details which distinguish appearance and technology of a GTS from other Carrera models. For instance, the GTS runs on 19-inch centre-mount RS Spyder wheels, painted in black, with high-gloss finish rim flanges and 305/30 ZR 19 tyres on the rear axle.

Other optical features include the SportDesign front apron with spoiler edge, painted in black, special sideskirts, also in black, and the Carrera GTS logotype on doors and rear lid, in black or silver depending on the body colour. The area between the two tailpipes in the rear is finished in black. In combination with the standard interior colour “black Alcantara”, the centre sections of the driver and passenger sport seats are covered with black Alcantara. In the sporty interior, dominated by the colour black, this high-quality material is also used wherever driver and passenger come into direct contact with the vehicle, like on the rim of the new three-spoke SportDesign steering wheel and on the gear and handbrake levers.

Special attention was paid to charge exchange in the 3.8-litre flat engine delivering 408 hp: In a special resonance intake manifold, six vacuum-controlled tuning flaps switch between power- and torque-optimized geometry whereas in a Carrera S power unit there is only one tuning flap. Thus, maximum torque of unchanged 420 Nm is already available at 4,200 rpm, 200 rpm earlier compared with the Carrera S. Add to that a sports exhaust system with two dual tailpipes. Their outer shells are painted in black and their inner tubes are polished on the outside and nano-coated.

As a standard, the Carrera GTS has a six-speed manual transmission, and upon request, a seven-speed Porsche Doppelkupplungsgetriebe (PDK) is available. In comparison with the Carrera S, top speed of the model with manual transmission rises by four km/h to 306 km/h. In general, acceleration from zero to 100 km/h improves by 0.1 seconds, and is 4.2 seconds for a GTS Coupé with PDK and a Sport Chrono Package Plus in Sport Plus mode. Fuel consumption of a Carrera GTS with PDK in the NEDC is 10.2 litres/100 km (27.69 mpg imp), CO<sub>2</sub> emissions are 240 g/km.

In Germany, the 911 Carrera GTS Coupé including country-specific equipment and 19 per cent VAT will be offered at a price of Euro 104,935, the Cabriolet at Euro 115,050. Both models will be on sale in Germany from December 2010.



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**Mart**

...continued from page 41

**SALE:** \* 1986 Porsche 930 Turbo ... \$42,500. 33,000 miles, 3.4 RUF engine, 6 speed T-50 and LSD, original paint, full RSR coilover suspension, 935 distributor, Porsche Motorsport 962clutch, 995 Twin Turbo brake system. This car has over \$75,000 in mods, over 500 HP, and goes over 200 MPH ... KIM 603 679 8004, cell 603 765 9230

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**SALE:\*\*\*** (a) Craftsman 5-Gal Air Tank, \$15; (b) Kingdragon Neck Support; \$20 (c) Chatterbox for Helmet- \$ 15.00, email: jackoliv18@thesaunders.mv.com

**SALE:\***2006 - 27' Custom Lobster Boat manufactured by Eastern Boat Co. Custom mahogany ventilating windshield, convertible top, custom seating, teak swim platform, Nidacor hull with full keel and 10 year warranty and Navman GPS. 350 CI Mercruiser inboard with 90 hours. Boat has been kept in a boathouse on a lift at all times when not in use. In like new or better condition. \$56,000 Jay Gratton @ JEG914@AOL.COM

**SALE:\*** 1987 944 Turbo - Coupe, red/blk. Street legal track car -Big Red brakes, full cage, camera mount, Recaro seats, 5-point harnesses, extra rims and track tires. \$8500 OBO. Ralph Neff, North Andover, MA 978/884-7664 ralph.neff@comcast.net

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

**SALE: \*** 2007 Cayman S; 3000 miles; perfect condition and stored in climate controlled garage; comes w/ 7 year tire warranty and 5 year Resistal protection. Meteor gray, with heated power seats, Auto Climate Control. Bose Surround, Bi-Xenon Headlamps, 6 Disc CD, Tiptronic, the Preferred Package Plus w/Tip ... \$42,000 Charlie Contarino 603 329-7307 ccontarino@aol.com

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**SALE:\*** 1990 944-S2 Coupe Track/Street car - black on black, fitted 6-pt. safety harness and fire extinguisher. Has custom trailer-hitch for track tire trailer. Also comes with an extra set of wheels with snow tires. Mileage = 175,500, but just had a Blair Talbot head and valve job and all new belts and tune-up. Asking \$7500. Call Jack Saunders at 603-536-4275 or email jackoliv18@thesaunders.mv.com.

**WANTED:\*** Ski rack tailored for attachment to engine lid grill of a 1995 C-4 993. It needs to clear a small wing about 6" above the lid surface. Call Jack Saunders at 603-536-4275 or email jackoliv18@thesaunders.mv.com.

**SALE:\*** 1986 Porsche 911 Carrera Silver with burgundy leather interior. Sun roof, whale tail. Good condition, runs great!

Asking \$14,900 Contact Kim Scoggins kim@arc-associates.com 603-672-9256 evenings 603-425-2488 x102 days.

**SALE: \*** WP0AB0966KS450989 1989 911 Carrera 4, 82K miles, 5sp, Grand Prix White, Black interior, sun roof, excellent condition, body pristine, no track, no snow, garaged, no mods, meticulously maintained, new Bilstein shocks, new fog lights, 3 new rear lenses, recently upgraded AC blows cold, new spark plug wires, new tires 2K miles ago, just replaced oil thermostat and oil hoses and all belts, recent oil change, Kenwood CD with Bluetooth and iPod USB, new Kenwood speakers.

