

NORTH HILLMANDEER

NORTH COUNTRY REGION PORSCHE CLUB OF AMERICA
volume XXX number 3
March 2007



Passion.



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AUTO WORLD



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NORTHLANDER

North Country Region Porsche Club of America
Volume XXX Number 3 March 2007

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Bev Chandler

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C (or M) Nutter

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Statement of Policy

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yearbook@ncr-pca.org

MARCH 2007

- 3 Zone 1 Tech Tactics, FarnbacherLoles, Danbury, CT,
<http://zone1.pca.org/>
- 6 National Parade Registration opens, 8AM, EST,
www.pca.org/paraderegistration
- 10 Tech, HIGH PERFORMANCE DRIVING, Porsche of Nashua,
Nashua, NH, Jay Gratton, tech@ncr-pca.org
- 13 Board Mtg, location: Common Man, Concord NH, Miriam
Dunster, president@ncr-pca.org
- 17 Spring Zone 1 Pres. Mtg, Latham, NY, Miriam Dunster,
president@ncr-pca.org
- 31 Tech, ENGINE ELECTRONICS, PERFORMANCE MODS,
CHIPS, Precision Imports, Manchester, NH, Jay Gratton,
tech@ncr-pca.org

APRIL 2007

- 10 Board Mtg, location TBD, Miriam Dunster,
president@ncr-pca.org
- 21 Tech/Social, Performance Electronics, Amesbury, MA,
Steve Robbins, social@ncr-pca.org
- 28 Car Control Clinic, NHIS, Event Chair TBD
- 29 AutoCross, NHIS, Joe Kraetsch, autocross@ncr-pca.org

MAY 2007

- 5 Rally, Quechee, VT with optional overnight, Don Johnson,
rally@ncr-pca.org
- 8 Board Mtg, location: Common Man, Concord, NH, Miriam
Dunster, president@ncr-pca.org
- 19 Zone 1 Rally/Concours, Newport, RI, <http://zone1.pca.org/>
- 20 Zone 1 Rally/Concours, Newport, RI, <http://zone1.pca.org/>
- 21 NCR DE # 1, NHIS, Paul Frucci,
drivers-ed@ncr-pca.org
- 22 NCR DE # 1, NHIS, Paul Frucci,
drivers-ed@ncr-pca.org

...continued on page 5



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'07 Cayman Cobalt Blue/Stone/Steel Grey P7001	\$57,485
'06 Cayenne S Titanium Iceland Silver/Black/Steel Grey P6217	\$69,880
'06 Cayman S Black/Black P6189	\$70,180
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'07 Boxster S Midnight Blue/Stone Grey P7011	\$68,900

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PORSCHE

...continued from page 3

JUNE 2007

- 9 Rally School, Time/Speed/Distance (TSD) school, Don Johnson,
rally@ncr-pca.org
- 10 Time/Speed/Distance (TSD) Rally, Don Johnson,
rally@ncr-pca.org
- 12 Board Mtg, location: Common Man, Concord, NH, Miriam
Dunster, president@ncr-pca.org
- 13 Ice Cream drive/social – (TENTATIVE), Ivy Leonard,
social@ncr-pca.org
- 22-23-24 Zone 1 48 Hours Watkins Glen, Watkins Glen, NY,
<http://zone1.pca.org>
- 23 NCR AX # 2, Fort Devens, MA, Joe Kraetsch,
autocross@ncr-pca.org
- 25-26 CVR DE at Watkins Glen, Watkins Glen, NY,
<http://www.cvrpca.org/cvrhome.php>

JULY 2007

- 1-5 PCA Parade, San Diego, CA, www.pca.org/parade
- 6-7 Porscheplatz at ALMS, Lime Rock, CT,
www.americanlemans.com
- 10 Board Mtg, location: Common Man, Concord, NH, Miriam
Dunster, president@ncr-pca.org
- 13-15 UCR DE, Calabogie with Upper Canada,
<http://www.pcaucr.org/site/home.jsp>
- 20-22 NCR/CVR/NER DE, Mt Tremblant , www.cvrpca.org
- 22 NCR AX #3, Fort Devens, MA, Joe Kraetsch,
autocross@ncr-pca.org

AUGUST 2007

- 12 NCR AX # 4, Fort Devens MA, Joe Kraetsch,
autocross@ncr-pca.org
- 14 Board Mtg, location: Common Man, Concord, NH, Miriam
Dunster, president@ncr-pca.org
- 17 NCR DE Advanced, NHIS, Paul Frucci, drivers-ed@ncr-pca.org
- 18-19 NCR DE, NHIS, Paul Frucci, drivers-ed@ncr-pca.org
- 18 NHIS Charity Laps and Track Samplers, NHIS, Paul Tallo,
charity@ncr-pca.org
- 18 Rally, ending at NHIS for laps and dinner, Don Johnson,
rally@ncr-pca.org
- 18 Trackside Dinner, NHIS, Paul Frucci, drivers-ed@ncr-pca.org
- 25-26 Porscheplatz at ALMS at Mosport, Ontario, Canada,
- 26 Car Show and Historic Tour New London, NH, Common,
concours@ncr-pca.org

FROM THE DESK TOP



David Churcher - Editor

A colleague of mine who writes to me often will usually title her emails as: This, that, and, the other. For my column this month I will borrow this title and write about this, that, and the other.

For “this” I will write about the scenes behind the scenes of the making of *Northlander*. All of us who are involved in functions of a car club, or theatre, know the time on stage is usually a lot less than the time spent behind the scenes. Indeed the making of *Northlander* takes a lot more time than it takes to read it. For Tracey and for me it has been a learning curve, as well as a production, with some blips and dives in that curve. I learned why another colleague refers to the software we use with the word “Page” replaced with “Rage”. Very apt. So much so that after a particular difficult week I made a display of disgust and frustration. Not unusual. But it did provoke Tracey to ask if I had gone off the deep end.

This is where the scenes behind the scenes come in. Bill wrote me a few lines of encouragement and pointed out his turn at frustrations. Matt brought his computer to the Yankee Swap and passed on the methods and alternatives he had used. Judy came home with me and we had a bottle of fine Aussie white while up fixin der

Ragemaker template. Thank goodness for fine and astute colleagues.

So, are we having fun yet? Oh, yes. And now we are organized too.

For “that” I will write about one of the articles in this issue. My passion for cars and photography is well known amongst my Porsche colleagues. Some will also be aware the passion for pictures goes beyond just photography. With this in mind I want to introduce you to a friend of over 50 years: Brian Chandler. His talent as an artist combined with a love of cars has produced some wonderful artwork. The talent for art runs through the Chandler family ... Bev has her own art work and co-teaches with Brian at their art school. Their two children are equally talented. Derek restores old cars, and Celeste is a prolific producer of paintings, and, is quite famous. While I was in Germany, Celeste had a few weeks with me on her return to Australia from a scholarship in Paris. She gave me a guided tour of the Belvedere in Vienna with some interesting discussion attached.

After 50 years, I guess one’s memory slips a bit. Brian tells me we were not in kindergarten together as I thought. He writes in his recent correspondence he does have a

Porsche painting from 1963. When I asked about that painting last year he could not recall it. But he found it and it will be a future *Northlander* cover.

And for "and the other" I will write about something which has happened just hours ago. It is, as I write, a sunny February 3rd, and I have just had a brief meeting with Dick Kruppa at Exeter's Loaf n Ladle to review an article he has written for us. It seems this issue for March is filling up nicely with new writers and a lot of nostalgic material. We have Judy's "Looking Back" and my interview with Brian Chandler. And now Dick provides us with memories of the Porsche RSK and RSG 1.

When I first visited with Dick I was amazed at the material he has filed away. He has loaned me numerous videos and books. That Saturday we were reminiscing about the RSK I asked him to write for us. Dick was a little shy about writing a non "technical/academic" paper. The proof I read just an hour ago brought a tear to my eye.

David

MISSING NORTHLANDER ARCHIVES — HELP

Through the various changes in editors over the past years we are missing some of our Northlander archives. If you are a past editor or have any of the following editions to spare please contact me to arrange pick up.

1988 Sep-Dec
1989 Jan-Dec
1990 Jan-Dec
1991 Nov/Dec
1997 Jan - Dec
1998 Jan - Dec
1999 Jan - Dec
2002 June and December
2003 Jan, Feb & April

Judy Hendrickson

FROM THE PRESIDENT



Miriam Dunster

Hello Everyone,

As you read this the official first day of spring is only days away. For those who have kept your “head in the game” I hope you have enjoyed the tech sessions and social events that were held in January and February.

As I write this column we just finished the Yankee Swap Social event and a heated exchange of gifts ensued. If we hold this next year my personal game plan will be changed dramatically from this year, it will contain more strategy than chance. The event was held at a Seacoast Chinese restaurant which had placemats that contained information on the Chinese Zodiac symbols so I decided to take a poll of those attending to see the variety that was within the room before the exchange began.

What I found out was that we were only missing one of the twelve symbols, and there was no dominant symbol. If you are familiar with the information they tell the characteristics of the individual and the signs you work best with along with those that are considered your worst. My sign stated I would have difficulties with two individuals in the room. As it turned out these two are board and chair members. This made me question the facts of this information, since I have not experienced any circumstances in which it has been true over the years I have known these members. So just remember zodiac information is a guide not a rule.

For those of you who have taken a break from club activities check out the upcoming months via the calendar under club info on our website www.ncr-pca.org. There are some interesting tech sessions there for March and April such as the Skip Barber advance driving school hosted at Porsche of Nashua, which adds the opportunity to check out the 2007 models. Precision Imports is hosting one titled Bosch technology and there is one with Performance Electronics that will involve Steve Robbins’ Porsche.

April 28th kicks off the driving season with the Car Control Clinic at NHIS. This is a great day of activities that lets you learn how your car handles. Perfect event for novices or the more experienced drivers to check out any changes they might have made over the winter. On April 29th NCR’s first autocross will be held at NHIS. A perfect opportunity to practice some of the skills you are introduced to at the clinic. Or if you have ever wondered what an autocross is but didn’t want to make the trip down to our regular site in Ayer, MA, this is the opportunity to check one out.

Enjoy reading this edition of the *Northlander*.

Have a great March!

