

NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 34 Number 1

January 2011



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NORTHLANDER

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On the cover



Porsche builds fantastic cars. They also make fantastic photographs of the cars. The series of photographs from the press release for the new 911 GT3 RSR is nothing short of incredible. So is the car.

More on the 911 GT3 RSR on page 32

Photograph by Porsche.

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Statement of Policy

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CALENDAR

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January 2011
AT A GLANCE

2011 NORTH COUNTRY REGION CALENDAR

DATE	WHEN	WHAT	WHERE	WHO
Jan 8	9am	Board Meeting	Exeter Mills	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



Jay Gratton

THE ROLLING CHICANE

Come spring not only will I be getting the Porsche out, but the Harley too...

I tried my best, I really did try. I even voted for Mark Nadler of Exotech fame, but it didn't matter. The people of North Country have spoken and for some reason you have put your support behind the Gratton/Romanowski ticket and lo and behold we are now officially in office. Matt and I would like to thank you all for your support as we take our first step towards total world domination. In all seriousness, I am still having trouble grasping that I am now President of North Country Region. I joined NCR 23 years ago and I have known and greatly respected every single person who has held this position and they have done a tremendous job paving the way for me. Of course both my Uncle Steve and my Dad were presidents when NCR won PCA Region of the Year making the Gratton family 2 for 2 in that category and they have already told me to not screw this up. No pressure right? Thanks guys!

During the past couple months some interesting events have taken place for me that I made note of to share in my article. While not Porsche related, it still needs to be addressed. As many of you know, my wife Jaime's family has always been into Harley-Davidsons, in fact her maiden name is Davidson. Jaime has had a Harley for the past couple of years that she loves and the bikes have always been her thing while I was always playing with cars. While I have my Dad's old '74 TY250A that he has owned since new, which I really enjoy using at our family's cottage in Maine I have never really jumped on the motorcycle wagon. However, over the past couple of years I have stolen Jaime's bike and gone for short rides. I really enjoyed it, but cars were still my thing.

Having my father, mother and sister-in-laws all have Harleys along with Jaime finally became too much. I was tired of being left behind on family bike rides and I refused to ride on the back of Jaime's bike, so I finally did it. I bought myself my own Harley-Davidson Road King from Heritage Harley-Davidson in Concord over Thanksgiving. Heritage did a fantastic job working with this first time buyer and they let me take out as many different models as I wanted to try. Of course the ones I really wanted cost as much as an early 993, so those were out. I found the Road King fit my needs and my budget the best.

Even though Heritage was willing to deliver my new bike to my in-laws for winter storage for free, I was determined to ride it there myself. Of course on my pick up day it was in the teens with a 30+ MPH wind and I forgot my winter riding gloves. The bike ran great on the ride from Concord to Sanbornton as the

Harley really thrived in the cold air. That ride was over a month ago and I think I am just now starting to get feeling back in my hands. The bike is now sitting in their basement with the other four Harleys. I think Jaime's Dad likes knowing that he has five Harleys sitting down there. It is certainly better for me that it is up there as it would be too difficult for me to have a new toy like that in my garage right now and not being able to ride it. Out of sight and out of mind is best for me

Come spring not only will I be getting the Porsche out, but the Harley too. My family is starting a gang and we are calling ourselves Davidson's Harleys and our gang color is going to be pink most likely (what can I say, the guys are out numbered 4 to 2). Hope for an early spring and please try and make it out to one of our winter tech sessions and random social events. Drive safely!



David Churcher

The design I have in mind for *Northlander* is a subtle borrowing of a few features ... basically a two column layout ...

Let me begin here with a couple of "no no" items. I am going to write: as I sit down to write this column it is early December. And the second "no no" is to use "nostalgia" as a theme. I need to do this in order to bring in the intended theme of "change." If we aim to have change we must know where we have been.

I want to write about change. And a new year. And *Northlander* plans.

Why mess with something which is successful and comfortable? Because it is there, and, nothing is so constant as change. And, it is sort of a race ... something like driving a Porsche on the track. Improvements are subtle and incremental and must be worked for. If I can use an analogy: you have a nice RS or GT3 and you can get around NHMS in 1:30. Reducing this time to 1:27 takes some work, the work is pleasure, and the resulting improvement is satisfying. And there may be a prize, or trophy, to be had.

And so it is with *Northlander*. For 2009 we won our class in the PCA newsletter competition. We had a few changes in our layout and design for 2010. We don't know the results of our 2010 efforts at this time, but, we want to make a few subtle improvement on the 2010 design for our 2011 issues. Sort of like a Porsche 911 design change ... if you know what I mean. It's still the 911 but a little changed.

I want to use a quote from a book here to support, or justify, the changes. The book is *Publication Design* by Allen Hurlburt. I bought it years ago. The content describes the design intents, and changes to publications like LOOK magazine. The quote:

... perhaps the best attitude toward magazine design is one that accepts continuous change and modification. With such a program, the current issue of a magazine will differ only slightly from the issue before it, but from season to season and year to year a considerable change will be evident.

Tracey and I exchange many emails. I think I have mentioned before the topics cover many items besides the current issue of *Northlander*. During November the exchange began to include items of proposed design changes for the January 2011 issue. Time, at this time of year, becomes scarce because we begin with Thanksgiving and roll on through to New Year's. Work becomes secondary. But I find design changes need time to ferment and to be examined. How does all the above relate to *Northlander*?

