

NORTHLANDER

NORTH COUNTRY REGION

Volume 36 Number 9

PORSCHE CLUB OF AMERICA

September 2013



IN THIS ISSUE:

Summer Curves Rally

Autocross #5

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And much much more !!!!

At EPE we have always taken great pride in providing the finest service available for your Porsche. As another example of our dedication to enhancing and preserving your Porsche driving experience, we are pleased to offer local Porsche owners the sale and professional installation of "The Guardian." The IMS Guardian™ was developed to be the first early engine failure detection system available for your M96 engine. This product was created specifically to alert the driver to a potentially imminent IMS bearing failure.

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LET US KNOW

Dear Membership:

We certainly hope that you are enjoying the copy of Northlander mailed to you each month. We try to keep the articles informative and capturing the essence of activities we all share within our Porsche community.

As you may know, each month's Northlander may also be viewed on-line at NCR's website: www.ncr-pca.org.

If you would prefer to access Northlander via the website and discontinue receipt in print form, please make your wishes known to Janet Quintero, our membership chair. Notice can be emailed to her at membership@ncr-pca.org.

Either way, we hope you will continue to enjoy our newsletter, our events, and your membership in PCA. And don't forget we are always eager to receive your contributions for inclusion in the next month's issue! If you have anything to submit to the magazine please submit to northlander@ncr-pca.org

Thank you all as without great members like you, the region would not be what it is today. Just remember it is not about the cars , it is bout the people!

All the best,
Ivy Cowles and the rest of the Northlander Team

Congratulations to Northlander (NCR) for taking 1st place at National Porsche Parade - 2013

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The regular article and Advertising closing date for the Northlander is the 1st of the month preceding the publication month. See page 51 for advertising rates.

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NORTH COUNTRY REGION
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PORSCHE CLUB OF AMERICA
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On the Cover

The cover shot was taken by David Churcher during the 3rd Annual Make-A-Wish Car Show at Porsche of Stratham



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CALENDAR

September 2013

- 7 *NCR Autocross #7 @ Devens 7:00am*
- 8 *Road Trip- mixed Marques 9:30am*
- 10 *Board Meeting 6:00pm*
- 15 *Rye, NH Lions Club Car Show 8:00am*
- 21 *NER Autocross @ Devens 7:00am*
- 21 *Green Mountain Region Pig Roast*
- 27-29 *NCR Fall Get-A-Way*
- 28 *Renegade Miata Autocross 7:00am*

October 2013

- 5 *NER Autocross at Devens 7:00am*
- 8 *Board Meeting 6:00pm*
- 10-11 *Spring is a Long Time Coming DE Event @ NHMS*
- 26 *Renegade Miata Autocross 7:00am*
Fall Rally 8:00am

November 2013

- 2 *Precision Imports Open House 10:00am*
- 9 *Annual Banquet 6:00pm*
- 12 *Board Meeting 6:00pm*

Be sure to watch for updates on the 2014 Parade and block the date now. <http://www.pca.org/>



A picture is worth a thousand words



Zone 1 Autocross - see October issue



Edgar and Nancy with the Presidential wave



Matt Romanowski **Wide Open**

I know I wrote about driving in my last article, but I thought it might be interesting to compare driving in different areas. I've now driven in 7 countries on 2 continents and have found some interesting things. With the United States being so big, it has all different styles of driving.

In the US, I think the drivers in the Northeast are pretty good for the most part. Yeah, we have that stereo type for Massachusetts drivers, but everyone moves along pretty well. As we leave the Northeast, I hate the drive from Connecticut into New York City, where the flow of traffic stops and people start doing more and more stupid things. On the far side of NYC, I've found there is nothing express about the Long Island Expressway.

Getting to the mid-Atlantic and South, I find the drivers are pretty good. Yeah, there is lots of traffic around Atlanta, but the drivers fly along. The overall volume of drivers is lower and the quality of the roads is pretty good, so you can fly along pretty well. Except for Virginia. VA might be for lovers, but it is not for radar detectors. Add to that the high number of State Troopers more than willing to remind you about their 65 mph speed limit and it makes for a long drive through a big state.

Going West is pretty fun. Through Pennsylvania everyone is pretty good. Hitting Ohio is another state where you are likely to get a ticket for 5 mph over the speed limit. Further west from there is great driving where you can really make some time – legally! That is where speed limits start to go to 75 mph and you can cruise along.

Getting out to the mid-West and further is more of the same – lots of flat, straight roads where people cruise along. I've done over 900 miles in a day easily out west versus having a bit of a marathon day in the east.

When you hit California things change in a big way. The traffic is the overwhelming issue. Highways might be 8 lanes in each direction, but no one is moving. The drivers are not up to the East Coast standards, but not too bad.

I've found the biggest differences in drivers is going to other countries. Driving in Costa Rica and Nicaragua is sort of what you would imagine the Wild West like with (mostly) modern cars. The roads are small, not in the best shape, and the rules are mostly followed. The markings are very poor, the maps even poorer, and we've found that there are multiple towns with the same name so reading the poor maps is even tougher. Add in a few dirt roads that are main highways, a couple cattle in the middle of the Pan America Highway, and you have a good time. Nicaragua adds in the fun of horse and carriages along with people sitting on the edge of the road, even at night. It's tough, but not too bad.

Driving in Europe varies greatly by my experience. My introduction to European driving was in Rome. This is something not for the faint of heart. Between the old, winding roads, parking that makes Boston look civil, and motor scooters everywhere, it's a bit of sensory overload. Going south in Italy to Naples only made things crazier where I saw people driving on the sidewalk to avoid a traffic light. Add to this the fact that in Naples traffic signals are only considered suggestions and you have some interesting intersections. I'll never forget having someone wail on his horn at me for stopping at a stop sign!

Germany is everything you would expect. People drive very orderly and well. On the unlimited sections of the Autobahn people cruise along regardless of car. Heck, I was passed when doing 113 mph in a Citroen C3 (I had it floored) by a minivan! Coming into the limited sections, people safely slow down to the posted speed and behave until the next unlimited section. An interesting note – right on red is not allowed in Germany. Once I learned that from NCR's own Berthold Langer, it made much more sense why cars would sit in the right turn lanes at red lights.

continued on page 13..



Ivy and Hank Cowles

If anyone is looking to submit articles, pictures, or anything else to be published in the Northlander's next edition please send to northlander@ncr-pca.org by the 15th of the month.

'Summer's lease hath all too short a date.'

So wrote William Shakespeare four centuries ago, and how true!

It seems only a few weeks ago that our P-cars were uncovered, oil changed, batteries off tenders and released from garages to spend the summer months cruising our New Hampshire backroads and coastline. We hope that you all took advantage of NCR's varied summer activities, be they rallies, autocross, driver's ed, concours and social events. With Labor Day weekend hard upon us, you know it will not be long before trees are bared and the five month chill descends on New England.