Miriam

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THE STARTING GRID



Lisa Roche - Membership

New Members:

Steven C. Cillizza	Derry, NH	2002 Boxster S
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Anniversaries:

1 Year:

Clifford W. Kahrs Karen Weston	Concord, NH	1987 944
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John Pelletier Tammy Hashey	Dover, NH	1990 911
--------------------------------	-----------	----------

Gary L. Woods	Bow, NH	1987 944
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Alain Ades Danielle Ades	Exeter, NH	2003 911
-----------------------------	------------	----------

2 Years:

John C. Fusco Joseph J. Fusco	Ogunquit, ME	1967 911
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Eric P. LaPensee	Manchester, NH	1998 Boxster
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John L. Baier Jay Baier	Hampton Falls, NH	1989 930 T
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5 Years:

Anthony A. Gargano Katherine Kiritsis	Pocasset, MA	1987 944
Kenneth F. Gray Daniel Gray	Cape Elizabeth, ME	1989 911
David B. Heron	Reading, MA	1983 911 SC
James R. Price	Sandown, NH	1987 930
E. Andre Mandiola	Merrimack, NH	1999 Boxster

10 Years:

Stephen A. Lindell Beverly Lindell	Rindge, NH	1996 993
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SECRETARY'S DESK



Paul Tallo - Secretary

On Tuesday, February 13, 2007 thirteen board members and chairpersons met at the Common Man restaurant in Concord, NH. Here's some of the highlights of general membership interest, and my usual "cheerleading" to get folks to attend our great events!

Updates from Miriam included news of "distant" NCR members – Ellen Beck has been appointed PCA Historian (see latest *Panorama* for all the appointments) – and Kevin Bobbitt is no longer distant, he's back in NH!

Membership has crept up to 487 members, but we continue to have "late-renewals." Be sure to renew on time - you certainly don't want to get dropped from the mailing list and miss an issue of the *Northlander*. David Churcher and Tracey Levasseur have produced another full issue here and have great plans for the year, including a larger 8 1/2" x 11" format for an NCR 30th Anniversary issue later this year.

Dick Demaine has been helping with the NCR website. Check out the photos of recent social and tech events and come on out and join us so that we can get some *different* faces in those photos! (*Note to self: I should get David to Photoshop my bald-spot like he did to... another NCR gentleman.*)

Planning for the major social events later this year is progressing - the Balsams weekend is confirmed for Oct 20/21st, and the Annual Banquet, which will be more of a party and NCR 30th year celebration, is confirmed for Nov 10th at the New England Center in Durham, NH. We are trying to pull together several components of the club on Sat Aug 18th for a dinner at NHIS following that day's DE and Charity Lap event and a Rally ending at NHIS. Stay tuned!

NCR annual Car Control Clinic will be on Saturday April 28th, with an autocross at NHIS on Sunday April 29th. Sign up early for the Car Control Clinic, the available 30 spots always fill up! For folks that think they live too far from Fort Devens for our regular autocross schedule, sign up for the NHIS event – see if you can beat the folks that are pumped up from completing the Car Control Clinic!

Looks like NCR will have multiple car shows this year! Show on the New London Common, NH, Aug 26th is confirmed and is being promoted with the 356 Club. Stay tuned for additional venues that are in the planning stages.

As always, contact secretary@ncr-pca.org for a copy of the full formal meeting minutes if you have an interest, and pass along any items/concerns for board discussion to any board member.

INTERESTING PORSCHEs AND PEOPLE I HAVE KNOWN

Charlie Kurtz III
Gentleman Racer

Dick Kruppa



Charlie Kurtz III on the starting grid at Cumberland Raceway 1963

Dick Kruppa, has been a member of PCA since 1966, and a Porsche owner since 1965. He is past president of Mid Ohio Region and Maumee Valley Region, which he and several other enthusiasts founded in the 1970s. He has owned a dozen Porsches over his 42-year connection with the marque. Dick and Helen have been in NH, and members of NCR, since 2001. Dick now drives a 1988 944.

*The cover of this issue of **Northlander** “Charlie Kurtz at Speed” was painted from the photograph accompanying this article taken by Dick at South Bend, Watkins Glen. The car illustrated here is the Porsche RS 61 which is the result of the line from the 550, to RSK, to RS 60. The motor in these Porsches is the four cam, roller bearing crank, designed by Dr. Ernst Fuhrman who was a President of the Porsche company. The*



Charlie Kurtz III at speed. Cumberland Raceway 1963

painting is an oil painted by Nicolo Sturiano in 1966. Nick uses the professional name “H. Hargrove”, and is America’s most widely collected painter. More than a million of his paintings having been sold. Nick added the “Martini” signs for artistic effect.

The year was 1963. I hadn’t yet purchased my first Porsche. That came in 1965. I wasn’t entirely new to Porsches, however. I was introduced to them by a family friend who brought one back from Germany in 1952. These were the early days for Porsche in this country, and this 1952 was a most interesting car, (but that’s a story for another time). Not long before, I had graduated from Penn State University, and a roommate in the fraternity to which I belonged raced an MGA in SCCA club races, mostly at Watkins Glen. As with most guys my age, I was interested in anything that was

fast especially if it had four wheels. I was introduced to a former fraternity brother, Charlie Kurtz III, who was quite serious about his racing...and very good at it. He was SCCA National Champion in his Lola 1100 in 1961. We hit it off immediately, and I wormed my way into his team. That summer was most interesting- traveling weekends from race venue to race venue, and to a series of hill climbs, sponsored by the Pennsylvania Hillclimb Association. Perhaps the most interesting thing about the summer, though, was Charlie’s car, his giant slayer, Porsche RS 61.

In his definitive book *Excellence Was Expected*¹, Karl Ludvigson provides a highly detailed description of the RS 61 and its evolution. I have summarized in this paragraph some of the more interesting details. The RS 61 evolved out of the RSK which was a sleek and



Charlie Kurtz III and Dick Weiser (without hat) ready to stage Cumberland Raceway 1963



Charlie Kurtz III setting FTD at Giant's Despair Hillclimb 1963

continued on page 16...



Charlie Kurtz III at speed. Watkins Glen's "South Bend"

sporty aluminum bodied, tubular frame race car. This series, which had several variants, was numbered 718 and included a variety of race models spanning the late 50s and early 60s. The RSK was quite successful in international racing, having been campaigned by both factory and customer teams. Though small in displacement, the RSK was the overall winner of the Targa Florio in 1959, and other variants won the same race in 1962 (RS 60) and 1963. Class wins of this series are too numerous to list. In 1960 the FIA rules changes ushered in a new variant of the 718, the RS 60. The most noticeable visual difference between the RS 60 and the RSK was the 60's taller windscreen, a necessary response to the new regulations. Another difference was the elevated headrest. Charlie removed the tall windscreen on his car and fitted one more like that of the RSK. The RS 60s employed drum brakes and could be ordered with 1500cc or 1600cc motors.

Both were DOHC 4 cylinder air cooled, of course. For 1961 Porsche changed the model designation to RS 61, though the car was identical to the RS 60. "It was still the car to beat in the 1.6 liter sports car class, which was an attractive arena for the privateer..."²

These events occurred a long time ago, and many of the details have disbursed with a lot of other brain dust. But there are many memories that remain about some of the happenings that season. Charlie participated in the United States Road Racing Championships (USRRC), a new series that year.³ Eight race venues made up the series in its inaugural year. Charlie participated in two, Daytona and Watkins Glen, and finished 7th in both. Interestingly, in the Watkins Glen race, the 6 finishers ahead of Charlie were a "Who's Who" of sports car racing in those days. In order of finish were: Bob Holbert, Herb Swan, Ken Miles, Joe

Buzzetta, Bob Bucher, and Ed Lowther. Other “well knowns” competing that season included the likes of Roger Penske, Hap Sharp, Augie Pabst, Jerry Titus, Bob Bondurant, Briggs Cunningham, and John Fitch. You’ll even find the name of Chuck Stoddard on the list of competitors (4th at Mid Ohio). The hot cars that season, in the up to 1.6 liter class, were several RS 61s (Holbert, Swan, Buzzetta, Kurtz & others), which would regularly beat competitors in the larger displacement classes, including the likes of Cooper Monacos, Corvettes, the fabled Ferrari 250 GTOs, D type Jaguars, Chaparrals, and Ford Cobras.

A typical race weekend for Charlie’s team went something like this: Arrive at Maryland’s Marlboro Raceway (then referred to as Cumberland Raceway) the night before the race in the camper, racecar in tow. His friend and mechanic, Dick Weiser, followed along in his 356. I would show up on Saturday. Dick had worked on the car prior to the race and had it faultlessly prepared. The only adjustments I can recall following practice were the tire pressures being raised or lowered a tad. Then we retired to the camper, relaxed under the canopy, and drank iced tea. This was quite the contrast to the usual frenetic activity found among many of the other teams in attendance. Their team members were covered in dust, dirt, and grease having changed transmissions, made any variety of repairs, adjustments and modifications. In contrast, we were so well prepared. Dick had done all the necessary things prior to coming to the track, so while the competition groveled, we enjoyed our iced tea! Later Saturday and on Sunday came the races. The powerhouse competition in those days was from the Corvettes and Cobras. Don

Yenko and Dick Thompson were very competitive with their Corvette and Stingray Z06, and the Ford Cobras driven by Bob Holbert and Ken Miles were tough. With its 1600 cc’s the RS 61 couldn’t possibly compete on power alone. On the straights these cars would disappear. In the turns it was a different story. While the over-powered Corvettes and Cobras wallowed through the turns, the nimble, relatively underpowered RS 61 excelled. Turn after turn, it was bliss to watch. It was *so* satisfying to see David, that is to say Charlie, fell Goliath. It was a bit like watching a child beat an adult in a foot race. In this day it’s hard to appreciate what the Porsche could accomplish, disadvantaged as it was with its small displacement. Its tiny motor was no match for the competition, but its superior handling often made up the difference, and then some.