It does. The following paragraph is an extract from an email I sent to Tracey. An extract from a reply will follow.

[They] use two column, four column and three column pages .. and some with two columns and an edge of page narrower column for adverts. They must have some tie to their advertisers' art directors. It is great ... I would like to borrow a couple of features .. ie:

The design I have in mind for *Northlander* is a subtle borrowing of a few features .. basically a two column layout with the top of the page, and the fonts, same as we have now ... the feature photograph would be across the top of the page (like we do now) or on the adjacent left page (as we do sometimes) with the pull quote being between the photo and the body text. This leaves about as much white space as we have now but places it in a vertical "read down" spot as opposed to a "look to the left" layout.

The reply from Tracey:

I read your article and was surprised that you divulged our intentions for *Northlander* 2011. It would be nice if your declaration of change actually brings more feedback. It's always nice to have feedback, both good and bad. Then we can gauge if what we've changed is working. If we take a little from one publication and a little from another and still a bit more from another do you think that would make our layout more "original" looking? Because I propose to do just that in my kennel club's newsletter.

So there, or here, it is. The January 2011 editorial for *Northlander*.

We wish you a happy new year with lots of fun and safe driving. And, as you can see, your editors are enjoying "the race" of building *Northlander*. We look forward to possible "wins" ... but it is your magazine too and we need your inputs. Please let us know what you think of our changes.

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RIGHT at lights onto Rte. 9/Littleworth Road; over bridge; 1st LEFT onto Industrial Park Drive,
after bend, #89 on right. WELCOME

graphic design by Bonnie Periale, ab2periale@gmail.com



Bob & Laura Futterer

New Members:

Nicholas E. Cassotis
Jennifer Slobojian
Sandown, NH -- 1999 996
Transferred from Delaware Region --
Joined PCA 01/01/2003

John B. Cavanagh
Linda Cavanagh
Rye, NH -- 1986 911

Robert P. Consentino
Sharon Consentino
Hampton, NH -- 2010 Boxster

Donald H. McBride
Sabra McBride
Wolfeboro, NH -- 2001 911

Gregg Turcich
Barb April
Manchester, NH -- 1999 911

Member Anniversaries:

1 Year:

Elvira Aguila
Portsmouth, NH -- 2008 Cayman S

Bud Clare
Penny Clare
Lee, NH -- 2006 Carrera S

John J. Kearns
331 Glen View Rd.
Fayston, VT -- 1997 993

15 Years:

Bruce R. Bower
Griffin Bower
Hollis, NH -- 1990 911

20 Years:

Chris Bennet
Mark DeYoung
Nashua, NH -- 1989 944 / 1980 911

Victor P. Oliver
Barbara P. Oliver
East Sandwich, MA -- 1988 924S

Charles Tilgner, III
Elizabeth S. Cross
Londonderry, NH -- 2001 Boxster /
1971 914-6

35 Years:

Jack A. Styles
Pamela Mendonca
Salisbury, MA -- 1989 911 / 1965
356C

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



Matt Romanowski

WIDE OPEN

Another thing that anyone in the club can do is write articles for the Northlander...

It's been a long time since I've written a column every month. There are lots of folks in NCR who probably remember me and lots who probably don't know me at all. I thought for the ones who don't know I would give a little info about me. I like long walks on the beach, fine dinners at sunset, and intellectual conversation about French films. Okay, that's a complete lie. I've never seen a French movie!

I've been a member of NCR since 1998 and I've been newsletter editor, tech chair, advertising chair, concours chair and put on a number of different events. I can honestly say that all of the events I've done with NCR (and PCA) have been great fun and I've made a lot of great friends through NCR. I hope that my experience is not abnormal and that everyone who reads this comes out and enjoys some of the events that NCR puts on.

NCR has a wide range of events throughout the year. In the cold, New England winters we have our share of tech sessions, social events, and random dinners. As things begin to warm up, the driving season begins and we start with rallies, autocrosses and driver's ed events. Throughout the summer you can throw in a car show, an ice cream run, and more DEs and autocrosses. As the driving season starts to wind down, you get to prepare for winter with some more driving events and our annual banquet. Many years we have a great holiday dinner/Yankee Swap and then we're back into the winter mode. Over the last few years, it's been over 45 day's worth of Porsche activity!

One great thing about all those days and various activities, is that it gives our members a wide variety of events to participate in. It's great seeing people out at their first event or 500th! It's also great when members who have enjoyed the club's activities step up and organize an event. This can be anything from putting together a rally, tech session, or even just a social event! One thing that I've learned in my 13 years in NCR is that our members are interesting people and all have something they can offer to the club. If you've ever thought about running an event or even helping out, please contact someone on the Board. They will be more than happy to help you in the process and get you into the swing of things!

Another thing that anyone in the club can do is write articles for the *Northlander*. Some of my favorite articles over the years have been about people's travels in their Porsche. Some have been to PCA events like the annual pilgrimage to the Porsche

Parade or simply someone's vacation drive in their Porsche. I always find it fun to read the articles and imagine what my trip in the 914 would be like!

You can also write articles about other things. Maybe you work in the automobile industry and want to write about something car related – go for it! Do you work in a travel business and have some musings about travelers and their car of choice – write it up! Drive a tow truck and repossess cars? I want to hear the stories!