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**SALE: \* 2004 GT3** Black/black with approx 19K miles. VIN # WP0AC29924S692393. Full leather interior, red stitching on dash & door panels, console delete, Euro GT3 leather seats, Tequipment stainless steel roll bar w/Schroth harnesses, fire extinguisher, thicker steering wheel and many other extras. Four new Michelin Pilot Sports and front rotors installed in August. Factory leather seats and a set of Fikse FM10 wheels with Pilot Sports mounted also included. Maintained by EPE and garaged year-round with no Winter use. Photos available. \$56,500 - Steve Artick sartick@gmail.com or 781-272-7227

**Wanted:\***- Four Wheels- 16" Dia. with- Offsets = For Fronts=55 mm & For Rears= 70 mm. Contact Jack Saunders @ (603) 536-4275 or email- jackoliv18@thesaunders.mv.com



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DE  
...continued from page 11

On a final note before sending this off to David, Lisa arrived Saturday morning in fine spirits with a good story and in time to surprise my dad. Any guesses what I'll be doing when I am in Athens next weekend?

In closing, I would like to remind each of you to vote for our elected officers and to thank you in advance for your support of NCR's Drivers Education program. I look forward to seeing many of you in October at the track and many more at the annual meeting in November.

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

Stay Safe and I'll see you soon!



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# North Country Region Annual Banquet



Calling all Porsche Enthusiasts. The annual celebration of NCR and its people is near.  
 Get your dancing shoes ready as live entertainment will be available after the formal festivities end.  
 Officer Elections for 2011  
 AX & DE Awards  
 NCR Enthusiast of the Year Presentation  
 Door Prizes & Other Surprises

**WHEN:** Saturday, November 6, 2010  
**WHERE:** Derryfield Country Club, 625 Mammoth Rd, Manchester, NH 03104, 603-623-2880  
**SCHEDULE:** 6:00—7:00 PM Social Time  
 7:00—9:30 PM Dinner & Awards  
 9:30 PM—1:00AM Barden Hill Band in the Lounge  
 (Possible cover charge for those who didn't win a free pass.)

**MENU:** Appetizers:  
 Scallops wrapped in bacon  
 Brie wrapped in phyllo dough  
 Beef Tenderloin crostini  
 Cheese Tray

Dinner:  
 First Course: Mixed Greens Salad  
 Entrée Choices:  
 Cranberry Walnut Stuffed Chicken OR  
 Pan Roasted Pork Tenderloin OR  
 Spinach Stuffed Tomato (vegetarian entrée)  
 Dessert: Assortment of pastries (buffet style)



**COST:** \$35 per person. Please complete the section below (or go online—[www.ncr-pca.org](http://www.ncr-pca.org) & print the pdf version of this form), include your check made payable to NCR-PCA & send to:

*Janet Leach, 10 Orchard Hill Rd, Greenland, NH 03840, 603-433-4450, [social@ncr-pca.org](mailto:social@ncr-pca.org),  
**NOT LATER THAN Friday, October 22, 2010.** Tie is optional, no jeans, please.*

.....✂.....✂.....✂.....

**Name(s):** \_\_\_\_\_ **PCA#:** \_\_\_\_\_

**Address:** \_\_\_\_\_ **PCA Region:** \_\_\_\_\_

**City, State & Zip:** \_\_\_\_\_

**Tel #:** \_\_\_\_\_ **(day or eve) E-Mail Address:** \_\_\_\_\_

**Entrée Choice (Indicate #):** \_\_\_\_\_ **Stuffed Chicken** \_\_\_\_\_ **Pork Tenderloin** \_\_\_\_\_ **Vegetarian**

# Election of 2011 NORTH COUNTRY REGION Officers

## Mark Watson, Nominating Committee Chair

It is time for you to vote for the elected officers of our club. Each year we elect our president, vice president, secretary and treasurer. As chairman of the Nominating Committee, it is my duty to identify and appoint two other committee members and oversee the election process. This year, Jaime Gratton and Brian Arenstam have agreed to be part of the committee and help with this important activity.

At the time of writing this article, the nominees for the elected offices are:

<b>Office</b>	<b>Nominee</b>
President	Jay Gratton
Vice President	Matt Romanowski
Secretary	Toni Surdam
Treasurer	Lisa Roche

The final list of nominees for each office will be mailed to you in the form of a voting ballot. Please vote and return the ballot to me for final counting and announcement of our 2011 Officers at the November annual meeting. You may either mail me your ballot (must receive by 31 October) or bring your ballot to the annual meeting. Either way, please vote!

Before closing, each of us should make an effort to thank Ivy for her leadership and commitment as president these past two years. She has done a terrific job leading and representing our club at both the local and national level and as past president she will continue to be part of the 2011 Board of Directors.

Please feel free to contact anyone on the Nominating Committee during this process.

Mark Watson	<a href="mailto:de@ncr-pca.org">de@ncr-pca.org</a>	978-671-8607 (work)
Jaime Gratton	<a href="mailto:jgratton@goffstown.k12.nh.us">jgratton@goffstown.k12.nh.us</a>	603-387-3140 (cell)
Brian Arenstam	<a href="mailto:barenstam@metrocast.com">barenstam@metrocast.com</a>	603-520-6034 (home)

Thank you for your ongoing support and participation in this important process.

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