Another memorable experience that summer was competing in some of the hill climbs held in Pennsylvania and sanctioned by the Pennsylvania Hillclimb Association. This group, by the way, is still active, and some of those hills I watched Charlie ascend in 1963 are still being competitively climbed today. If you are not familiar with “hill climbing,” it went like this. With the stop watch running, one car at a time ascended a hilly, twisty road closed to traffic. Cars were classed, and local one-off specials were often hard to beat. But back to my story. We were at Giant’s Despair that summer. This is the oldest hill climb in the country, having been run every year since 1906. It is held near Wilkes-Barre annually in July. “Oscar Koveleski, who won the Giant’s Despair six times and broke the all time record in 1977 (his

... continued on page 50

INTERVIEW WITH BRIAN CHANDLER

Australian Automotive Artist

The following interview was made in recent weeks via email. Brian Chandler is a friend of mine for many years and our mutual interest over those years have been cars and art. The “Two for the Road” trip last year included an evening for Judy and me at Brian and wife Bev’s house. The following paragraphs are a nostalgic journey through the recent 50 years and they conclude with a promise of some Porsche art. In the meantime we have some samples of Brian’s work to look at. As you read on be aware of the “The Queens’s English” which my colleague and co-editor has chosen to leave intact.

David Churcher

DC

Brian. I think I have to begin by saying you are “my oldest friend”. Not that you, or I, are old by any means. We just go back a long way. If I recall correctly it was January 1947 we met at Glen Dhu kindergarten. I recall complaining to the teacher about being stuck in kindergarten and not placed in Grade 1. That got me kicked out and up to Grade 1.

Grade 1 ... I have distinct memories of you and me sitting side by side and you already making excellent drawings. Did

you get kicked out of kindergarten too? 😊

BC

David, we certainly go back a long way. You are probably right about it being 1947 and grade 1. Actually I didn’t get to go to kindergarten so grade 1 was my first year at school. I don’t know the whereabouts of anyone else from my primary school years so our relationship is pretty unique considering we live on opposite sides of the planet.

I can’t remember much about my drawings back then, but I do remember you drawing aeroplanes of your own design which I liked.

DC

Your excellent drawings I recall were mostly of aeroplanes. Your drawings had great perspective and line work. Mine always had raggy lines and the plane had one wing up and one wing down. Where did your talent come from? We are talking about six years old here.

BC

There seems to have been a shared interest in aircraft in those early schooldays. As the years at primary school passed I drew planes a lot too. I read books about aircraft and collected any pictures of planes I could find- these



Drawing of 1930 Alfa Romeo P2 - Achile Varzi, Targa Florio, 1930



Brian's 1990 drawing of a Sunbeam Rapier

continued on page 52 ...

DRIVERS' ED



Paul Frucci - DE Co-chair
Bob Pickul - DE Co-chair

As you read this, registration for the 2007 North Country Region's DE Season is open. As they say (whoever "they" are), "Spring has been a Long Time Coming"!!! Hallelujah!

The DE committee recently had our operations planning meeting for the 2007 season and I thought it would be worthwhile to update our membership with some of the changes for the new season. So here goes:

Event Fees: You will notice that the event fees for NHIS and Lime Rock have increased over last year. There are two reasons for that:

1. Our cost to rent the tracks, provide insurance, tow and ambulance services, have increased.
2. This year we will have PAID FLAGGERS at all NCR run events. You spoke, we listened.

Using paid flaggers will also allow us to modify the run schedule so there should be some increase in each run session track time as a secondary benefit since we won't have to shut the track down for worker changes.

Instructor Registration: There will only be two categories of instructor registration this year: 21 day advance registra-

tion, and less than 21 day advance registration. We are doing away with the option of a less than 21 day advance registration with 2 students.

Garage Rentals at NHIS: As Registrar for the last 3 years, I can tell you that one of the biggest pains has been assigning garages. Everyone wants one, no matter what kind of criteria I used to assign them out, someone was angry with me. Enough!!!

I learned as part of my first time putting the budget together that we are charged an extra \$7.50 per day to rent the garage space at NHIS. There are 48 garages which equates to a little over \$15 per day per garage. Logic kind of dictates that those who want garages should pay for the cost of the club renting them, otherwise, we won't bother. So, the new policy for 2007 will be:

1. Everyone, including instructors (sorry guys), will need to pay \$15 per day to rent a garage space. We are just trying to recover costs here.
2. Garage rentals will be shown as a separate event in the event registration area of the web site. Rentals will be for the entire event, except where we have one day as an advanced day during an event (our August event will be the only case of that). When they are all spoken for, that's it. First come, first served.

3. If it's raining on the day of the event, the charge goes to \$50☺. Just kidding. The point is for you to remember how desperate people are for garage space when the weather doesn't cooperate. It would seem in that context that \$15 is pretty short money.

Open Wheel Cars: Open Wheel cars will be allowed ONLY in the RED run group, and will not be allowed on the track during any other run group's session. This is a decision based on safety considerations.

Non-Porsche Vehicles: Non-Porsche Vehicles will continue to be allowed in the RED run group.

On a case by case basis, we will also allow non-Porsche vehicles in the BLACK run group, at the discretion of the Safety Committee. The process will be to send a request to the Registrar who will then ask for some information on driver experience, the vehicle etc. The Safety Committee will be the approving body for this. This is a hot topic, as many of you know, and again, all decisions will be based on safety considerations which are paramount in the litigious world that we live in.

I think that covers the major updates for the 2007 DE Season. This information will also be posted on the web site.

Calabogie DE Event

We have three "away" events this year. Watkins Glen, Calabogie, and Mont Tremblant. This month we'll focus on the newest track venue, Calabogie Motorsports Park.

I participated in a planning conference call on January 28th with Stan Carmichael, DE Chair for Upper Canada Region and Lauri Jitts, DE Chair for NER in preparation for our joint event in July. Since this is a new facility, everyone is kind of feeling their way through the process of running a DE event there for the first time. Some highlights:

Registration for this event will be on the Upper Canada Region web site. It will open for instructors in February and for other run groups in May. Make sure you check their web site for details.

There will be some negotiated rates for lodging which will be posted both on the NCR and UCR website, as well as driving directions. Since on site facilities are limited at the new track, breakfast and lunch will be included in your registration fees, and will be brought to the track by an outside caterer. There will also be a Saturday evening get together and dinner included, encouraging members from the three regions to get to know each other.

Friday will be for instructors and advanced drivers only. On Friday morning instructors will use the time to familiarize themselves with the track and determine the best teaching lines and then "cone" the track for the afternoon session. The afternoon session will basically then be open track for advanced run groups and everyone's first run will include having an instructor riding along.

UCR does have a different run group scheme than NCR and NER, so when registering please be aware of the following:

- Our GREEN is the same as theirs.
- Our YELLOW and BLUE is their YELLOW.
- Our WHITE is the same as theirs.
- Our BLACK is their BLUE.
- Our RED is the same as theirs
- Go figure.

Karl had the opportunity to drive Calabogie with Rennsport last fall, and has penned an article (with the help of his chief editor Kristen) with his impressions and hearty recommendation to try it for ourselves. Following that is an article reprinted with permission from Rennsport member Bob Rouleau, on driving Calabogie. Thanks to Dave Karl for getting permission for us to reprint this article.

I hope you enjoy these articles, and next month our focus will be on Watkins Glen. If you have any questions at all, please feel free to email me at de@ncr-pca.org.

Since Calabogie is such a new facility, we have a couple of additional articles in this month's *Northlander* to help familiarize us all with the track. Dave

We have a great season in store for 2007, and I hope to see you at the track!



Hank Cowles' 935 replica at NHIS DE October 2006

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CALABOGIE

Dave Karl

What do you do when you've been invited to sample Calabogie for a single day and you are looking at 8+ hours of trailering in a windstorm to get there? Well for me the answer was obvious, and I am happy to report that the track was awesome and an absolute must for any DE enthusiast. A number of PCA regions have DE days scheduled there this year, including the 7/13-15 Calabogie event that NCR is co-hosting with UCR. I would highly encourage you to sign up.

Most of my own driving technique and teaching skills came from my time with Rennsport. Interestingly, much of this was second hand information that my wife downloaded from the lessons she had learned with Rennsport's chief instructor at the time, Marc Belanger. At this region they really stress that you look ahead and judge your trajectory and velocity (i.e. momentum) based on what you see in front of you. However, at Calabogie a few of the fastest corners are blind, and some of these turn-in points lead to decreasing radius corners that are best taken with double apexes. As a result I found that my typical vision approach was inadequate, and that at least initially, concentrating on some fixed reference markers (i.e. cones, trees, etc.) for braking and turn-in points made it much easier for me to learn the line. Both as an instructor and in my own driving I am fundamentally opposed to all but the most peripheral reliance on fixed

reference markers, so I found it difficult to break the habit of simply looking ahead. After this initial portion of the learning curve is accomplished, concentrating once again on the vision technique will allow you to learn the subtleties of a new track much faster and you will be much safer as well. Calabogie is very big and very fast, so as your speed increases you really have no choice but to make every effort to "see" what your eyes can physically not yet see. Imagining in your mind's eye as accurately as possible what will very soon be appearing ahead is mandatory at full speed.

People learn in different ways, and although most DE drivers will say that they learn best by "doing" my experience has shown that initially this is often not the case. It's much easier to emulate a line than to learn it from verbal instruction. So, although I had studied the track map prior to my first day at Calabogie I was happy to spend the entire first 2 sessions in the passenger seat with either Bob or Bruce in their GT3's. After this, I played "follow the leader" for 2 more sessions with them before attempting to drive the track on my own. While you can certainly learn any new track on your own, for me this approach accelerates the learning process. More than one very experienced driver has experienced a Calabogie off track excursion that resulted in car

damage. My day there was no exception, and as another GT3 was towed away I was determined not to make the same mistake. Taking a slow tempered approach, I still found the track to be the most difficult and complicated that I have ever experienced. With the open lapping format we had that day I was afforded more seat time than you would typically get in 2 full DE days. Despite this amount of seat time up, at the end of the day every driver that had prior Calabogie experience was still passing me. There is no substitute for seat time at this track.

At most big tracks like Tremblant, Watkins Glen, or VIR I always try to maintain smooth flowing arcs through the corners. At Calabogie, and especially if you are piloting a 911, you may find that this is not necessarily the fastest way around the track. The complexities of many Calabogie turns offer other options. Managing your weight transfer and inducing a fair amount rotation in some of the decreasing radius corners still requires smooth inputs. However, the corner entry speeds and apex speeds mean that some corners will allow both HARD braking and acceleration at more than one point in a given corner. Slow down

since the corner entry can only tolerate so much speed, back on the gas mid corner, braking again and transferring grip to the front tires so that the car rotates, and then back on the gas with maintenance throttle as the car takes a set towards the apex. As your momentum increases, the amount of initial braking that is needed to stay within your comfort zone may mean the corner requires little more than a brake brush or a throttle lift. This will absolutely mean that LOTS more finesse, precision, and accuracy is needed with the line. With a few blind corners, getting momentum driving right at Calabogie will take most drivers many days. While some will no doubt find this frustrating, I found it to be rewarding. There is likely to be plenty of time for even the most experienced driver to find themselves in a “where am I on this track?” state.