There are a ton of ways that you can participate with NCR in 2011 and I hope you choose to do it. I think when you come out to an event, you'll see that NCR is a great group of fun loving people who are into Porsches – just like you. So come on out to an event and say "Hi." I'll be waiting for you!



Mark Watson

Another bit of news comes from the NER Annual Banquet where our very own Dave Batal was awarded NER's "Most Improved Driver" award...

I hope all of you had a great holiday season and are looking forward to a fantastic 2011. With the holidays behind us, it's time to turn our thoughts to the 2011 DE season. Most of the regions have their schedules by now and everyone is anxiously waiting for them to be published. NCR's schedule is given at the end of the article and as was the case in previous years, we will be working with motorsportreg.com to manage registration for our events. I have also posted NER's schedule so you can see how the two schedules work together. NER continues to use clubregistration.net to manage their program so in order to sign up for NCR and NER events, you need a profile on each registration site. Why not take the time right now to set up your profiles and get that item off your 'DE to do' list?

In last month's column, I neglected to mention that Doug McIninch was awarded the Mario Spaghetti Award for driving over my trailer fender in the parking lot at NHMS. Hank Cowles (2009 'winner') presented Doug with a very nice replica (1/43 scale) of the damaged fender and I am told Doug is proudly displaying the award on his living room mantle. What must Nancy think!

Another bit of news comes from the NER Annual Banquet where our very own Dave Batal was awarded NER's "Most Improved Driver" award. Excellent job and well deserved. Please congratulate Dave next time you see him.

I don't know if you have noticed but we do not have a name for the monthly DE column. I need a name, something catchy but not too flashy or obscure. I am just not creative enough for this task but I bet that you are, SO we are going to run a contest to come up with a name for the DE column. Go to the NCR website and look for the link to register your suggestion(s). Once the nomination period ends, we will ask you to vote for your favorite. I expect that our new name will be in place before our first event in April. Put on your thinking helmets...

Speaking of helmets, you will need a 2005 or more recent model for the driving season. Helmets marked 2000 will no longer be accepted for DE events (look under the inner lining and you will find the date). Most 2005 helmets are on sale so if you need one, now is a great time to buy. Note that a 2005 helmet will only be certified until 2015 so you do not get a full 10 years of use. I don't know about you but after 5 years of DE use and I'm

ready for a new helmet anyway. If you have an older helmet, buy a new one and get another item off your 'DE to do' list.

If you want to find out a bit more about High Performance Driving, consider attending NER's Annual Ground School that is held in February. It is a great way to get introduced to the principles of DE, ask questions and in general meet folks who are interested in driving on the track. This year, the event will be held at HMS Motorsports on February 20th. Look for more information regarding the event here in the *Northlander* or on the NCR website.

As promised, here is the NCR / NER / Zone 1 DE schedule for 2011:

Date	Track	Region
08, 09 & 10 April	NHMS	NCR
05 May	NHMS	NER
07 May	CCC / NHMS	NCR
04 & 05 June	NHMS	NER
17, 18 & 19 June	Watkins Glen	Zone 1
07, 08 & 09 July	Calabogie	NER
11, 12 & 13 July	Mt. Tremblant	NER
15 August	LimeRock	NCR
26, 27 & 28 August	Watkins Glen	NER
15 September	NHMS	NCR
16 September	NHMS	NER
10 & 11 October	NHMS	NCR

In closing, I think we have a great schedule between our two regions. Your DE Team is working to provide you a memorable 2011 DE season .

That's it for now. As always feel free to contact me at de@ncr-pca.org with any questions, comments or suggestions and please participate in naming the Northlander DE Column.

Stay safe and warm!



Judy Hendrickson **LOOKING BACK**

Well, after stripping the interior and trunks, we decided it would not be safe to get under this car...

Well, I made it back from southeast Asia. Cool it is not – temperature and humidity that is. Most days were 88-95 degrees with equal humidity. To say I sweated a lot would be an understatement. I should have brought more shorts and skirts and fewer long pants! I'll try and put some thoughts on paper about the trip elsewhere in this issue along with a few select photos from the more than 700 I took. It truly was a wonderful trip and very enlightening.

But this is the Looking Back column, so what did I find from 1981, 1991 and 2001? Well, seems it has always been a challenge to generate material for the January or in some cases January/February issue of Northlander. Pickings were slim if you discounted the reprints from other newsletters. But the region seemed to be doing well as it started each new decade. Both 1981 and 1991 saw a group ski outings planned for mid March as well as other more traditional events in the works for later in the year. In looking at the masthead for 1981 I noted that the region was being run mostly from Vermont (remember North Country was both NH and VT in the early days). Our president was Richard Brannen in Rutland, VT, with the East VP being Gary Tito from Kennebunkport, ME, and West VP/Membership being Ken Morley of Windsor, VT, the secretary was Shawn Bryan from Montpelier, VT, with Michael Grishman still keeping the books as treasurer over in Berwick, ME. Shawn, along with Helen Sweet, also of Montpelier were Editors. The only NH name on the masthead was for address labels – Nancy Broadhead, then of W. Springfield, NH.

I had almost given up hope in finding something of interest to reprint for January when, once again, 2001 Editor, Matt Romanowski, delivered a "good read" column.