But not so fast! The fall months offer some of the most enjoyable and beautiful driving opportunities of the year. We've got three Autocross events, a car show, the Zone One barbeque, and our fabulous fall weekend getaway – all before the end of September. Follow that up with two more AX opportunities, 'Spring is a Long Time Coming' two-day Driver Ed and our Fall Rally in October, and there's no reason not to 'put on some miles and share some smiles' with your NCR friends. And if you haven't joined in yet, we guarantee that you will feel welcome and have a great time.

Enjoy the Fall!



Mike Comer's ride - with first of the new seats. Ivy really misses this car

MEMBERSHIP



Janet Quintero

August 2013 Northlander - New Members and Anniversaries

New Members:

Jerrold Arons

Paula Arons – Family Member

Hampton, NH – 2014 Boxster

Paul Myron

Martha Myron – Family Member

Contoocook, NH – 2011 911 Carrera

John O'Connor

Michaela O'Connor – Family Member

Concord, NH – 2014 Cayman

Member Anniversaries:

1 Year

Dan Atkins

Megan Atkins – Family Member

Somersworth, NH – 1974 914

Andrew Irvine

Windham, NH – 2000 911

Paul Jappe

Atkinson, NH – 2003 Boxster S

continued on page 39 ...

8 Northlander

Sean Keenan

Nashua, NH

2 Year

Nick Capano

Sanbornville, NH – 1987 911

Wayne Elliot

Andrew Elliot – Family Member

Bedford, NH – 2006 Cayman S

Thomas Fiorito

Rye, NH – 1988 944 TS

Mike Holt

Louise Holt – Family Member

Warner, NH – 1987 944T

J. P. Rabbath

Concord, NH – 2009 911 Turbo

Neil Schelly

Merrimack, NH – 1988 911 Carrera

John Schiffman

Lebanon, NH - 1999 911

Jay Woz

Woodstock, CT – 2003 911 Carrera

Emily Young

Penn Young – Family Member

Sherborn, MA – 1978 911

5 Year

Bryce Lambert

Concord, NH – 2002 911 Carrera 4S

Frank Patterson

Exeter, NH – 1970 914



Rich Willey

Where The Rubber Meets The Road

Musing #1

ATTENTION all AUTOX pilots. I have conducted a scientific study (well, not really very scientific since it was a sample size of one) and concluded that an extra 100 pounds will cost you one second based on a recent trip thru the cones by Ollie "with and without" your scribe in the passenger seat. Thanks again Ollie for showing me how it's done.

Musing #2

What do you do at the end of the Formula 1 and Sports Car racing season? Today you relax for about 5 minutes and start testing in earnest for next year. But in the early 1950s there were a lot fewer races (although most racers drove in both the F1 and premier sports car events such as Sebring, LeMans, and Targa Florio). The season ended much earlier, so the drivers had a lot of free time. Captain Sherman "Red" Crise had a good idea. Why not hold races just for the pure fun of racing and invite all the best drivers in the world along with a mix of open wheel formula cars, factory and privateer sports cars. But how would you get pro drivers to attend with no money or championship points awarded?

Easy. Hold it in Nassau, Bahamas just as the weather in the northern hemisphere was turning cold, run it on easy beach roads or at the airport and throw in nightly beach parties as a bonus. It was an institution until the mid 60's when the "normal" racing season got longer and car owners/sponsors didn't want to risk their drivers in unsanctioned races.

But fear not. Bahamas' Speed Week was brought back as a Revival in 2011. There is a full week of events and the 2013 schedule is shaping up. What are you doing the first week of December?

Musing #3

Some of us drive in DE, club racing or even SCCA. Many use iPhone apps, AIM or other technology to determine track speeds, lap times, and such. The next time out, as you are going for your fastest time, would you even remotely considered achieving that by driving through the hot pits? Ridiculous, right? Well, that is exactly what happened in 1993 during a Formula 1 race. And it wasn't even the most notable aspect of the race. The details will be in next month's column.

Musing #4

Tweel. Never heard of it? Me neither. It's made by Michelin and it's an airless radial wheel/tire combination. Looks like a typical "steelie" wheel with a row of open rubber "V" spokes around the outside, between the rubber that touches the wheel and the tread. They are currently only made for construction skid loaders, but Zack Merrill who works in Michelin's Tweel Technologies Group in Greenville, SC, had a set made for his Morris Minor and drove it 3000 miles on the Hot Rod Power Tour, without a single problem. I wonder if they will make me a set of Tweel Sport Cups?

RIP

Edward "Dean" Jeffries passed away May 5th. He was 80 and by any measure lived a full and adventurous life. It's hard to say if he was more famous for pin striping (he learned that craft from Kenny Howard, aka Von Dutch) or for the show cars he built which included the Mantaray, the Monkee-mobile, James Bond's Moon Buggy from Diamonds are Forever, and the General Lee. Less notable but perhaps more interesting to this readership, in his early 20s, Dean had a 356 Coupe which he felt needed refinement, so he frenched the headlights, rolled the pans front and rear, and vented the roof, among other custom touches.



Mark Watson **MY SPIN ON THINGS**

I am happy to report that Doug and I had an uneventful drive to Calabogie and that we were only a little bit late in arriving at the track. We arrived to find Tom Harris sipping a glass of wine next to his tent and looking quite relaxed. Tom had traveled over to Calabogie from Mt. Tremblant earlier in the day and had managed to bleed his brakes, wash his car and in general get set for the next three days of driving. Doug and I unloaded our cars, moved the trailers out of the way, unloaded the rest of our 'stuff' and said 'hi' to Ben, Zoe, Bob, Russ and Tony who were also getting organized. Like Tom, many if not all of them had been at Mt. Tremblant and were looking forward to another three days of driving.

Doug headed off to check in to his room and I set up my tent hoping it wouldn't rain since I used my rain tires to 'stake' out my tent. The location where Tom was camped is out of the way which is great but there is no grass or dirt to pitch the tents so you are on the asphalt and need to figure other means to support the tent and rain fly. It must have been very hot the previous days since the asphalt was very warm – I certainly didn't need the sleeping bag for this trip. When Doug finally returned the three of us cooked dinner and settled in to discuss out how to get around the track. Neither Doug nor I had been to Calabogie for at least four years so we needed some tutoring from Tom. I think it was while we were recalling the line through Mulligans, Big Rock and Candy Mountain that the mosquitos emerged and began to have their dinner – the three of us! The bug spray did nothing but telegraph our location to the mosquitos in the entire paddock. We held out as long as possible before Doug departed for his air-conditioned room and Tom and I retired to our tents to read and review the track map.