Don't worry about going fast at your first Calabogie event, it will happen with time. For now, what you can do is visit the videos to be found on youtube.com, and work on following Bob's description and track map. I hope to have some in car video posted for the club later this spring. See you at Calabogie!

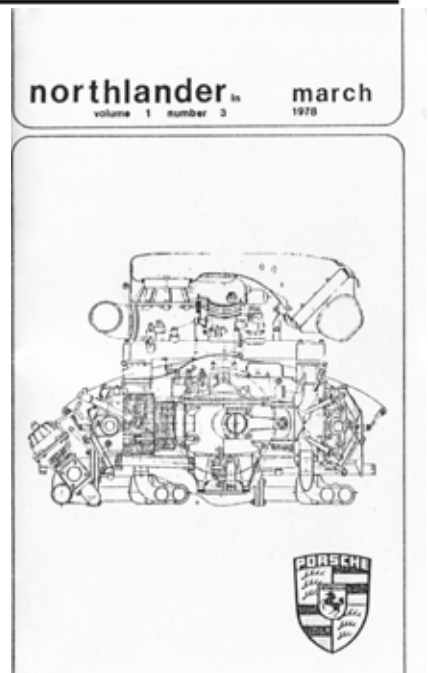
LOOKING BACK

Judy Hendrickson

We continue our look back through the *Northlanders* over the past 29 years, looking at that first year (1978) and every 10th year:

30 Years Ago (Volume 1, Number 3) March 1978

March's issue announces the wine and cheese party to celebrate presentation of our charter (issued 2/13/1978). President, Michael Grishman, also announced a hands on tech session at his establishment (Pine Hill Automotive, now Foreign Intrigue) where members would be able to work on their cars. The issue boasted a full 36 pages, but the editor's column indicates the everpresent plea for material. Jim Smith was even threatening delivering salt unto your Porsche if he didn't get some material in his mailbox. Some things never change. The editor is always pleading for material. The member spotlight was on Dave and Sue D'Orazio, our Vice-President and Secretary, respectively. Karen Caldwell had an article about DE from a woman's perspective. I found the map of Bryar Motorsports Park (predecessor to NHIS) most interesting. Only the oval part and south inner loop seem to have changed. The entry fee for Northeast Region's event at Bryar was an amazing \$15. The following day's time trial hosted by Corvettes of Mass (COM) was a mere \$19. How times have changed! March contained Part 2 of our formation history



and there were several great original cartoons by E. Zelz. My late husband was trying to sell 13 5.5 x 15.5 bolt steel wheels and 4 chrome ones – make offer. Not sure what happened to the steel wheels (wish I had 5 of them back as they were original equipment on our 1971 914-6 versus the optional Mahle's put on it). Glad the chrome ones didn't sell as they are now on the 1965 356SC Cab since its restoration (nicer ride than the original 4.5 x 15's). There was an amusing article reprinted from the Schattenbaum Region's newsletter under the guise of a Porsche Buyer's

Glossary. It contained such definitions as— all factory original equipment: hasn't been maintained since new; never driven in winter: needs heater boxes. The treasury had a meager \$58.70.

**20 Years Ago (Volume 10, Number 2)
March 1987**

This issue was 13 sheets of 8.5 x 11 paper printed both sides and folded in half with a light blue colored sheet for a cover. The treasury was up to over \$7400. From the President's message there had been a member questionnaire. The Zone 1 Concours was moving from Orangeburg, NY to the grounds of West Point. Minutes from December 1986 contained proposals for extensive by-laws changes. There were several articles reprinted from Automotive News dealing with Porsche – third price increase since end of 1986 (due to the \$ falling against the Deutch Mark) and the overall health of the company at that time headed by American Peter Schutz. There was still a lot of grumbling about the spin off of Green Mountain Region, but the President had wisely called for all members to get on with Porsche Club business – enjoying our Porsches and Porsche ownership. Membership was 206 as of the end of 1986.

**10 Years Ago (Volume 20, Number 1)
(February/March 1997)**

See February's Northlander for a review of this bi-monthly issue.



One of the regular "Zelz" cartoons

continued on page 29 ...



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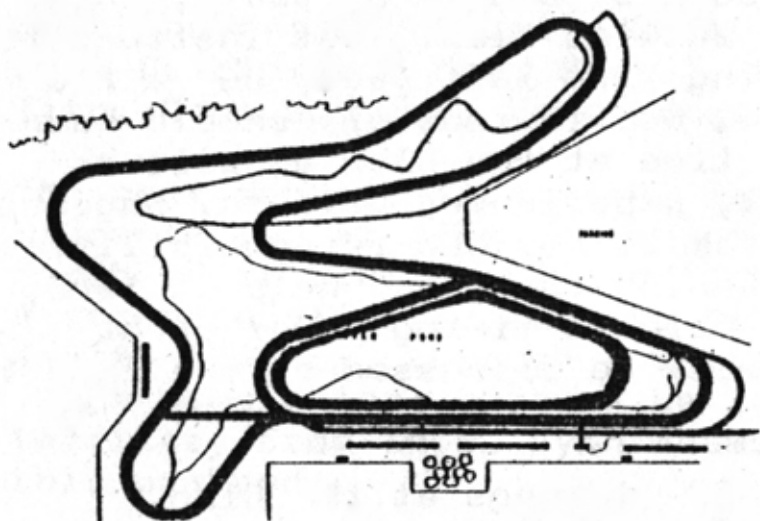
... continued from page 27



Northlander

North Country Region - Porsche Club of America

February / March 1997
Volume 20 Number 1



Course map for the Bryar track

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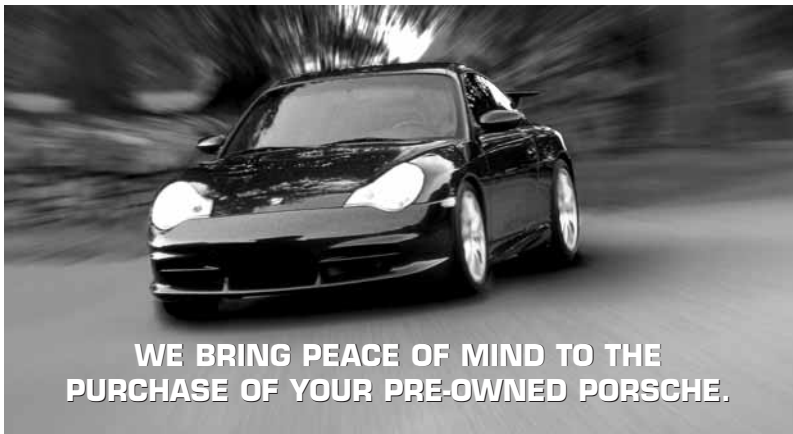


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TECH SESSION NUMBER 1 ENGINE REBUILD AT EXOTECH

Jay Gratton - Tech Chair

On January 13th North Country Region held its first of five tech sessions at Exotech in Plaistow, New Hampshire. Mark Nadler was there to explain to all of us the proper way to rebuild a Porsche engine for competition and the best way to squeeze every last bit of horsepower out of our engines. Mark shared with us some amazing stories from his past racing experience and talked about some of his current projects for the up coming race season as well.

Without a doubt the 25 people in attendance all walked away from the tech session with a better idea of what

goes into a race prepared engine and a greater respect for the people who build them. I know I walked away from the session with a lot of motivation to finally get working on Jaime's 924S and the "Honey-Do List" that needs to be done on her car in the coming months.

On February 24th we will be at Meredith Harley-Davidson with Brad Davidson and then we will be heading next door to Hart's Turkey Farm for lunch. Please check the web site for updates and directions to all of the tech sessions.

Best wishes!
Jay



DRIVING CALABOGIE MOTORSPORTS PARK

Rob Rouleau, Rennsport PCA

Having just spent the weekend there I'm recording my impressions of the new track as well as some hints on how to drive it. Rennsport Instructors were the first to officially lay rubber on this brand new facility.

The Area

Calabogie is located in a country resort setting. Getting there from Montreal or Ottawa is easy. As a reference, it took us two and a half hours from the west end of Montreal.

Lakes, cottages, golf courses, and a ski hill are the main features. Lake Calabogie is very large and fishing is popular. The area is beautiful and unspoiled. Services are limited and if you need food and/or beverages like beer and wine, you better get them on the way.

GAS – The Stinson Gas station located at the intersection of Hwy 508 and 511 (which is the route to the track) is 7 kilometers from the entrance to Calabogie Motorsports Park. Munford's General Store is attached to the gas station and has a surprising variety of merchandise. They also serve coffee and light meals.

Lodging

There are nice hotel rooms and condos in the area as well as numerous motels. Use a search engine with the key-word

“Calabogie” to find a place to stay. I'm not sure there are enough to handle a big event though. Prices are more reasonable than Tremblant.

The Track

In a word, wow! It is a fantastic playground for motor sports fans. The staff is friendly and very helpful. Calabogie is longer than Le Circuit, and has more elevation changes, blind corners and linked turns. There are 22 (perhaps 23 – according to the Calabogie Web site) corners as opposed to 15 at Tremblant. With a bewildering array of turns it is very intimidating at first. Reading the description that follows will help deal with its complexity.

The track surface has been polished and has some unusual characteristics. R compound tires stick like super-glue. Street tires, or at least my worn Michelin Pilot Sport 2s did not have much grip at all. Even more astonishing is the fact that R compounds worked pretty well on a wet track. How much grip is there? So much that Pilot Sport Cup and Toyo RA1 R compounds squeal like street tires. Amazing! In the wet the track is slippery due no doubt to the polished surface.

Noise Regulations

Before going on track, your car will have

to pass a sound level check. Once done the data is recorded and you won't have to pass the test again for 10 months providing no modifications have been made to the car. Sound pressure levels are measured 5 meters back from the center of the rear at a height of 1 meter. The engine must be turning at 2/3rd of red line. Stock 996 GT3s were about 94.4 decibels. A further reading is taken at the front of the car. The limit is around 102 dB and should pose no problems unless you have a really loud car – open exhausts will not pass.