From Volume XXIV, Number 1, January 2001

Bits and Pieces

Matt Romanowski, Editor

Most people never realize that my column name has a special significance. The name Bits and Pieces was actually from my first Porsche. The car has quite a story unto itself. Although it was my first Porsche, I can't say that it was the first Porsche that I ever drove. Well, I can't even really say that I ever drove it.

The whole story began sometime in the middle of my two-year search for the perfect 914. I had exhausted every car-finding technique and still came up dry. I posted monthly want ads on Rennlist.com, where everyone on the email lists were beginning to grow tired of my constant search. One day while checking my email, I received a weird message with the subject of "Free 914." Frozen like a deer in headlights, I was unable to click on the mail to read the whole thing. Eventually, I was able to gain control of my right index finger and click on the email.

I read in disbelief. A Rennlist member was willing to give me his 914, along with piles of extra parts, all for free. This member was moving to a new home shortly and wouldn't be able to support his P-car addiction along with the new mortgage payments. The car was mine as long as I went to pick it up in Worcester, MA.

I typed the quickest reply email ever that night. In under 10 seconds I had an email filled with the definite answer of yes, my life story, everything I planned on doing with the car, and when I was able to pick it up. I then rapid fire emailed everyone in North Country Region that I thought may even have the slightest inkling of interest, with duplicate phone calls going to a select few.

With the Parade in Mt. Tremblant quickly approaching, I had dreams filled with temporary rust fixes and voyages deep into Canada. Without going deep into 914 tech, John Dunkle and I had a plan on how to make the car strong enough for the journey into Canada. My girlfriend and I took the first steps and drove, with trailer in tow, to Worcester to pick up the car.

I can still remember my amazement when I laid eyes on the car. Rather than the normal pride and excitement that runs through you when you get a new car, I had a feeling of queasiness and the urge to get back into the truck and drive away as fast as I could. With over half the longitudinal missing on both sides, a Flintstone's style floor, and rust everywhere else, the car was good for little more than parts.

I brought the car home, showed it to my parents, and laid it to rest at my brother's house. The car lived there without any attention for the last two years until this year when fellow North Country member Craig Porter mentioned that he might be interested in the front hood and part of the front clip. I told him he could have the parts he needed, for the small price of helping me strip the car.

We had the car towed back to my house on Thursday, pushed it (with help of the plow truck) into the garage on Friday, and vowed that it would not come out again until we were carrying every little piece.

Well, after stripping the interior and trunks, we decided it would not be safe to get under this car. This brought along the problem of how to get the suspension out. A quick jump on the doorsills and the car was broken in half. A few precision cuts of the Sawzall and the car was now in two pieces. Craig and I each took a hold of the rear half and flipped it over. The same process on the front yielded an upside down 914 in my garage and a suspension that was easily removed. After stripping everything we lifted the front half into the back of my truck and drove it to the body shop. What a sight for anyone who was caught behind me on that day!

I wasn't sure how to feel during this whole process. This car was never going to be road worthy again. It would only be relegated to sitting somewhere and rusting away. At least by parting it out many other 914s would be able to continue on the road. Craig's car will have a new hood and front latch area.

You're probably wondering what all of this has to do with my column title. When I picked up the car, the prior owner told me he called it "Little Bits." While trying to come up with a title for my column, Jay had the idea of Bits and Pieces. It came from the name of the car and the fact that there would soon only be bits and pieces of it left after the rust took over.

The thought of a Porsche being retired still makes me a little sad. I think the upcoming ice-racing season will keep me from getting too depressed. If anyone hears about a 1988 VW Jetta going through the ice on Newfound Lake, please try and rescue me!



Photographs of the "free" 914 by Matt Romanowski.

New Zone 1 Reps for PCA



Congratulations to Jennifer Webb who has been voted in as Zone 1's rep for 2011. The voting took place in November at the Latham NY Zone 1 Presidents Meeting.

Photograph above is Ivy Leonard (center) taking over as Zone 1's Secretary. Jennifer Webb on Ivy's left arm. Also included in the picture is Joyce Gladle.

We would like to acknowledge Botho's four years of service to Zone 1. Jennifer has a tough act to follow :-)

Porsche of Stratham wins Porsche AG / PCNA award



Porsche of Stratham is honored to be recognized as a Premier dealer for 2011.

Located at 60 Portsmouth Avenue in Stratham, New Hampshire, the agency evolved from what was originally Ed Byrnes and then Dover Auto World on Dover Point Road. Having opened in February 2008, and then being chosen by Porsche AG and Porsche Cars North America is truly an outstanding effort after just thirty four months in business at this location. All facets of the dealer organization are graded. Dealerships must attain at least 950 out of a possible 1000 points. Then, the top thirty agencies in North America are awarded Premier Status. Parts, service, sales and administration are the essential components graded.

Porsche of Stratham invites all Porsche owners and drivers to come visit our service, sales, parts and administration departments here in Stratham. We can easily be reached on the web at www.porscheofstratham.com or telephone to 603.418.0288. We look forward to greeting our existing Porsche owners we know and new ones we meet in the future. There is NO Substitute!

Harry D., Robinson

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Stratham, NH 03885

NCR TECH SESSIONS 2011

Larry Synger and Bruce Whittier

2011 Tech Session Calendar

North Country Region will host 3 tech sessions during the cold winter months to help strengthen the relationship between our members and local Porsche repair shops. These sessions are a great way to gain information about your Porsche and give you, the members, the opportunity to meet the people that are hands on when it comes to servicing and repairing your Porsche. This is also a great opportunity to get together with other Do-It-Yourselfers and swap stories, not to mention a great way for new members to meet other members for the first time.