The next day was hot requiring lots of water and a constant search for shade. You know it's going to be a good day when you get a student who was a blast to instruct and once you get out on the track, you figure out the line reasonably quickly. Unfortunately Tom had a problem with his right rear wheel bearing and was not able to continue driving and headed home early. Bummer for sure but it's always better to sacrifice some driving time to save your car from major damage. Overall, I'd have to say that the three days were spectacular – the driving was fantastic, everyone behaved and the weather could not have been better. Dani and I continued to refine her line throughout the event and by day 3, I was just sitting in the car enjoying the ride.

I know Calabogie is a long way from NHMS but the track is one of the best in the East and I must say one of my favorites. Registration was light and there is some talk that NER might not schedule Calabogie in 2014. I hope they do because it is a track that we all should drive and if it is on the schedule next year, please register and make effort to attend – you will be rewarded with a great experience.

While we were between run groups lounging under the pop-up, there was a loud bang and we noted that the black 944 that was being jacked up was on the ground. If you ever wondered why you should never get under your car when it is held up by only the jack, take a look at the attached photo. No, it's not a photo of a pair of legs sticking out from under the car but one of the jack that was used to elevate the car. You can see that there was a massive failure and it doesn't take a lot of imagination to see what could have happened. So what went wrong? First the owner did not chock the wheels allowing the car to roll forward and strained the jack to the point of breaking. There were no jack stands around either so most likely, had the jack not broken when it did, there was a real chance that the driver could have been under the car when it let go. ALWAYS chock the wheels before lifting the car and use jack stands before putting any part of your body under the car. The risks are simply too great if something goes wrong so make a promise to me, your family and Edgar that you will never ever jack up your car without taking the proper safety precautions and that you will always be on the lookout for someone who might be taking a shortcut or may not understand the risks and help them do the job properly.

In closing, when you get this issue of the Northlander, it will be about a month before our final DE event for the 2013 driving season. If you have not registered, go to motorsportreg.com and register to drive and participate in the track dinner. It will be a great way to wrap up our season at NHMS and to spend time with your track mates. Please stay safe until I see you at the track. As always, feel free to e-mail me at de@ncr-pca.org with questions, comments and suggestions.

Mark

2013 NCR, Zone 1 and NER Drivers Education Schedule*

October 10 & 11 NHMSNCR

DE; Track Dinner on the 10th

* NCR event registration on motorsportreg.com

NER event registration on clubregistration.net



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continued from page 9...

The car found its way to Amelia in 2011, fully restored for a reunion with its original owner. Dean's comment on the restored car? "I think it's absolutely bitchin". However, this wasn't the first Porsche on which he had worked. He hand painted "Little Bastard" on a famous or perhaps infamous 550 Spyder. Via con Dios Dean!

Magnus Update

Consistency has been the name of the game this year with their worst finish in the first eight races being 6th at Barber Motorsports Park.

The 6 hour endurance race at the Brickyard- Indy

Magnus qualified 12th, but actually led the race after about 4 hours, finishing 3rd after a late race pit stop under green. They were the only Flat-6 car among four V8 Ferraris and a Camaro in the top six GT finishers. While they have not won a race this year and therefore came 4th in the Endurance Championship (Daytona, WGI and Indy), they still lead overall Grand-AM GT by 4 points.

Elkhart Lake- Road America

Starting 4th in GT, Andy Lally had the Magnus Porsche in 1st with 45 minutes to go and then had an off due to an oil spill but saved the car to remain in 1st. Unfortunately a late pit stop for fuel relegated them to 5th while one of Will Turner's BMWs won GT with just fumes in the tank. Magnus did finish in front of Stephenson Motorsports so they increased their overall GT series lead by a few points. Next up, Kansas.

Thanks for reading this.



Despite the price Rich, the answer is no

continued from page 6...

France and Monaco are pretty sane to drive in. People follow the rules well, but not nearly like the Germans. There are speed cameras on the highways, but they are marked, so the 130 kph speed limit is often exceeded. The back roads can be pretty small, so it doesn't take much speed to seem really fast.

Through all the places, the road quality seems to be close to the best in the US with Germany very close. The highways in both are very good, well marked, and nice to drive on. Central America is by far the worst with the highways being barely better than a two lane road in the US.

If anyone in the club has an interesting driving experience somewhere, please write about it! I would love to hear from someone brave (or fool hardy) enough to drive in India or China. Just seeing the pictures and videos of traffic there make things seem a little too crazy even for me.



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Judy Hendrickson **LOOKING BACK**

September! Where has the summer gone? This morning as I am writing this, it feels more like Fall, especially after the long hot July and early August we have had. The refreshing air is invigorating and what a wonderful day we had yesterday for Steve Baker's fantastic Summer Ramble. His route over RT 153 out of Rochester into Maine and back was outstanding. The lunch at the Poor People's Pub in Sanbornville was excellent and we got an extra treat while there. Chuck Schwager dropped by with a couple of friends with 3 cars from his collection – an older Corvette, Jag E style convertible and Mercedes 300SL convertible. He took interest in all the Porsches in the parking lot and special interest in Steve's RUF 997. He recognized our own Paul Tallo, who frequents his father's cabin up that way, and stopped by for a chat, inviting us to drop by his collection in nearby Union if we would like. Several of us accepted that invitation and not only got to view his eclectic (Chuck's words) collection but actually sit in any we chose to. Bob (one of Chuck's full time attendants for the collection) even fired up the Cobra much to our glee. See pics below.

As for Looking Back this month, we have three issues to review, one from each decade. The 80's saw the **Northlander** still struggling for content with only 3 articles – the President and Editor's messages plus a Treasurer's report amidst the ads on the 16 pages plus cover. By the 90's the **Northlander** was in full flower with 36 pages plus cover featuring 23 articles/ads for upcoming events. The 2000's continued Northlander's growth with 46 pages plus cover and 23 articles plus a pull out for the upcoming October 2003 Fall Rally.

The September 1993 issue was jamb packed with tech articles and reports on the club's outings to the Owl's Head (ME) Transportation Museum including the People's Choice Concours prizes of rides in the Waco bi-plane, Watkins Glen, the Parade (Cincinnati for 1993) and NCR's support of NHPTV during one of their pledge drives (manning the phones). Of course, there was installment 3 of Porsche Places which I will run below for your enjoyment.

The September 2003 issue was filled with AX#4 action as well as the AX Season results and NCR's Lime Rock DE and reported on a great event PCA National no longer insures – Go Karts – NCR's Rumble at Mel's Go-Karts. The pictures and article are worth a reprint here. Maybe one day National will again include these types of events within our insurance coverage. They certainly are fun and especially family friendly.

The Volume XVI, Number 8, September 1993



On the Cover . . . NCR From Over Owl's Head Museum Photo by Dave Gill

PORSCHE PLACES III

by DENNIS BURNSIDE

(REPRODUCE BY PERMISSION ONLY!)