Tires and Brakes

Watch your tire wear. Perhaps because of a lack of experience with the brand new track, several instructors prematurely wore the left side tires. In two cases down to the cord! This was not universal, but it is not unusual to abuse tires when learning a new layout. The same goes for brakes. With so many turns, it's possible that pads and rotors don't get enough time to cool off. Calabogie exercises the brakes quite hard.

Water Accumulation

The track has excellent drainage. In spite of heavy rain, there were very few puddles and as soon as the rain let up a little it drained completely. Areas to note, at the turn in point to Jacques a stream runs diagonally from right to left. No puddle but the stream is deep enough in a downpour to upset the car. The Apex of Big Rock had a small but deep puddle which I was told was due to a blocked drain.

The straights had some water accumulation which did upset a speeding

car but were not significant enough to be a hazard to a car traveling (correctly) in a straight line. All in all, a very well constructed track. Kudos to the designer and contractors.

Amenities

Not much yet. No water or electricity. Race Control is operated out of a well-furnished trailer. Portable toilets are provided – very fancy portable units I might add. I heard no complaints from the fairer sex which is always a good test. The access road and paddock are fully paved. Bravo! As of October 1st there were a few curbs missing here and there which will be corrected soon.

Corner by Corner Description and Usable Lines

First let me say that the proper line at Calabogie will be the topic of discussion for a long time to come. What follows is a usable and safe line through the various corners. Further experimentation will no doubt change things, but this will help get around the track safely.

KINK – the first corner you meet as you come down the front straight. It is a fast, downhill left hander. Depending on your speed, light to moderate braking is required. Be careful not to turn in early, you will run out of road and face a daunting tire wall. Be wary of cars entering the track on your left, Pit Out merges with the line into Kink.

PIT OUT – comes out on the left side of the track. Stay left past the end of the blend line and look in your mirrors. As you exit the pit lane you can't see traffic due to the tall concrete pit wall. The exit of Kink takes you to the right; bring the

car back to the left for the straight line down hill braking zone for Jacques.

JACQUES – at the bottom of a fairly steep hill. Braking is done parallel to and very close to a concrete wall. How close will depend on your courage. Jacques is a roughly 90 degree right hander which is easily negotiated in 3rd gear. The exit of Jacques takes you up-hill to the turn-in point of Gilles. Probably named for the Villeneuve brothers, you can help remember the names by thinking of the rhyme “Jack and Jill ran up the hill”.

GILLES – is a blind right hander. Third gear works fine here. You cannot see the apex from the approach. If you wait until you can see it, you will have turned in too late. On your first laps, I advise doing exactly that until you have established some reference points of your own. Gilles is a late apex to set you up for Easy.

EASY – as you exit Gilles you should be parallel and close to the curbing on your right. Look left early for the apex of Easy. There is a tendency to be late here, if you turn in a little too late, no harm is done since the track is 40 feet wide. Done correctly, a little earlier than late, one can accelerate briskly from the exit of Gilles, starting long before the apex of Easy which is, in fact, easy.

The exit of Easy takes you onto Rocky Road, the longest straight at Calabogie. Glance at the array of boulders along each side. The straight leads to Mulligans which is a compound curve involving Mulligans, Big Rock and Candy Mountain. These corners like many others are linked and each must be negotiated with regard to the next.

MULLIGANS – There are several lines possible here. I prefer to approach lined up near the left side of the track which curves slightly to the right (a corner called Sir John A, which isn't much of a corner), more like a slight bend. Lining up parallel to the left side will take you into Mulligan's close to and parallel to concrete curbing on the right side. The approach is nearly straight in. Braking and a downshift to 3rd must be done before the end of the curbing. Gently turn the car in making a curve which will pass close to the left hand edge about 2/3rds the way around. Turn your head to the right to see the entry of Big Rock. By the way, leave a good safety margin on your left, putting wheels off will most likely damage the car.

BIG ROCK – named for the huge rock perched high above the track (and looking rather precarious) is tricky. You need to turn in more from the curve you established in Mulligans and line the car up parallel to the right hand side. The track is banked in your favor here and in spite of the tightening curve you can apply progressive acceleration up the hill – note I mean PROGRESSIVE, don't floor it! Exiting Big Rock, turn in gently to the left, aiming for about mid track. Look left for the apex of Candy Mountain and get ready to turn in little more for the apex of Candy Mountain.

CANDY MOUNTAIN – is a totally blind apex at the crest of the hill leading from Big Rock. It is a fast 3rd gear left hand corner and supports progressive acceleration all the way from the exit of Big Rock. Be careful, it is easy to turn in too early here. If in doubt, turn in a little late, the exit is wide.

Too early and you will be headed for the grass.

The exit of Candy Mountain leads to a straight, stay right and watch for the brake markers which signal the entry to Temptation.

TEMPTATION – I suspect named because we will all be tempted to turn in early. Temptation requires lots of patience. It is a slow (3rd gear or perhaps even 2nd in some cars) left hand roughly 180 degree carousel-like corner. You will be distracted by cones blocking off a road used to connect the various layouts. The easy and safe line is to drive around the outside about 4 feet from the right hand edge until you can see the exit. This line makes Temptation into a single late apex, rather like Carousel at Tremblant only much slower. Be careful on the exit, do not turn in early or you will run out of road rather suddenly. Resist temptation and make sure you turn in fairly late for the apex at exit. On exit bring the car back (to the left) to mid track to prepare for Deliverance.

DELIVERANCE – exiting Temptation we climb up hill (did I mention that this track is a wonderful roller-coaster?) to a fast 3rd gear right hander. Think of “deliver me from temptation.” Deliverance is not hard, but don’t turn in early, the track rises towards the corner and falls slightly as you exit. If you go in hot and early, you’ll have to lift to avoid running out of track. Lifting at that point is likely to have nasty consequences because the car is light here. For the first few laps plan to take it a bit late for safety. Every time I went through there I reminded myself that the corner should be called “don’t lift.”

Deliverance exits into a straight leading to the Duck’s Head. This is another series of linked turns. Looking at a track map the similarity to the head of a duck is obvious. Driving down the straight, stay mid track to avoid having to turn slightly to the right to approach the turn in point. The straight leading to Ducks Head is not quite straight. Approaching from mid track will take you to the left side and the turn in point for the first of the linked turns.

CROWN AND BROW – These are essentially two apexes of a single turn. Approach from the far left and dive down to the apex of Crown. I do this in 3rd gear. Since you can see both apexes from turn in, arrange to make a smooth arc touching the apex of Crown and then Brow which is also a right hander. As you gain confidence and speed, the car will track out from the apex of Brow, but there is more than enough room as you head up the short, fairly steep hill to The Beak. You will brake quite hard for the entry to Beak.

THE BEAK – is a very, very late apex 2nd or 3rd gear right hander (think of the right hand ‘ess’ at Tremblant) with a slight favorable banking. The track runs downhill along the curbing. The Beak flows naturally into The Throat.

THE THROAT – is a left hand, downhill 3rd gear turn which follows closely on The Beak. The clipping point is at the near end of the concrete curbing. While brisk acceleration is possible, resist temptation because you will be unable to brake enough for The Hook which follows a short distance away. Hook is not visible from the apex of Throat. The Throat is an early apex and doing it right

brings you right to the turn in point for The Hook.

THE HOOK – is a tight left-hander leading uphill which can be done in 2nd or 3rd gear depending on car type. Approaching it, you need strong braking (that's why we don't want to blast out of Throat). Look left and aim for the clipping point which is at the near end of the concrete curbing. Exiting Hook, the car will move to the right on an uphill straight leading to Spoon. Bring the car smoothly back to the left. This section called The Ridge is the highest point of the track and if you have time to look around, it is very high indeed.

SPOON – One of the most exciting turns on the track. Spoon is a 3rd gear right hander going downhill with very favorable banking. Spoon is another blind apex. Approach from the left and turn in gently. Done right, you'll find yourself about mid track headed for the now visible apex. You will see the tilt to the right, plan to use it. Do not get to the left of center because the banking on that side is unfavorable. As you swoop down towards the apex, strong acceleration is possible due to the banking and the compression.

4LEFT – What a great name for a corner! It's a 3rd or 4th gear (3rd in a GT3) fast left hander leading to a downhill straight. I love the name because it means "4 corners left". Depending on car type, a lift or light braking proceeding turn in will do. You can take this one a bit (not a lot) early as there is plenty of room to track out heading down a steep hill into the Quarry section. Caution, for reasons I can't explain, the braking zone down the

hill is slippery and I got into ABS rather easily. Perhaps the steep slope is a factor putting too much weight on the front wheels leaving the rears with less grip. In any case, you will need strong braking down the hill to slow the car for the entry into Quarry.

QUARRY COMPLEX – aptly named because a glance makes it obvious that you're headed down into a quarry pit. Quarry is in fact a series of linked turns, consisting of Quarry one, Watts Up, and Wicked.

QUARRY ONE – is a 3rd gear right hander which is immediately followed by Watts up – another 3rd gear right hander. These two form roughly a half circle, safely taken as a single late apex although a double apex also works. Using the single late method, turn into Quarry One aiming to be a car width left of mid track. Make a smooth arc past Watts Up. Don't try to accelerate – constant speed is the ticket. If you do it right, you will find yourself at the optimal turn in point for Wicked. Caution, there are no curbs (as of this writing) on the outside of the corner and if you put wheels off on your left the terrain is ugly. Don't make a mistake.

PIT IN – if you go straight ahead instead of turning right for Wicked, you are headed for Pit In. Cars leaving the track should make a Pit In signal no later than Quarry one.