One of our NCR club objectives is the sharing of technical information with membership. With the leadership of our tech chair, Larry Synger, and a few friends we hope to improve on quality of the North Country Region tech sessions. It's our duty to ensure our membership has access to resources and technical information that are of the highest standard.

Tech sessions rotate amongst many great repair shops and vendors in the central New England area. Many tech session sponsors also help us by advertising in our newsletter, the *Northlander*.

You, the NCR member, can learn a lot about the care and feeding of your Porsche by attending club tech sessions. They are but one of the great benefits available to members.

Tech sessions are usually held once a month on a Saturday afternoon. Listed below is the 2011 schedule:

Date: February 19, 2011 - Time 1:00 PM

The Ultimate Tech Session
Kachel Motor Company
425 Canal Street
South Lawrence, MA 01840
617 759 8973
[E-mailinfo@kmcauto.com](mailto:info@kmcauto.com)

KMC tech session:

If you love Porsches and other exotic cars, then you're in for a real treat at KMC. Tim always has many neat cars in his showroom and shop. When I stopped by the other day, Tim was building a twin turbo system for a Ferrari. How often do you get to see a

late model Ferrari engine on a work bench? Next to the Ferrari, Tim was getting ready to install the engine assembly in a new Noble sports car.

This is a must attend tech session for the true gearhead.

Date: March 12, 2011 – Time 1:00 PM

Blair Talbot Motors

Blair's Annual Barbecue and Tech Session

89 Industrial Park Drive
Dover, NH 03820
603 740 9911

E-mail – talauto@aol.com
www.BlairTalbotmotors.com

Remember, when the Talbots put on a tech session Blair and Barb always go the extra mile with a great barbecue lunch.

This year Blair will have many interesting subjects that are sure to peak your interest.

Date: April 9, 2011 - Time 1:00 PM

Precision Imports
183 Faltin Drive
Manchester, NH 03103
603 624 1113

Service@precisionimports.com

Precision Imports

Pattern failures of water-cooled Porsche engines.

Round table talk covering Porsche problem areas. Some of the subjects Dick will be covering:

Variocam solenoids – oil separators noise – paper oil filters – oil leaks – cylinder liners dropping – intermediate shaft bearing failures and what ever subject you would like to add to the list.

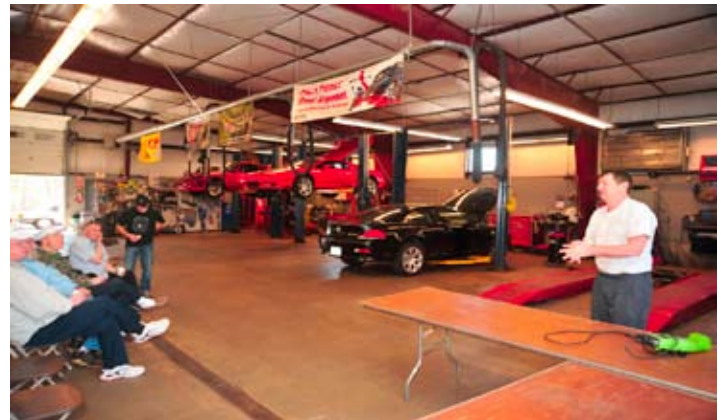
Dick will have a small indoor swap meet.

Dick has invited some local Porsche safety and accessory vendors to this year's tech session to display their product line.

As you can see, we have a full slate of things going on at the NCR tech session and would like to see you here this year. These NCR events are a great way to start off our 2011 season.

Note:

If you are bringing anything to Precision's swap meet, please Email me at porschetech@comcast.net to reserve your space.



Porsche 550 Replica

from

Down

Under

David Churcher



Northlander received Season's Greetings from Andrew and Anthony Keiller at Kraftwerkz in Woodend, Australia along with a sneak peek at their latest project. In addition to the 917 replicas, and now the 906 replica, they now have a 550 being assembled.

In the above photograph you can see the body shell of the 550 in the background. The photograph at top of the following page is another view of the 550 chassis ... and adjacent to it is Andrew's 917 Can Am project.

The following notes are from Andrew and Anthony:

The chassis has been built to exact specifications by Breg Bates in Ventura, CA. and the body is fibreglass which is pretty close to an original aluminum one. He was going to use this as his body buck but has an alternative.

Brian Tanti (Fox collection) saw our chassis at the air freight depot [in Melbourne] and thought someone had shipped in a real one.

For more information, and more photographs visit the web site at:

www.Werkzcars.com



NCR YANKEE SWAP 2010

Photographs by Toni Surdam and Matt Romanowski
Story by Ivy Leonard





2010 Yankee Swap

The 2010 Yankee Swap was scheduled a bit early this year to make it more of a Holiday event. This year's swap and potluck dinner was held at Judy Hendrickson's humble abode. Judy was gracious to open her house up for the annual event. For a few of us there was to be a much earlier arrival time to help Judy bring in her tree and decorate. It was a bit of a panic at first glance but Matt Romanowski arriving to bring the Frazier tree in while the part time decorating crew showing up a short time thereafter. Matt and Hank began wrapping the lights around and around the tree. Upon completion of the colored light set up I could now join in putting ornaments on the tree. The ornament decorating party began without a glitch. Well sort of!