Wiener Neustadt and Semmering

Founded in 1192, Wiener Neustadt had a long history before Ferdinand Porsche moved to town from Vienna in 1906. The Holy Roman Emperor Frederick III made Wiener Neustadt his residence from 1440 to 1493. His residence still stands and is now a military academy. His son Maximilian, "The Last Knight", who married the daughter of the King of France and added Burgundy to his realm, lies peacefully in his tomb in Wiener Neustadt while most of the other Habsburgs are buried in Vienna.

On a clear day, standing on the flat fertile land around Wiener Neustadt, you can see the 7000 foot, snow covered peaks of Schneeberg, home of Europe's highest cog railway. There's also the slightly lower Rax, climbed by a youthful Adolf Hitler in 1907, a year after Ferdinand Porsche moved from Vienna to Wiener Neustadt. As in Los Angeles, there's usually too much fog and smog to see the mountains these days but the Schneeberg was probably a little more visible when the successful 31 year old automobile designer began his 17 year stay in town.

Wiener Neustadt with its Thirteenth Century cathedral is easily reached today by autobahn from Vienna, about 45 miles to the north. In Porsche's day the going was a bit slower, but Wiener Neustadt's association with technology and speed would continue to grow. Known as "The Flyer's City", it boasted Austria's first airfield and hosted Austria's premier aviation week in 1911. Its association with aviation continues today, having hosted the Glider World Championships in 1989.

Porsche Villa, Pottendorfer Strasse 26

Ferdinand Porsche, already famous for his "Mixte" system and Lohner-Porsche car, began working at Wiener Neustadt's Austro-Daimler plant in 1905. In 1906, Daimler bought the production rights to produce Porsche's gas-electric car from Lohner. Though the official name was the "Mercedes Petrol-Electric" car, it was popularly known, at least in England, as the Mixte. He took over as Austro-Daimler's Technical Director in 1907 when Paul Daimler, Gottlieb's son, returned to Stuttgart.

Ferdinand, his wife and daughter lived in Lichtenwörth, a town northeast of Wiener Neustadt, in the house of Eduard Fischer, director of the Austro-Daimler factory, while their house, later known as "Porsche Villa", on Pottendorfer Strasse was being built. "Porsche Villa" was near the Austro-Daimler factory and was located at Pottendorfer 26, not far from an old locomotive factory, little of which remains. Ferdinand's only son, Ferry, was born at the Pottendorfer house on 19 September 1909, the same day he came in First at the Semmering hill climb in one of his Mixte cars.

Porsche's move to Austro-Daimler caused the company to break from the home office in Stuttgart, with the two firms producing different cars. In 1908 Porsche designed the Maja, a four cylinder car named after one of Emil Jellinek's daughters. It was advertised as "The Sister of Mercedes" and customers were even advised to pronounce Maja as "My-yah". Unlike the Mercedes, christened for Mercedes Jellinek, the Maja was not successful and production lasted for only a year. During his years with Austro-Daimler Porsche also designed the Prinz Heinrich (1910) and the 28/32 as well as many engines.

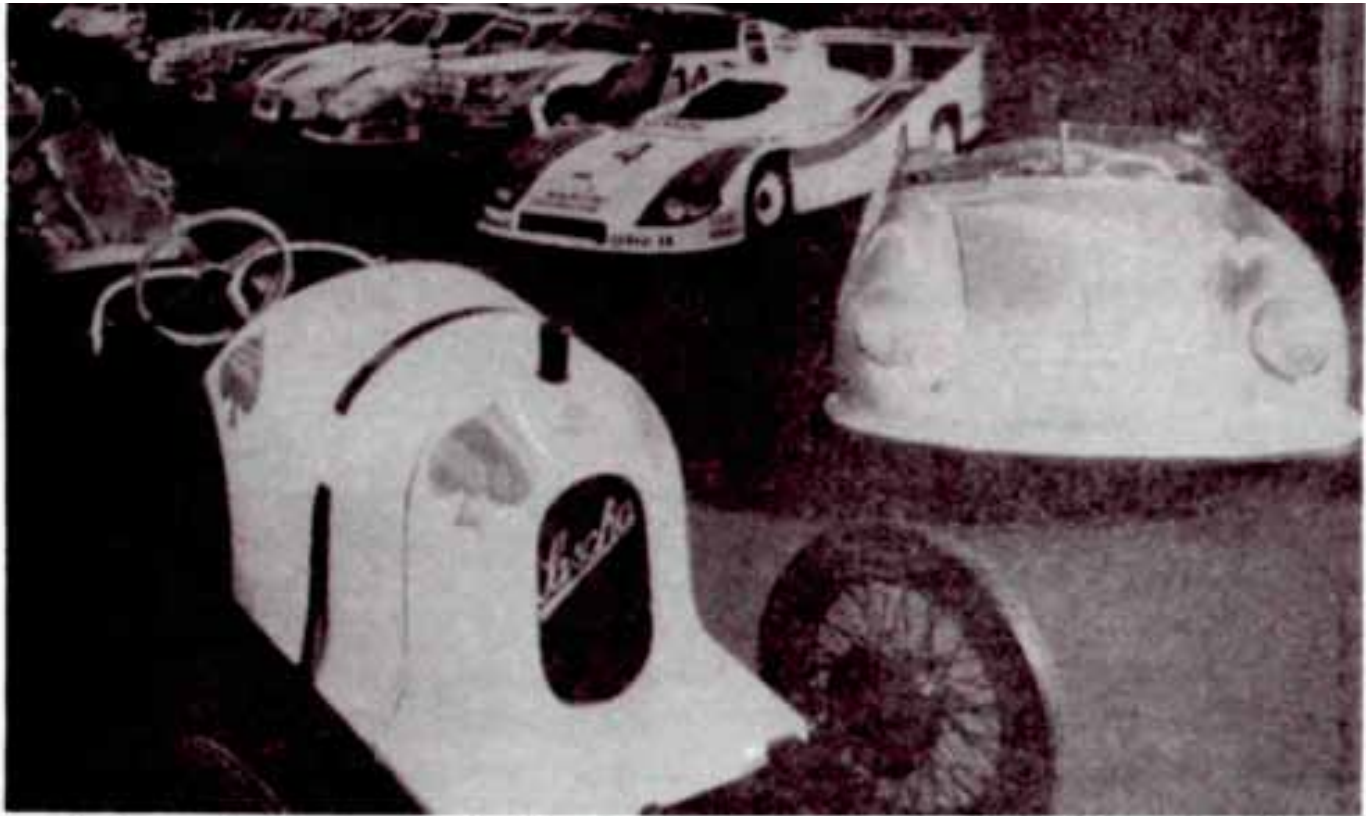
In 1910 Ferdinand built his first aircraft engine and by 1912 he had developed a 90 horsepower air-cooled engine that was the predecessor of the boxers (horizontally opposed cylinders) found in Volkswagens and Porsche 356's and 911's. 1912 also saw production of Porsche's 20 hp fire engine. The first unit was used by the Austro-Daimler factory for 20 years, then by a small village near Vienna for another 36 years.