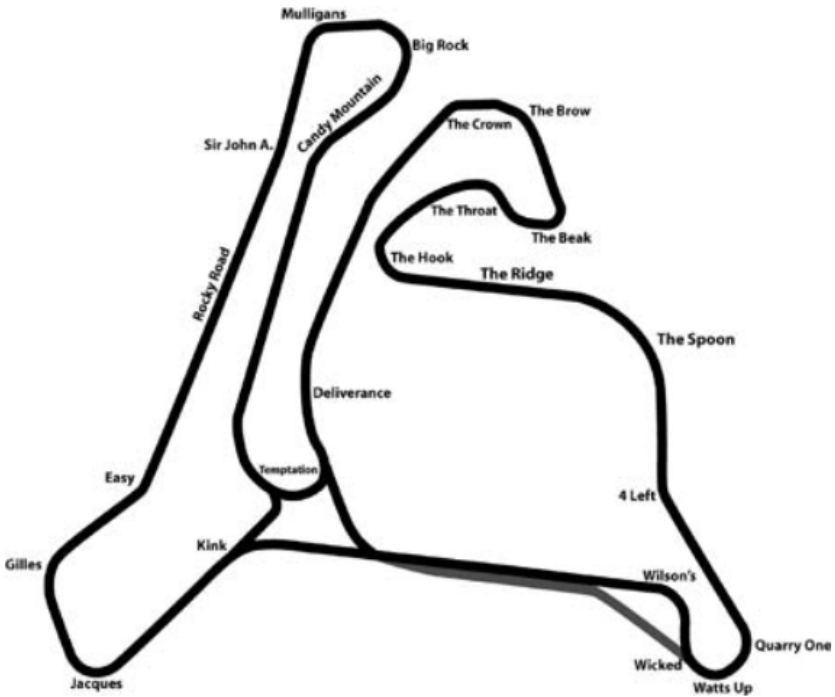
WICKED – is a 3rd gear right hander following Quarry One and Watts Up and it is the third in the series of linked turns. Wicked is a right hander from the exit of Watts Up. It is a late apex and if you

haven't done Watts Up perfectly, or if you used the double apex method, you will have to turn in more. If you do manage the previous turns correctly, you will simply continue the smooth arc you started two turns ago. As with the previous linked turns there is great flow here.

WILSON'S – probably named after Allan Wilson the track designer (who did the redesign of Tremblant too). This is a tricky 3rd gear left hand blind apex corner leading to the front straight. Getting it right means exiting Wicked close to and parallel to the curbing on the

right side. Be extra careful since you'll be tempted to turn in too soon and be rewarded with a heroic maneuver to avoid going off because you have run out of road! Done correctly you can accelerate before the apex and carry good speed onto the front straight. Turn in early and that velocity will be a liability as you run out of road.

Wilson's leads to the front straight and you will want to bring the car to the right to prepare for Kink. That completes one lap of Calabogie.



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Judy Hendrickson & Tom Harris

Would you like to be able to better defend yourself against all the crazy drivers on the road? Or maybe you'd like to try your hand at Autocross or Driver's Ed, but not sure you have the car control skills needed. Well, we have the event for you. North Country and Porsche of Stratham (formerly Dover Auto World) bring you the 2007 edition of NCR's Car Control Clinic (CCC) on Saturday, April 28, 2007. Using the spacious parking lots of New Hampshire International Speedway, our instructors will take you through a series of safe, controlled exercises that will allow you to explore the limits of both yourself and your car. The skills acquired at this event will give you a better appreciation of your Porsche and make you a better, safer driver during the "normal" daily commute, and at high performance driving events.

The CCC proper begins with a classroom briefing on the day's activities. Technical aspects of car safety are reviewed with a focus on the requirements to participate in PCA autocross and driver's education events. After the briefing and until the lunch break you will rotate through a series of exercises: threshold braking, lane change, vision/proper line, and wet skid pad. The purpose of the threshold braking exercise is to achieve minimum stopping distance. For cars with ABS the goal is to brake

just to the point where the ABS system is about to activate. For non-ABS cars the goal is to brake just to the point where wheel lockup is about to occur. The lane change exercise is designed to teach the student to react quickly to visual signals and to avoid an obstacle at moderate speed.

The proper line exercise will teach the cornering technique that provides both the safest and fastest line through a turn. The student will be instructed to enter a corner early, normally, or too late in order to illustrate how these different lines affect speed and safety through a corner. At the same time the role of vision in safely negotiating a corner will be demonstrated. All of these exercises are informative and fun, but most people feel that the wet skid pad is the most amazing and fun exercise of all. The purpose of the wet skid pad is to demonstrate the handling characteristics of your car at the limits of grip. You will experience understeer, oversteer, resultant spins, and spin recovery techniques.

The afternoon will consist of two activities. One parking lot will continue with the wet skid pad, threshold braking, and lane change exercises. The other parking lot will be transformed into a mini-autocross course, complete with timing lights, and manned by our crack AX team. This is where you will combine

continued on page 58 ...

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Ivy Leonard Steve Robbins



Ivy and Steve's 2007 NCR Social Season has gotten off to a great start with outstanding attendance and lots of fun.

With a fairly warm beginning to our winter the January 13th Sleigh ride turned out to be a wagon/hay ride. Those who attended had a great time regardless of the lack of snow...though I myself could not join in on that fun as I came down with the Stomach Flu.

January 28th was the Annual Yankee Swap—with lots of great people attending and lots of fun. Who could ask for more? See following pages for the photographs. Where did the tire gauge end up? Was it the bandits from Maine?

With February a much cooler month we opted to move our social event a little further north to The Mile Away Restaurant in Milford NH. The German cuisine was enough to make your mouth water. A location we will surly visit again.

On March 29th we will be showing the nostalgic film: "A Year to Remember" The 1970's Gulf Porsche 917's ... at David Churcher's social room at his apartment in Exeter.

April 21st Pump it up....Digital Ipod Interfaces and Radar/Laser protection for Porsche Automobiles. At Performance Electronics in Amesbury Mas.

As you may know there are lots of cheap solutions to this problem that sound horrible. Modern Porsches use fiber optics instead of wires so the new generation of Ipod interfaces are very complex. This will be a very interesting event hosted by an extremely talented individual who works on vehicles owned by professional athletes and ultra wealthy individuals. On that day he will install a device in our very own Social Chair Steve Robbins 2004 C4S so we will be able to hear the before and after.

It will start at 11am and include a BBQ lunch. Cost should be under \$10.

NOT TO BE MISSED! RSVP ASAP to Steve and Ivy at social@ncr-pca.org

Hope to see you all at the upcoming events ...Remember we all love our cars but, it is not about the cars it is about the people.

YANKEE SWAP 2007

Hank Cowles

The Swap

What was once known as North Country's annual Yankee Swap was held on Sunday, January 28 at the Asia Restaurant in Newington. About 20 of the regular "cast of characters" assembled for the terrific buffet put on by the Asia, and it did not take long for a good natured air of contentiousness to fill the room.

It all started when two longstanding and generally respected members, both of whom were wearing Red Sox caps, refused to participate in a "Yankee" swap. After some discussion and with hope of reuniting the group it was decided that henceforth and forever more the event be dubbed "The Annual NCR Red Sox Swap".

Club VP and host Ivy Leonard read the official rules of engagement, as published on the yankeeswap.com website, but was unable to maintain control of the crowd, and after further rancorous debate it was voted to allow three "steals" per round instead of the officially prescribed single exchange.

From there the rounds proceeded in a notably genteel fashion, with little of the blatant, gleeful thievery that had marked prior swap events...at least so it seemed to this observer. Yes, some gifts changed

hands several times: a jumpstart battery pack, a Sally Porsche RC car, fine bottle of wine, and – the object of my attention – an official Porsche Tire Pressure Gauge with polished stainless, velvet lined case embossed "P O R S C H E" on the case top. I tracked possession of the gauge as it changed hands through active rounds, eventually landing in front of Ivy. Sweet Justice! I held coveted ticket # 01, and with it title to the final, absolute, incontrovertible swap!

After feigning interest in several of the other items I honed in on the gauge, and with mixed emotion and some guilt took possession of it in exchange for a plate block of authentic fifty cent collectible car postage stamps from Australia, several model Porsches and a "Porsche Parking Only" sign I was certain that Ivy needed more than the gauge.

The afternoon wrapped up with some good natured ribbing and attempted bartering – Laura Futterer seemed particularly interested in my gauge – and chat about upcoming tech events, autocross and DE schedules. Great time, great conversation with a great group of friends.

Oh, and my treasured Porsche gauge? When I got home I discovered the box was – EMPTY? My pick had been pilfered, and at this writing the mystery

has not been solved. But evidence suggests a complex conspiracy, and the “MO” on this deal points to the “Bandits of Berwick” as likely perpetrators!



Happy Hank with his gift secured



The Bandits Of Berwick strike again!



Our Social Chair gives a gift a squeeze

A LATE SUNDAY AFTERNOON I LOVE MY PORSCHE VALENTINES DAY DINNER

Dave Porter

Mid-winter in New England with little snow can be a very quiet time of year. Quiet, unless you venture out and try a new Porsche club event. My wife and I did that last Sunday – our first social event. We took a leisurely ride on Sunday afternoon and were certainly glad we did.

Our group of 15 met at the Mile Away Restaurant in Milford, NH. It was a chilly day, but upon entering, you are immediately warmed by the antique post and beam construction with a slowly burning fireplace almost large enough to stand in. Décor is New England country classic with the occasional shotgun or antique tool on the wall.

Offering both American and European cuisine, the restaurant completed every

meal impeccably. All of the selections come with your choice of appetizer, salad, and dessert. The Mile Away offers a diverse traditional menu and my fellow diners offered diverse, but hardly traditional conversation. Of course, we spent a few minutes discussing our cars, but we also touched on many other areas of our lives – travel, cooking, hobbies, homes, drink recipes and upcoming events. The food, service, atmosphere and the company were top-notch.

If you have not yet done so, I'd encourage you to try one of these social events. (Just head for the bathroom at the first hint of upcoming articles or you'll get volunteered to submit a recap of the event.) Don't forget to check out the Mile Away Restaurant (www.mileawayrestaurant.com) – it's worth the trip!



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

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

Happy Motoring
Jerry Pellegrino

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NORTHLANDER ADVERTISERS

Matt Romanowski

It's been quite a while since I've written an article for the *Northlander* and probably even longer since there's been one from the Advertising Chair, but here we go. I'll try to stay focused and keep Jay and my latest travels, adventures, and joking around for later articles.

I'm not sure how many of you look at all the ads in the *Northlander*, but they really serve two functions. First, they help to pay for this fine publication. Every month we get a great newsletter detailing the happenings of NCR, Porsche, and a listing of all the great events that we can participate in. Without the help of all our advertisers, the club would be strapped to pay for this publication that averages 30-40 pages, lots of photos, a color cover, and colored inserts. Second, almost all of our advertisers provide a great resource to our members. There is everything from Porsche dealerships, car services, car parts, tools, home design, interior design, insurance, photography, and mortgages. It's unbelievable!