I myself put on 3 ornaments to Hank's 1. This was because Hank had to find just the right spot for each and every one he picked up. For those that have never seen Judy's ornament collection it is a must see at some point. They are all just stunning. As the decorating continued the next arrival was Toni Surdam ready and willing to help out. 1 ornament, 2 ornaments and so on. Now keep in mind as we grabbed our favorites to put onto the tree Matt was keeping count of each and every one. Why the counting you say? Well it was because there was to be a big tree raffle and a small tree raffle sporting two great prizes. You had to guess how many lights were on the tree along with ornament count. Seemed almost impossible to guess but as always someone came close.

The event was well attended with many jolly and festive members. This was a great location as we had attendees from all areas of the state. Attending was the gracious Judy herself, Hank Cowles, myself, Toni Surdam, Lisa Roche, Joe Kraetsch, Nancy Broadhead, Edgar Broadhead, Olivia Saunders, Jack Saunders, Matt Romanowski, Xana Romanowski, Paul Tallo, Ron Mann, Emily Young, Penn Young, Steve Gratton, Ann Gratton, Susan Bird, Abe Anderson, Marilyn Willey, Richard Willey, Bob Futterer, Laura Futterer, Janet Leach, Gordon Jackson, Loralyn Batchelder, and Rob Aube. If I forgot anyone...oops...sorry.

David Churcher and Helmi Churcher could not attend which is very rare occasion for David to miss any event held by NCR. Though he was in the hospital mending. David and Helmi were there in the form of their Tira Misu – a big hit with everyone. (Thank you Xana for picking that up). NCR does extremely well with team work as proven so many times.

10 minutes to spare, the ornaments were up and the tree looked beautiful. Due to the smell of all the great food everyone could not wait to fill their plates with all the delicious offerings. Some filling their plates only once while others two and three times. There was plenty to be had by all with a variety of wonderful dishes.

Many of us tried to save some room for either a desert or tasty glasses of eggnog. The eggnog soon became a big hit. I myself along with others could not help but to go back for refill after refill. Must have been that extra spice (maybe it really was not a spice but still a tasty additive – LOL). My buddy Jack Saunders

felt the Eggnog was a rather tasty treat as well. Wow, I never knew Eggnog could taste so good.

The announcement was made by Judy, time to draw numbers for the swap and begin the annual taking of well-liked gifts. Unbenounced to me all numbers were put back in the bucket for a final drawing. That drawing was to pick the individual to write the article. I was the lucky winner – or the unlucky winner whichever way you want to look at it.

Number one began the selection process...what will it be? A tire gauge, a battery charger, or maybe a birdfeeder? Oh the suspense...you are just going to have to wait. Tune in for the February issue for all the exciting details. You will not want to miss what happened. Trust me...some great pirating took place that cold brisk December day at Judy's. At last glance I think everyone was speaking to each other when the afternoon event came to an end. More to come...one of the most exciting years yet!







Preparation for the Rolex 24 At Daytona ... Photograph by Kevin Bobbitt. See also page 28.



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Loosey and Colin Blake Visit

Colin and Loosey Blake returned to NH for a visit between the holidays and called a gathering of NCR and NER colleagues.



With a nod towards RUF we note NCR has two “Yellow Birds” ... and we almost had them together. Year end business events prevented Ivy from making the luncheon. But there will be a next time :-). A group of NCR, and one colleague from NER, gathered at Joey’s Diner in Amherst, NH for conversation, memories, and a 1950s meal which included poutine. What is poutine? It’s an exotic, healthy and nourishing sauce to put on your French Fries. Is it any good? Ask Loosey ... she has waited five years to get back to NH and Joey’s to get a fix.

Photographs by David Churcher.



Rolex 24 At Daytona 2011

Northlander will have photographs and a story from the event provided by NCR member Kevin Bobbitt.



The GT3 photographed by Kevin at the Homestead tests.

December 26 one of our editors was winding down from a quiet holiday period and wondering about material for *Northlander's* coming issues. This is, as you have read in this issue, a lean time for material. But then an email arrived from Kevin to indicate he would be working PR at the Rolex 24 ... and would *Northlander* like some material.

The following paragraph refers to plans for drivers of the GT3 and the Camaro.

Drivers for the Rolex 24 are Joey Atterbury and Randy Pobst. We haven't announced the other two drivers yet. Joey will be co-driving the Camaro with Jeff Bucknum (former Indy car driver).

So the new year is already off to a good start. The sample shots which came with Kevin's email are a prelude to the coming excitement ... ah, Daytona in January with a Nikon and a 200 - 400 ... wonderful. Look forward to the coming issue with more of Kevin's photographs.



Top accolades for Porsche from Germany, Australia, UK and USA

Porsche Press Release

Awards for Porsche sports cars and Development Director Dürheimer ...

Stuttgart. The sports cars of Dr. Ing. h.c. F. Porsche AG, Stuttgart, are as popular and highly regarded as ever, all over the world. In Germany, three Porsche sports cars top the list of the models with the best value retention, as Deutsche Automobil Treuhand (DAT) has now revealed in a projection. According to its findings the Porsche 911 holds its value better than any other model on the German market, followed by the Boxster and the Cayman. Other-make cars only start to appear from fourth place down.