The truck is now on display at the Daimler-Benz museum in Unterturkheim, Germany.

In 1915, Porsche built his "Landwehr", a chain of open baggage cars powered by the Mixte system. During WW I, Porsche spent much of his time at the Skoda works in Pilsen, Czechoslovakia. There he designed a four wheel drive (electric motors at each wheel) tractor that was used to tow artillery pieces. One such piece, a 305 mm mortar, was used to destroy Namur, Belgium, allowing German forces to continue westward in 1914.

In 1916, Porsche was awarded the Franz Josef medal for special technical-military performance. In 1917 he became General Director of Austro-Daimler.

After WW I, Porsche, backed by movie producer Count Sascha Kolowrat, built a 90 mph one liter two-seater named after its Financier. Driven by Alfred Neubauer, Porsche's Sascha performed superbly, winning its class in the 1922 Targa Florio - a major road race held in Sicily. Neubauer would later lead Daimler-Benz racing teams before and after WW II. The Sascha, which you can see at Porsche's Zuffenhausen museum, featured a four cylinder, water-cooled, two valve, in-line engine with two overhead cams producing 45 hp at 5000 rpm, good for 144 km/h.



DENNIS BURNSIDE

The Porsche Museum. The Sascha, foreground, and 356 #001 on the right.

In 1921, Porsche designed a 50 hp six cylinder luxury car called the Austro-Daimler ADM I Phaeton. A 1924 model of this car is on display at the Daimler-Benz museum in Unterturkheim.

In 1923, Porsche, upset over having his budget cut, threw a gold cigarette lighter at Austro's Board of Directors and walked out, ending up at Daimler headquarters in Unterturkheim where he developed the much renowned long-hooded supercharged Mercedes cars and worked out the design and production plans for an automobile for every man.

Austro-Daimler merged with Steyr and Puch in 1934, shutdown its Wiener Neustadt plant and quit making cars in 1936. During WW II, both the villa and the factory, about one kilometer northeast of the city center were severely damaged. The Porsche Villa was dismantled a few years ago and the factory was never rebuilt. A housing project with a Porsche monument are all that remain of Ferdinand's days on Pottendorfer.

Stadtmuseum Wiener Neustadt

Wiener Neustadt's city museum includes a "Ferdinand Porsche room" with mementos of the time Porsche lived there. Unfortunately, it was closed for renovation when I visited the city in '91, but it should be open for visitors now.

While much of Wiener Neustadt is afflicted with unattractive but functional apartment and office buildings, a bit of the old city with quaint pedestrian zones and farmer's markets survived the Allied bombing during WW II.

Much of the town, including the Austro-Daimler plant, was destroyed as the city was a major Messerschmitt 109 fighter plane production center (which used Daimler-Benz engines).

A 13 August 1943 raid dropped 187 tons of bombs, killing 200 citizens. Of 4200 buildings, all but 18 were damaged or destroyed.

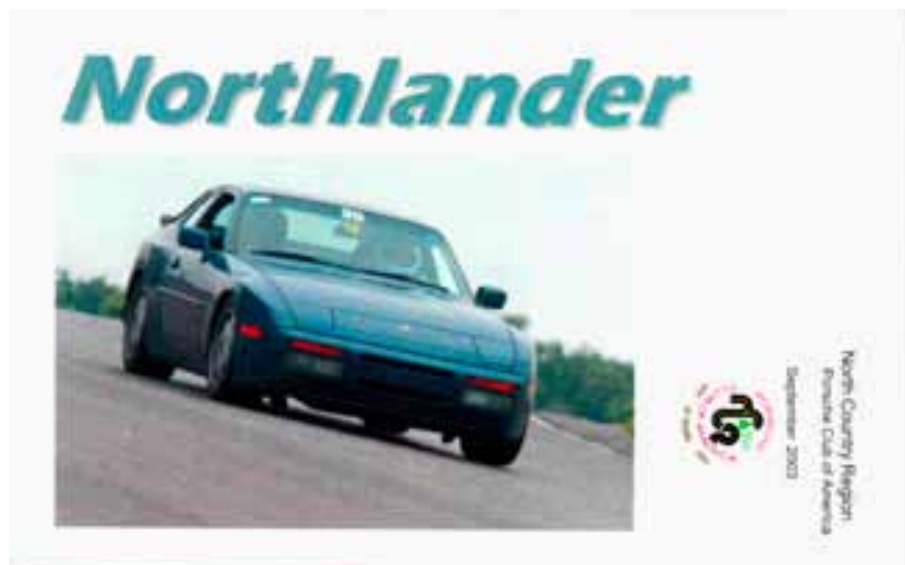
Wiener Neustadt offers no exceptional hotels, but there are two good restaurants, the Gelbes Ilaus, and (what else?) The Porsche on Neunkirchener Strasse.

Semmering

Lending some credence to the idea that mountain roads are necessary in building fine cars, perhaps a reason for Detroit's ineptitude, Porsche's early cars were tested on the steep slopes around Rax Mountain. In particular, he used the roads near the mountain village of Semmering, about 20 miles southwest of Wiener Neustadt.

The Hotel Erzherzog Johann, still standing and open to the public, was the finish line for the Semmering Hill Climb. It was at this hill climb on 23 September 1900 that Ferdinand Porsche set a record for electric cars with his Lohner-Porsche. In 1909, his Mixte won its class (while his wife gave birth to Ferry) though the over-all winner was Christian Lautenschlager in a Mercedes. Not until after 1923, when Porsche was working for Daimler, would the record be broken by a Porsche-designed Mercedes. d e n n i s

From Volume XXVI, Number 9, September 2003



(Pardon the orientation, but upright would not do justice to the cover photo.)

Cover Photo: Ellen Beck takes to the track at Mosport (Photo: Unknown)

Rumble at Mel's - NCR Go-Karts...

James Demers – NCR Region

The NASCAR Themed Go-Karts at Mel's Tee Off were well suited for the RUMBLE at MEL'S IV as stock car style racing and excessive chrome horn use ensued. The morning started off beautiful and sunny, if not a little muggy; but after several rain soaked DE's the sunshine was a welcome sight. Although I did overhear a rumor that Mel's had some rain tires at the ready. From my perspective as a first timer, the event was well organized and well attended. Drivers and spectators alike were greeted with kind words, juice, water, and pastry; a welcome surprise for those of us with the early morning hungry horrors.

The event got underway by 8 AM with announcement of the team assignments. Team 911 was captained by Jim Gratton and included Abe Anderson, Mike Schaefer, Larry Smith, and Kevin Bobbit. Team 944 was captained by Ellen Beck and included Brian Robinson, Hannah Gutjahr, Amy Charpentier., and Anderson #3. Team 951 was captained by Heike Martineau and included Andersen #1, Cameron Martineau, Dave Ryan, and Bob Gutjahr. Team 914 was captained by Judy Hendrickson and included Chris Bennet, Andersen #2, Josh Gutjahr., and myself. The teams were well represented with boy and girl, young and not so young. Two teams drove together head-to-head with car selection coming by way of blind draw. The most interesting part was that the finishing spot was also determined by blind draw. This wildcard aspect certainly lent itself to more interesting driving as many opted to mix it up with those around them instead of trying to pass cleanly and just go by.