Also, what we often forget is that they are all from Porsche people! Do you know what that means? It means that if they are not already dishing out great prices, you

may get a discount! That means you get to save money and spend it on the Porsche!

It's really easy to forget what a great resource all our advertisers are, but make sure you check them out. I know that even I forget about them sometimes, but it always pays to check with them. Recently, when I was shopping for homeowners insurance, I called over to one of our advertisers (Michael Bernier) and asked him about a policy. You wouldn't believe it – he saved me over \$400 dollars over the previous three companies I called. Further, he is managing to save me another couple hundred dollars on my auto insurance too! I don't know about you, but over six hundred bucks is better in my pocket than in some lizard's or caveman's!

So, the next time you need something, whether it's for the Porsche or not, remember to check out the *Northlander*. You may find someone that can provide exactly what you need at a price better than you thought possible. Plus, you'll be dealing with someone who has something in common with you – a love for Porsche cars.

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record then stood for 15 years), says the event is one of the best hill climb races in the world".⁴ This one mile run rises about 650 ft. and challenges the driver with its six turns.⁵ Well, on a sunny Saturday in July 1963, Charlie piloted the RS 61 up that one mile, beating all challengers, in all classes, and setting a course record time, as I recall. Back then his FTD was 56.3543. I don't know how long his record stood. The current record time is 39 seconds flat, set in 2006.⁶ "He also took first in Formula Vee, "in a new type of car called a Formcar" with a VW engine."⁷

The other hill climb I recall from that summer is Duryea Drive in Reading, Pennsylvania. Named after the automobile manufacturer, and held in a bucolic city park setting in downtown Reading, this 2.3 mile race challenges with a vertical rise of 800 feet and 13 turns. Today speeds at this hill climb reach over 140 mph.⁸ With others I watched at the edge of the road at a switchback near turn 10, which was also the location of a beautiful Japanese Pagoda. I will never forget the sights, the sounds, the smells (60s vintage Castrol wafting through the air), and the excitement. If you have never seen a hill climb, I'd strongly encourage you to spectate (maybe compete) at either of these. They are nearby and they are fun. For more information about them see the Pennsylvania Hillclimb Association web site.⁹

1963 was my only season with Charlie and the team. I moved away, and it became impossible for me to continue to participate with them. But before I close

this "walk down memory lane" I have to tell you a little more about Charlie. He was a member of the Air Force Reserve and was called-up to serve during the "Berlin Wall Crisis." While stationed in West Germany, he purchased a few cars to bring back with him at the end of his tour. He returned to the US with a new Jaguar XKE, a new VW beetle, and an antique car whose origin I don't recall. Late one evening in the summer of 1963 he took me for a high speed, white knuckles drive in the XKE through the hills of central Pennsylvania on roads he knew since childhood. It was one of the most exhilarating and memorable rides I have ever had. I slouched in the passenger's seat holding on for dear life. Charlie calmly drifted through the turns, the trees just a blur in the headlights. It's hard to describe the feeling I had riding along so fast with such a competent driver at the wheel. Memorable, indeed.

Charlie died just a year after that fun-filled summer. A young husband with a daughter and a son on the way, he was killed in a highway accident on a rain-slicked Pennsylvania road in July of 1964, the innocent victim of another driver's error. Years later I saw the RS 61 listed for sale when I was attending a race at Watkins Glen. It brought back so many memories, and with them more than a few tears.

Postscript: Charlie's widow Sandra later married Bob Leitzinger, a Pennsylvania car dealer and racer. They became the parents to "Butch" Leitzinger. Both Bob and Butch are well known in racing circles. Sandra, who passed away in 2002, became well known for her automotive art. Her best known work is "The Drivers' Meeting."

You may easily find examples of her artistry at on-line sites such as *arteauto.com*¹⁰. Charlie and Sandra's daughter, Karen, who lost her father at such a young age, became, for a time, an official at Watkins Glen. I guess racing and motor sports was in the blood.

See below for a complete list of references to Dick's article

References:

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... continued from page 19

became resources for drawing. I remember wanting to make my drawings as realistic as possible.

DC

As years progressed I recall you winning prizes like a flight with an Australian airline as a reward for a drawing you placed in an art show. That was about 11 years old I think. Our teen age years were filled with model aeroplanes, a passion for movies, jazz, and art. You had moved on to be a commercial artist with *The Examiner* (a local newspaper), and I had moved on to photography. No raggy lines with a camera.

BC

Amazing that you remembered that free flight! It was in a DC3 of Australian National Airlines - my first flight!

I remember first becoming aware of cars and drawing them when I went to stay with my uncle Will who was a motor mechanic. He used to talk about the different types of cars he worked on and his house was well sprinkled with *Popular Mechanics* and other magazines. In the evenings [pre-TV] I would draw the Fords and Chevys I saw in their pages. As you say, model aircraft became a focus in early teenage years. I flew control-line aerobatics with a vengeance and my homework suffered as I burned the midnight oil getting models airworthy for the weekends

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flying. In 1957 the Australian National Championships were held in Tasmania and I became Australian Champion in the control-line scale category - my reward for flunking maths! [I should explain here Brian is referring to model aeroplanes, powered by a 5 cc engine, flying around you on a pair of wires which control the model ... the wires are about 10 metres long and the models fly at 100 Km / Hr.]

Our first family car was a 1949 Hillman which my father bought about the time I left school. He taught me to drive and although I was not legally old enough I used to borrow the Hillman very early in the morning and go for “practice” drives of 30 miles or so, getting the car back into the garage before he was out of bed!

DC

I am just thinking about a series of fun events we had over those years. Your first car was a Topolino FIAT refurbished and finished with immaculate grey paint. Mine was a white FIAT 600 which I tried to make in to an ABARTH. We had a few visits to the Longford races to watch Brabham, McClaren and others.

BC

The Fiat Topolino was the first car I owned and I enjoyed restoring it without sparing the expense. It was a sort of rolling restoration — components being cleaned, fixed, painted and re-installed so I could drive to work. Next weekend the restoration would continue. The only time it came off the road for any length of time was for a bare-metal respray in the original dark green. Small Fiat motoring was fun in the sixties. I owned the Topolino for 23 years before selling it to

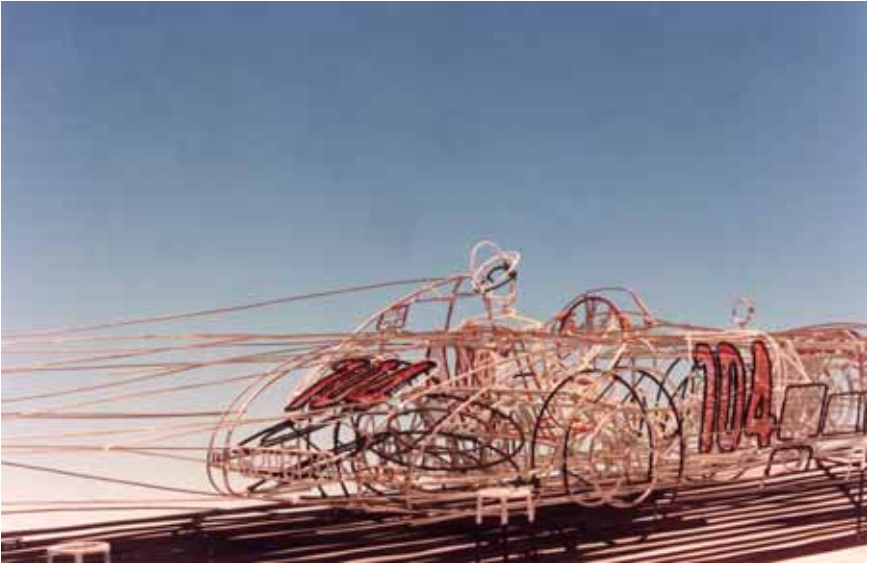


Brian and David at Salamanca Place, Hobart, Tasmania in 1994

a lawyer in Hobart. He looks after it and I see it being driven occasionally. I remember well riding in your Fiat 600 — it always looked immaculate.

The racing at the Longford circuit was our window into the Golden Age of Motor Racing. Longford was a true road circuit that attracted some of the best international drivers of the period. Jack Brabham and Bruce McLaren you mention. In addition, Jim Clark, Graham Hill, Denny Hulme, Phil Hill, John Surtees, Chris Amon, Frank Gardner, Jackie Stewart, Piers Courage, Richard Attwood & Pedro Rodriguez also raced there.

At Longford in 1959 the front-running Grand Prix cars were the classic Maserati 250F and Supersqualo Ferraris. It was fantastic to see these cars driven in anger before they became uncompetitive in the



(Sir) Stirling Moss, Mercedes 300SLR, Targa Florio 1955. A 3D sculpture in wire. Fragile, but beautiful, art.

face of the mid-engined invasion by Cooper, Lotus and BRM. Most of the cars that raced at Longford are now tucked up in the garages of collectors.

In the years that the circuit was operational we saw a vast range of exciting cars in competition - Lotus Elite, Cooper Monaco, Lotus Monte Carlo, Ferrari 250, Alfa Romeo GTZ, Jaguar D-type & lightweight E-type, Ferrari 250LM, Ferrari P4, Aston Martin DB4GTZ, Alfa Romeo GTA, Porsche Carrera 6 Spyder to name the ones I remember, without naming all the grand prix cars!

I have a clear vision of being near the start/finish line for a GT race, seeing local Porsche driver Gavin Youl [SUPER 90] strongly outpace Leo Geoghegan [LOTUS ELITE] off the line in a cloud of tyre smoke. Everyone waited anxiously to see if Youl had kept the lead into the next lap but the LOTUS was in the lead

when the cars came around again. The impressive start that Gavin Youl made in this race led me to paint this car later. This is the painting you have seen, David.

As a graphic designer at the time I was given the job of designing the programme cover for the 1963 meeting and I do remember you could get up close to the champions in those days. A pit pass would give you the opportunity for an autograph from Jim Clark or Bruce McLaren and a chance to hear them talking with the mechanics as their cars were prepared.