In Australia, a jury comprising eleven motor journalists from the "Sydney Morning Herald", "The Age" and "drive.com.au" voted the Porsche Boxster the best convertible and chose it as winner of the "Drive Car of the Year Award". The mid-engine sports car had already won this distinction in the previous year and once again impressed the testers mainly thanks to its "sensational performance when cornering and braking, its characteristic six-cylinder engine and the astonishingly practical and brilliant Doppelkupplungsgetriebe (PDK)".

In the UK, the car magazine EVO voted the Porsche 911 GT3 RS "Car of the Year 2010", stealing the thunder from a whole host of high-calibre competitors with its authentic handling. It even beat the 911 GT2 RS, which came in third, making Porsche the only brand to appear twice in EVO's top ten favourites list. And car tester Richard Hammond from the popular UK TV programme "Top Gear" also selected the 911 GT2 RS as his personal "Car of the Year". "Top Gear" presented another award to Porsche Development Director Wolfgang Dürheimer, whom it named "Man of the Year" in recognition of the energy-efficient but supercar-worthy concept of the Porsche 918 Spyder.

In the USA, the renowned "Car and Driver Magazine" included the Boxster and the Cayman in its list of the ten best vehicles on sale in the United States. This was already the tenth occasion in twelve years that one of Porsche's mid-engine sports cars had scooped this award. Both "are prime examples of classic Porsche values", commended the magazine. The Boxster and the Cayman also just received the eighth win in the prestigious Automobile Magazine All-Star award.



911 Carrera S Coupé



Cayman S

911 GT2 RS



Boxster S



911 GT3 RS

The New 911 GT3 RSR

Porsche Press Release



The Porsche 911 GT3 RSR takes off into the new motorsport season with extensive modifications. The 2011 version of the world's most successful GT race car celebrated its international premiere at the "Night of Champions" party held at the R&D Centre in Weissach to mark the end of the motorsport season. Priority in the further development of the GT3 RSR was given to the newly designed aerodynamics at the front and rear, changes to the suspension kinematics and to the engine.

The 4.0-litre, six-cylinder boxer engine now delivers 455 hp (355 kW) at 7,800 revs, five horsepower more than its predecessor. The power increase results from an engine management system which adapts even better to different fuel grades, as well as a redesigned exhaust system and a modified air intake housing. Moreover, the driveability of the famously efficient engine has undergone further improvements. Maximum revs remain unchanged at 9,400 rpm.

Clearly visible are the modifications to the front. A new front lip provides higher downforce at the front axle. The front wheels are now wider with the rims growing from 11 to 12 inches giving additional grip and less of an understeering tendency. The position of the rear wing and the shape of the wing mounting also underwent optimisation and were adapted to the new rear fairing with additional air outlet louvers. The rear lid was also redesigned for optimised air ducting. Like the 911 GT3 Cup and the GT3 R, the RSR has now been equipped with the LED rear

lights taken from the latest 911 road-legal cars.

The 911 GT3 RSR joins the 911 GT3 R and the 911 GT3 Cup as the top model of Porsche Motorsport's product range. The successful long distance racer from Weissach can be ordered now at a price of 410,000 Euro plus country-specific value added tax. All 2011 modifications are available as a kit for GT3 RSR cars from the 2010 season.

Technical description Porsche GT3 RSR (2011 model year)

Engine

Water-cooled six-cylinder boxer engine; 3,996 cc; stroke 80.4 mm; bore 102.7 mm; 455 hp (335 kW) at 7,800 rpm; max. torque 450 Nm; air restrictors 2 x 28.6 mm; max. revs 9,400 rpm; four valve technology; dry sump lubrication; individual throttle butterflies; fuel injection.

Transmission

Porsche six-speed gearbox with sequential jaw-type shift; oil/water heat exchanger, single-mass flywheel; hydraulic disengagement lever; three-plate carbon-fibre clutch; rear wheel



drive; limited slip differential 45/65 percent.

Body

Monocoque body (basis GT3 RS) of hot-galvanised steel; aerodynamically optimised front end with front spoiler; aerodynamically optimised front underfloor; adjustable rear wing; 90-litre FT3 safety fuel tank with fast filling function; air jack; welded-in safety cage; race seat (driver's side only) with flame retardant upholstery; six-point seat belt adapted for use of the HANS Head and Neck Support; electric fire extinguishing system.

Suspension

Front axle: McPherson spring strut axle; Sachs four-way gas pressure dampers; double coil springs (main and auxiliary); front axle arms adjustable for camber; adjustable sword-type anti-roll bar; power steering.

Rear: Multi-arm axle with rigidly mounted axle sub-frame; Sachs four-way gas pressure dampers; double coil springs (main and auxiliary); rear axle tie-bar reinforced and infinitely adjustable; adjustable sword-type anti-roll bar. Complete suspension infinitely adjustable (height, camber, track).

Brake system

Brake system with balance bar control.

Front: Single-piece six-piston aluminium fixed callipers; inner vented, 380 mm diameter; racing brake pads.

Rear: Single-piece four-piston aluminium fixed callipers; inner vented, 355 mm diameter; racing brake pads.

Wheels

Front: Three-piece BBS light-alloy wheels (12J x 18 ET 34); central bolt.

Rear: Three-piece BBS light-alloy wheels (13J x 18 ET 12.5); central bolt.