Below: Fierce competition ensues, as speeds reach well into the single digits. (Photo: Ed Broadhead)



Team 911 headed out first against Team 944; then Team 951 battled Team 914. This continued until all teams had matched up against each other. A tally of the score at this point had Team 911 in the lead followed by 944, 951, and 914. A winner's bracket (Top 2) and not winner's bracket (Not Top 2 -PC) were formed to go head to head for the final placement. Sadly for Team 914, the order did not change even with a valiant last effort. Apparently there was just too much straight-away at Mel's to overcome leaving those of us with less horsepower a little short. (That's my story anyway, and I am sticking to it.) Despite the finishing order, a good time was had by one and all. This is pretty clear from the ear-to-ear smiles seen on the NCR website.

Following the final announcements and group pictures, many stayed for a while to talk, play videogames, or just cool down in the nicely air-conditioned arcade. Yes, I was convicted of being a video junky, but I think Ellen will be happy to know I was practicing my track vision on the Daytona race game. I have no legitimate excuse for playing the Marvel Super Heroes game, however. I want to thank Matt Romanowski, Amy Charpentier, and Jay Gratton for organizing and running this family friendly and extremely fun event. I look forward to next year. I hope to see you all there...

Below: The "competitors" arrived from all age groups and experience levels. **Below Right:** Size and Weight are an asset in Karting. **Right:** A photo-op - nose into the tire-wall, a wave to the crowd and the camera (Photos: Ed Broadhead)



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2013 Annual Make-A-Wish Car Show at Porsche of Stratham

by Harry Robinson

On Sunday July 21 July North Country Region partnering with Make-A-Wish and Porsche Stratham hosted our third annual Car Show. Staging over 80 gleaming Porsche and other brands such as Ford Cobra, Viper, Mercedes, and Corvette our glorious maker blessed us all with fabulous weather!!

Kathy's Kitchen, local caterer from Barrington provided a German themed menu and Mike, from Audio Events in Barrington energized the crowd with lively musical selections. Mr. Steve Dumont, entrepreneur extraordinaire also brought the REMAX hot air balloon yet windy conditions and tight landscape prevented flight. Go to Steve's Ice Cream in Rochester !! It's " wicked good.!"

The event is basically a no charge affair unless the attendee wishes to register and have his or her chariot enter into the awards category. Many awards were given out, all deservedly won as the fleet in attendance were magnificent. Thanks to ALL who attended and for ALL of the hard work that is put into doing an event such as this. See us next year; come one come ALL ! I don't have the exact amount of money that was RAISED BUT I DO KNOW THE Make-A-Wish volunteers were grateful. PS: next year we'll be flyin' the balloon across the street in Scamman's field (with the owner's blessing of course!).

Cheers, Harry



Beautiful weather and a great turnout at the Annual Make-A-Wish Car Show - Porsche of Stratham



John Lussier receiving a well deserved first place award from Harry Robinson



Gordon Jackson thinking he would sure like this yellow car



Ivy Cowles holding her Peoples Choice award





Some of you remember her as 9ELOVIN, but the new owner Mike Comer has her looking better than ever. Ivy is really jealous now



Fall in Love with the NCR 2013 Fall Getaway: Sept. 27-29

by Carolyn Choate

What do curvaceous byways, autumn's spectacular palette, a world-class museum and restaurant, and a phenomenal car/plane show have in common? They're just some of the adventures NCR members will enjoy on our **Fall Getaway, September 27 - 29 in the Berkshires.** Departing on the afternoon of Fri., Sept.27, we'll (eventually) check in at the nicely appointed, affordably priced **Holiday Inn in North Adams.** Admittedly, this industrial mecca of the 20th century has seen better days but the presence of the **Mass Museum of Contemporary Art (Mass MoCa)** just across the street more than compensates. And, we'll be enjoying a private tour there on Saturday. In the meantime, the hotel has a spacious, well-stocked bar, an impressive dinner menu featuring such entrees as **Surf & Turf, Pasta du Jour, Veal Marsala, Grilled Pork Medallion with Wild Mushroom/Brandy Cream.**

You'll probably want to get plenty of "shut eye" as Saturday's driving tour, courtesy of tour master extraordinaire ie Rich Willey, has us meandering hither and yon on scenic byways and highways with a gregarious lunch somewhere in the middle. By jove, we won't be alone as the **Berkshires British Car Club** will be joining us for what promises to be good-natured rivalry and conversation.

Returning to the "pits" in the afternoon for perhaps a nap or a walking tour of the downtown, we'll gather at **Mass MoCa** for a private one-hour tour at 5 pm before a sumptuous dinner at nearby **Gramercy Bistro.** The museum, 17 acre former textile mill turned **Sprague Electric Manufacturing** turned world-class museum in 1999 is, indescribable but, Club members with a bent for industrial design and an interest in the **Industrial Revolution** and its architectural period will marvel at the many exhibits including 2 x 100 foot birds crafted from the industrial waste and recycled debris from China's recent industrial boom.

Designed by world renowned artist, Xu Bing who, pays tribute to the millions of immigrants who live in squalid conditions and risk their lives building China's massive cityscapes and infrastructure, **"Phoenix"** is at once poignantly beautiful and mechanically breathtaking. Hopefully, we'll have ravenous appetites by the time our tour concludes and we'll stroll a mere block to the highly rated, **Gramercy Bistro** in an adjacent building in the Mill Complex where Gordon and I recently enjoyed **Seared Sea Scallops with Poblano Sauce and Grilled Pheasant with shiitake Mushrooms and Pea Risotto** respectively.

On **Sunday, Sept. 29** there are several breakfast options including a short drive to nearby Williamstown where coffee and espresso bars abound in this savvy college town. But, don't roam too far as our **2013 Getaway** concludes with a joint car/plane show at **North Adams' Harriman & West Airport** from approximately 9 am to 1 pm. Joining forces, once again, with the **British Car Club** plus, the airport commission, area pilots are eager to participate and show off their planes, a **Lake Amphibian and a rebuilt Stearman**, to name two. The commission is planning a "fly in" for that day which sounds really cool! The show will be a swell opportunity to raise some money for non-profits. **\$5 car registrations/\$2 spectators.**

Is your interest peaked? We hope so! If we "sell out" at the Holiday Inn, we have additional rooms at the Williams Inn just down the road and listed under NCR-PCA at 413-458-9371 and, farther down the road at the Crowne Plaza Pittsfield under NCR-PCA at 413- 499-2000. Remember, it is "Leaf Peeper" season, after all and with it, increased rates and lack of availability. Can't stay for the weekend? We would encourage anyone to come for the day on Sunday and participate in the Car/Plane Show. For more information call Carolyn at 603-533-4984.