By contrast, I had a pit-pass at Imola and could only see hospitality caravans and motor homes - not a racing car in sight! The world has changed and motor racing is safer. For a couple of years I was a flag-marshall at Longford stationed on the fast Flying Mile straight. Thankfully there were no serious accidents as we had only one or two fire extinguishers

and certainly no protective clothing.

DC

Going back to those FIAT cars: you had that car a long time. I had already gone off to America when you met Bev (Brian's wife). I recall her saying the first time you drove her home it was very, very, slow. Was the FIAT really slow or was this just a good move on your part?

BC

Bev's story about being driven home slowly didn't relate to the Topolino. In the early 60's I also owned and restored a 1926 Dodge, and it was this car to which she related. On that particular day we had just re-met after some years and driving slowly was a way to make the journey longer - she thought old cars went slowly!

DC

From the commercial artist position you then moved on to teaching art in high school. Later you and Bev opened your own private school. Meanwhile automotive art was still a passion. I am the owner of two of your ink drawings from the early 1990s and I have photos and video of your early 1990s wire sculptures. Can you tell us more about your automotive art?

BC

After working in Launceston as a graphic designer, in 1975 I commenced my BA in Fine Art at the Tasmanian School of Art, Hobart. My four years there was a great time as it gave me a greater depth in art theory and of course the

qualification to teach art at high school level (Years 7 to 10). I have now been a teacher for 28 years, the last 16 years in the private children's' art school that Bev and I run.

Cars have been the subject matter in my art for a long time. I think it helps if you love your subject. As a student of automotive history I like to depict visual interpretations of events past, particularly events in motor sport. While at art school I did a lot of three-dimensional work which was not about cars but about movement, so I was laying the foundations for later automotive art made in a linear format using wire which I called '3D drawings.' These depicted moving racing cars driven by famous drivers in particular events.

e.g.

Stirling Moss, Mercedes Benz, Targa Florio 1955

Jack Brabham, Cooper Climax, Monaco G.P. 1959

Elizabeth Junek, Bugatti, Targa Florio 1927

Felice Nazzaro, Fiat, Targa Florio 1907

I built a number of these sculptures and enjoyed the process, however they were fragile and expensive to transport - but maybe I'll make some more one day...

DC

When Judy and I visited you last March you had a series of paper models. I remember the Bugatti.

Did this series continue?

BC

When you and Judy visited I was working on a paper Alfa - a cut-out model for adults to assemble in accurate 1/12 scale. It's taking a while to finalise but is an interesting ongoing challenge.

DC

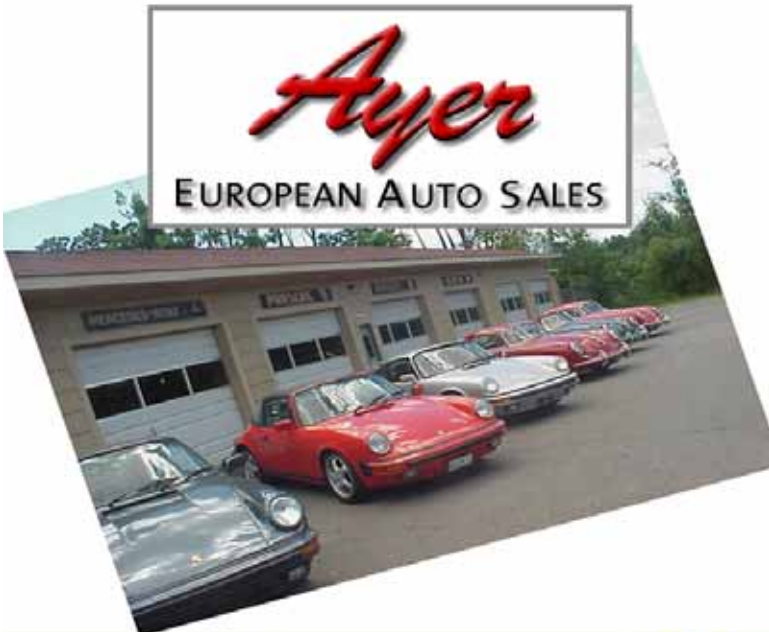
Now I must ask about Porsche pictures. I thought I recalled a watercolour of

yours depicting Gavin Youl's Super 90 in about 1962. But I understand from our visit last year I am wrong. So, then, I must try and convince you to make a Porsche picture for our magazine cover. What do you think?

BC

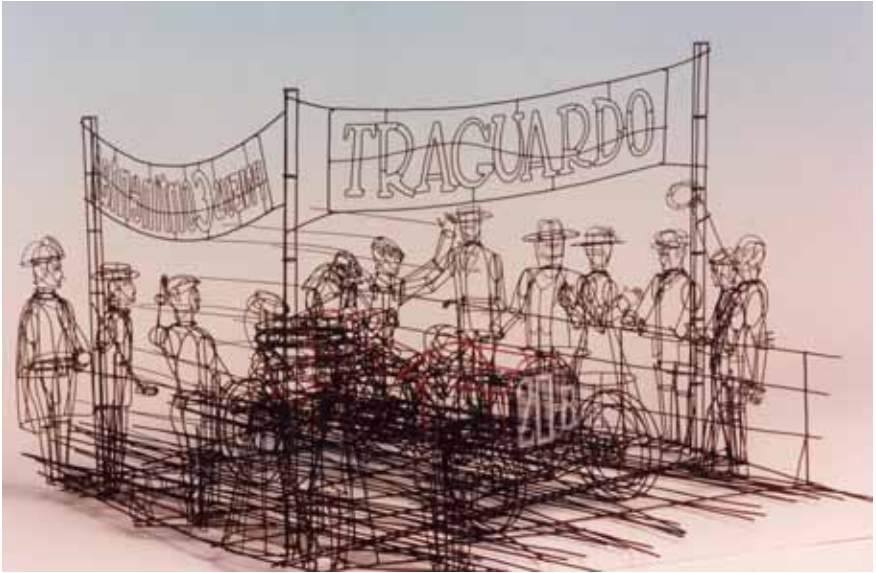
I am not uninterested in making art about Porsches, although the Gavin Youl car is the only one I have ever done. I may surprise you one of these days.

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Felice Nazzaro, FIAT, Targa Florio 1907. One of several works in wire made in the early 1990s by Brian.

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... continued from page 41

the elements of all the day's exercises: proper line, vision, threshold braking, smooth inputs, car control at the limits of grip.

This clinic is highly recommended for the novice student planning on attending their first AX or DE events, and also for those of intermediate experience who want to "tune up" their driving skills. The clinic is open to all PCA members having a valid drivers license. Registrants who are 16 or 17 years old may participate under the Junior Participation Program (JPP). The JPP participant must be the son or daughter of a PCA member, both parents must sign the waiver form, and one of the parents must be present at the event. Full details of the JPP program and the necessary forms are available under the AX Rules section of the NCR website at www.ncr-pca.org.

This is a Porsche only event. Helmets are required (some loaners will be available on site. A pre-event tech inspection

is not required, but cars must pass a simple tech safety inspection at the track, similar to an autocross inspection. All loose items must be removed from the car, and seat belts and brakes must be in good working order. The cost will be \$45.00 per driver, and two people may share the same car. A full refund (less PayPal processing fees) will be made for cancellations made at least 14 days prior to the event. Refunds for cancellations made less than 14 days prior to the event will only be made if your spot can be filled from the appropriate run group wait list.

Check out the full application and information on our website at www.ncr-pca.org, or contact Miriam Dunster, president@ncr-pca.org, (603-659-8592) for more info. We are looking for advanced DE and autocross drivers to help with instruction, contact Paul Frucci, pfrucci@yahoo.com (603-491-2265). Fees are waived for instructors and time will be provided to run the exercises.

Event Sponsor: Porsche of Stratham (formerly Dover Auto World).

NCR will host an Autocross the following day, Sunday, at the lower parking lot at NHIS where you can further practice your car control skills. Check the web site for possible savings for registering for both.



Tracey Levasseur: Charlie & Mary Nutter were the photographers. Not sure which took the actual pics because, well I was in the car at the time.

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* Indicates number of times ad has appeared.

2002 Saturn SL1***, blue, PS,PB,AT,AC, AM/FM/CD, only 13200 miles, \$7250; to settle estate. Ed Broadhead, 559 County Road, New London, NH 03257 603-526-6578

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This photograph submitted by Nancy Demaine. It was taken at NHIS at the Charity Laps 2006.

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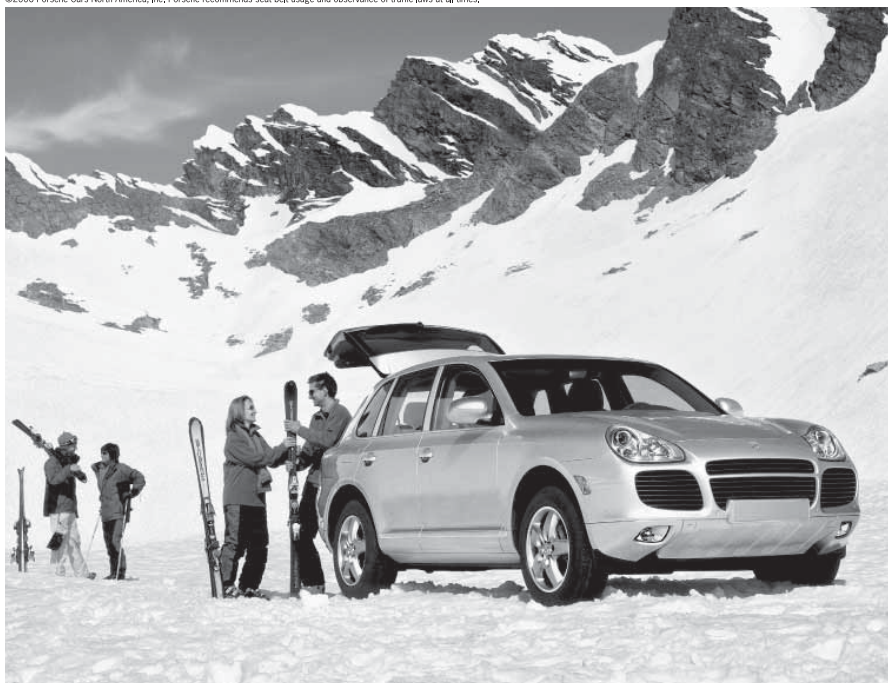
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