Electrical system

Motec display with integrated data recording; multi-function display with integrated gearshift indicator; adjustable traction control; battery: 12 volt, 80 Ah, 140 Ah alternator.

Weight

1,220 kg



Your friends down south in the Northeast Region/PCA invite all NCR drivers to join us during the 2011 track season. You'll note 3 NHMS events including a Novice Day and weekend events. Get all the details at www.porschenet.com or ... in the Noreaster, which you may read on-line.

Feb 20	a	Sunday	Ground School
May 5	bg	Thursday	NHMS Normal DE & Novice Day
June 4-5	cg	Sat - Sun	NHMS
July 7-9	cdg	Thur - Sat	Calabogie
July 11-13	cdg	Mon - Wed	Mont Tremblant
Aug 26-28	cdefg	Fri - Sat	Watkins Glen
Sept 16	g	Friday	NHMS

(a) HMS, Danvers..... (b) No students with more than 3 track days experience..... (c) Beer & Wine Social..... (d) NER's Signature Enduro (e) Embroidered shirts..... (f) Italian dinner @ Lakeside Park..... (g) Extended passing for Black and Red groups

Questions about details? Contact or Bruce Hauben, Track Chair at bmh993@porschenet.com or call 978-952-8517 before 8PM. Registration is quick and easy at www.clubregistration.net.



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BTW:

Varicam or VarioCam? That is the question.

If you think that variable camshaft drive systems are new to the automotive world, you need to think again. I found this in the June 1967 *Road & Track* magazine miscellaneous ramblings section.

There's an old gag about this fellow Pat who has more inventions to his name than any other man, living or dead. Anyway, new auto inventions are always plentiful but very few are practical as demonstrated by the fact that so few ever get into production. But we are impressed with a new gadget called VARICAM by a gentleman in La Jolla, CA. It's basically a simple spring-loaded cam-driving mechanism which retards the valve timing as the RPM go up. The amount of improvement is somewhat limited in a single camshaft engine but the inventor has done extensive dyno testing on V-8 engines and clearly the device will retain factory power and torque at the low end and show gains of 10 - 20% at the top end. Generally speaking, most engine changes made for more peak power cause a loss in low end performance. Furthermore, if one were to install two VARICAM drives in a DOHC engine the potential gain would be really enormous: you could have moderate valve timing overlap at low speeds (for torque) and wild overlap at high speeds (for peak HP). Valve open duration is not changed of course.

You have to wonder were the VarioCam idea came from that is now used in most Porsche engines.

Bruce Whittier

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BTW:

BERTIL ROOS:

“Dennis Macchio, owner of the Bertil Roos Racing School, will be looking to expand his personal coaching schedule for 2011. Dennis would be able to help in the areas of “Ride Along Coaching”, “Track Side Coaching”, as well as “Data Acquisition Interpretation” for those with data acquisition capabilities. To accomplish this Dennis will also, if needed, enlist members of his trusted and well recognized instructor staff. Get professional coaching from one of the best. Dennis can be contacted at the Bertil Roos Racing School office, phone number 1-800-722-3669. For more background on Dennis and his work with the PCA please visit the Bertil Roos website <http://www.racenow.com> and in the news section look for “Porsche Panorama: The Art of Driving”.”

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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

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 = 176,500, 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.

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

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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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Asking \$19,500 Constantine Brocoum 603-496-8501 after 530pm More photos available by email. cbrocoum@gmail.com

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

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

SALE:* 1984 GTI ITB - Well built and sorted ITB car with log book. Kirky racing seat, fresh black paint, caged with full racing suspension. Ready to race, ax, or DE. Built up and maintained by Shine Racing and Exotech. Many extras (engine, tranny, rims, etc.) Perfect car to start racing with! Car is located in Kennebunk, Maine. \$3,500/obo Jay Gratton @ JEG914@AOL.COM or (603) 498-8576

SALE:* Toy Story - reducing and restructuring inventory. The White Whale: 2000 Ford F-350 7.3L diesel, 176,000 miles, well maintained, Banks Stinger Plus kit, full ARE cap, available with or without like new Fisher 8' HD plow.\$14,000/BRO or \$17,000 with full plow setup. Hank Cowles @ 603.742.4000 or bigcheese@consumerprofilesinc.com

Toy Story II - 2005 Featherlite model 4926 24' all aluminum enclosed trailer, white, wired, fluorescents, front upper and lower cabinets, internal a/c, ramp extensions, excellent condition in and out, less than 5k miles. \$10,000/BRO Hank Cowles @ 603.742.4000 or bigcheese@consumerprofilesinc.com pictures available upon request for both .

Be looking for additional toy story items for sale next month.

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Advertising contracts are for one (1) year (12 issues) unless otherwise noted. Billing is done twice per year, November and May. Business card ads are billed once per year in November. We are happy to accept new advertisers part way through the year.

BTW



What? Another GT3 RSR photograph? Yes.

Well, you see, it is late at night the evening before *Northlander* must go to bed (to press) and the editor is out of time ... and out of material.

But then, it is such a stunning car, and photograph, I am sure you won't mind.

NEXT MONTH

Oh dear, the cupboard is bare!

You may have noticed this issue is thin and we have used a lot of press release material.

This is time of year wherein NCR does not have a lot of events. Everyone is recovering from the holidays, and, making plans.

Share with us ... what are your 2011 resolutions, plans, projects?

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NORTHLANDER

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