Harriman & West Airport, North Adams, the perfect backdrop for a sensational car/plane show



Phoenix by Xu Bing at Mass MoCA



Downtown North Adams, MA, site of the NCR Fall 2013 Getaway



Gramercy Bistro, elegant and delicious



**Scallops with poblano sauce
(Gordon didn't share)**

Das Upfixin

by David Churcher

Porsche owners fall into roughly three groups and perhaps a few subsets within these groups too. But essentially 10% have a Porsche because it is a better status symbol than a BMW, 90% simply love Porsches; and 90% of that 90% are Porschephiles who join clubs like NCR and indulge in a Porsche fix every day. The subsets would be those of us who prefer pre-1973, or pre 993, or the G body 1980s. I fall into the last subset.

All the above is pure conjecture on my part. I have no real statistics other than my own observations. In my case I was originally a 356B Super 90 fanatic but that urge to own a white Super 90 was replaced in 1964 by the urge to have a white 911. Much later in life I began to look at the Cayman as a desirable "modern" Porsche. But, as many of you know, I have a white 1984 911 which was found for me by Judy Hendrickson and Ellen Beck in 2002. When I picked up the car it was pristine and any repairs had been done by experts. Well, except for someone who replaced the chocks for the baulk ring in the transmission with the wrong chocks. But that is another story.

In my previous life (before NH and before my 911) I lived in big city with adequate public transport and usually had a company car. Once in NH I found I was in a land of inadequate public transport and no company car. Time to get my 911? No ... for a few years I had two Mazda RX7s, in sequence, and then a Mitsubishi 3000. All nice sports cars and made to make one appreciate a 911 when it finally arrived.

How long will a 1984 911 last in New England before needing body work? Mine needed minor work after two years and I was told this was because I drove it every day and had only one car. I was also warned a 911 is not safe in winter and this in spite of it winning European rallies in the snow. Could it be the drivers? All this advice prompted me to respond: I am an old man and I waited a long time for my 911; I want to enjoy it every day. And, I would add: for New England, building houses from wood and cars from steel is a bad idea.

By the summer of 2013 I realized I had to act and fix some rust spots, stone chips, and failing gloss coat from a paint repair five years ago. If I did not act there was a real threat that Porschephiles would soon run me out of town for neglecting my 911. And I was receiving advice (!) I needed a second car so I could treat the 911 with due respect. I grew up in a time, a country, and a family wherein being frugal was considered wise and very few people had two cars. I insist one car is enough for one person.

How does one select a vendor for repairs to a cherished 911? Two previous vendors were definitely not on my list. One who had replaced the engine lid after some idiot in a snow plow decided to drop the blade on it was on my list. I obtained an estimate and also was told the shop was busy at the present time. I would have to wait about a month. A good sign. Then I saw some disappointing work on a 1970s 911 done by this shop. Almost simultaneously an esteemed colleague (Jim Gratton) from NCR recommended a shop in Exeter. I obtained an estimate, slightly higher, and I supply the parts ... but I could take the car in within a couple of weeks. On a sunny Monday I dropped the car off and separation anxiety set in as I left.

Where does one get parts? And how many times does one go for parts? The answers are: Stoddard, and, three times. The initial scope of work indicated the "smiley" on the front bumper had suffered enough UV and had begun to twist. The rear valence had a ding caused by falling into a Vermont pot hole and an unused orifice for an exhaust system I bought used and had to replace immediately because it was junk. The caps on the side rubber strips were worn from years of abrasion by road detritus. A short list.

My package from Stoddard arrived within a day or two but those caps ... four packages but only two part numbers. Oops. So I called Stoddard only to learn the left front is the same as the right rear. Red face. Any engineer would have figured that out in two seconds. It took this one two days.

Disassembly of the valences and the bumpers revealed a few more pieces had suffered from rust and UV. They did not survive disassembly. On each trip to Stoddard their response was fast and they never embarrassed me over my goof on those caps.

My 1984 911 is back in the garage, back on the road, and I am a happy little Vegemite. The car looks original 1984 except for the Sparco seats. I can justify the Sparco seats.

My friend Dave, who has lived in Exeter all his life, asked where I had the work done. I told him Cote's Auto Body on Winter Street in Exeter had been recommended and I was really happy with their friendly behavior and the result.

Dave replied: "Oh, they have been there forever and they do excellent work." Yes, they do.

I am getting more of the advice to have a second car. I am beginning to warm to the idea, finally, and I have begun to consider it. I just have to figure out if I want a white Super 90 or a white Cayman.

;-)



A 1984 911 must have looked wonderful when first owned in 1984



Today it looks 99.9% like it did in those days. I am convinced it smiles, glows, runs faster and is happier...just because of the excellent cosmetic repairs



A 911 without its valance anels and bumpers looks so sad.



Ric sanded the bumpers down to bare metal and re-painted them along with new rear valance



it is amazing what hides behind those two items. There was a few very visible spots too in need of attention

HEAR YE! HEAR YE!

CALLING ALL PORSCHEPHILES

It is time to find members willing to help keep this club going. Past administrations have done the hard work – they have built a strong and varied program with ever greater participation from the membership. We are growing each and every year. New blood is needed to continue these efforts in our region. Any member, whether active, affiliate, or associate can hold either elected or appointed office in North Country Region. Hank, Brian, and I would like to reach out to anyone interested in participating in the club officer nominating process, or to members with interest in serving in a Board of Directors or committee position. Monthly board meetings are held at various locations around NH in an effort to balance driving distance for attendees. The meetings usually run from 6 – 8pm the second Tuesday of the month. The meetings are mandatory for members of the Board but optional for chair positions. Meetings are also open to the general membership. So if you are interested in one of our positions, or in participating in the nominating process please contact Ivy Cowles @ ivy@ConsumerProfilesinc.com or feel free to call 603-767-6461.

Ivy



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2013 Autocross Season

Ollie Lucier has stepped up to co-chair the NCR Autocross program with Joe Kraetsch. We will host the Zone 1 Autocross at Devens again. We added new street tire classes and a Ladies class this year. The first NCR autocross for new NCR members is free—contact an autocross chair for details.

With prior permission from an autocross chair, any NCR member may invite a friend to participate with them in an NCR autocross. Registration for all NCR Autocrosses, except the Zone 1, is at ncr-pca.motorsportreg.com. PCA Northeast Region and the Renegade Miata Club autocross events are also open to NCR members.

Be sure to look for the 2014 Autocross
Season Calendar - thank you all again for
a great season.



Autocross #5 Results: by Joe Kraetsch

North Country Region Porsche Club of America

Wounded Warrior Autocross - Saturday, August 3, 2013

| Porsche Novice | | | | AM | PM | Raw Time | Pax Time |
|---------------------------|----|---------------------|------------------|-----------|-----------|-----------------|-----------------|
| 1T | S7 | Ed Wong | 2006 Cayman | 73.551 | 71.889 | 145.440 | 119.115 |
| 2T | S8 | Elijah Walker | 2004 GT3 | 76.872 | 72.450 | 149.322 | 123.937 |
| 3T | T6 | Nick Koulopoulos | 2003 Boxster S | 75.725 | 73.520 | 149.245 | 124.022 |
| 4T | T4 | Arthur Bryant | 1986 911 cab | 75.773 | 75.735 | 151.508 | 124.236 |
| 5T | S5 | Richard Semerjian | 1997 Boxster | 78.359 | 78.120 | 156.479 | 126.122 |
| 6 | T5 | Trevor Baker | 1991 964 | 81.748 | 78.267 | 160.015 | 131.212 |
| 7 | S4 | Bob Britton | 1988 911 | 82.035 | 81.198 | 163.233 | 131.565 |
| 8 | S7 | Wayne Elliot | 2006 Cayman S | 81.571 | 79.328 | 160.899 | 131.776 |
| 9 | S4 | Robert Caradimos | 1987 911 Targa | 87.735 | 83.216 | 170.951 | 137.786 |
| 10 | S6 | Harry Sacks | 2008 Boxster | 95.823 | 98.906 | 194.729 | 159.093 |
| 11 | T2 | Sean Mulkern | 944 | DNF | 100.297 | DNF | - |
| Porsche Ladies | | | | | | | |
| Porsche Ladies | | | | AM | PM | Raw Time | Pax Time |
| 1T | P2 | Lisa Roche | 1988 924S | 67.919 | 68.378 | 136.297 | 112.853 |
| 2T | S8 | Judy LaRocca | 2011 Cayman S | 69.195 | 70.426 | 139.621 | 115.885 |
| 3 | P5 | Christine Skaubitis | 1993 RS America | 76.234 | 73.789 | 150.023 | 125.119 |
| Strict Stock S5-S6 | | | | | | | |
| Strict Stock S5-S6 | | | | AM | PM | Raw Time | Pax Time |
| 1T | S5 | Lev Tabenkin | 1996 993 | 70.058 | 68.936 | 138.994 | 112.029 |
| 2T | S6 | Ernest Grasso | 2001 Boxster S | 70.152 | 69.604 | 139.756 | 114.180 |
| 3T | S5 | Chris Ryan | 2002 Boxster | 71.198 | 70.734 | 141.932 | 114.397 |
| 4 | S6 | Tim Gotwols | 2002 911 C-4 cab | 82.992 | 83.155 | 166.147 | 135.742 |
| 5 | S6 | Jack A. Saunders | 2002 911 C-4 cab | 91.927 | 92.525 | 184.452 | 150.697 |
| Strict Stock S7-S9 | | | | | | | |
| Strict Stock S7-S9 | | | | AM | PM | Raw Time | Pax Time |
| 1T | S8 | Ed Moschella | 2012 Cayman R | 66.358 | 66.067 | 132.425 | 109.912 |
| 2T | S8 | Aaron Walker | 2004 GT3 | 67.129 | 66.771 | 133.900 | 111.137 |
| 3T | S8 | Hunter Leaman | 2009 Cayman S | 69.313 | 69.914 | 139.227 | 115.558 |
| 4T | S8 | Rick Leaman | 2006 911 4S cab | 71.123 | 69.673 | 140.796 | 116.860 |
| 5 | S9 | Andrey Petrovsky | 2007 997TT | 71.320 | 71.299 | 142.619 | 120.085 |
| 6 | S7 | Joe Migliore | 2008 Boxsters s | 76.542 | 75.471 | 152.013 | 124.498 |

| | | | | | | | |
|-------------------------------------|----|--------------------|--------------------|-----------|-----------|-----------------|-----------------|
| 7 | S7 | Robert Liotine | 2008 Cayman S | 79.041 | 76.208 | 155.249 | 127.148 |
| Production Street Tire T1-T4 | | | | | | | |
| | | | | AM | PM | Raw Time | Pax Time |
| 1T | T4 | Neil Halbert | 1990 944S2 | 67.644 | 68.422 | 136.066 | 111.574 |
| 2T | T2 | Gordon Jillette | 1984 944 | 69.849 | 69.882 | 139.731 | 113.741 |
| 3T | T4 | Brian Halbert | 1990 944S2 | 69.130 | 69.954 | 139.084 | 114.048 |
| 4 | T4 | Robert Canter | 1984 Carrera | 70.641 | 70.625 | 141.266 | 115.838 |
| 5 | T4 | Jeff Johnson | 1987 911 Carrera | 70.679 | 71.182 | 141.861 | 116.326 |
| Production Street Tire T5-T9 | | | | | | | |
| | | | | AM | PM | Raw Time | Pax Time |
| 1T | T5 | Reid Van Gorder | 1990 964 | 69.333 | 69.339 | 138.672 | 113.711 |
| 2T | T5 | Nick Durham | 1991 Carrera 4 Cab | 69.675 | 70.682 | 140.357 | 115.092 |
| 3 | T5 | Paul Hohensee | 1991 964 | 72.066 | 73.760 | 145.826 | 119.577 |
| 4 | T6 | Andrew Cleasby | 1996 911 | 74.843 | 72.415 | 147.258 | 122.371 |
| Production Race Tire P1-P4 | | | | | | | |
| | | | | AM | PM | Raw Time | Pax Time |
| 1T | P2 | Joe Kraetsch | 1988 924S | 66.922 | 67.122 | 134.044 | 110.988 |
| 2T | P3 | Chris Darminio | 1976 914 | 66.991 | 66.230 | 133.221 | 111.106 |
| 3 | P2 | Bill Aubin | 1984 944 | 68.279 | 68.470 | 136.749 | 113.228 |
| 4 | P4 | Georges Rouhart | 1993 968 | 67.821 | 69.171 | 136.992 | 114.251 |
| Production Race Tire P5-P9 | | | | | | | |
| | | | | AM | PM | Raw Time | Pax Time |
| 1T | P5 | Oliver Lucier | 1998 Boxster | 65.387 | 64.885 | 130.272 | 108.646 |
| 2T | P9 | Mark Dudek | 2010 GT3RS | 63.192 | 62.685 | 125.877 | 109.638 |
| 3T | P6 | Jeremy Mazzariello | 2007 Cayman | 66.331 | 65.144 | 131.475 | 111.096 |
| 4 | P9 | Charles Stromeyer | 2010 GT3 RS | 66.229 | 65.997 | 132.226 | 115.168 |
| 5 | P8 | Susan Kelley | 2007 997 C2S | 67.027 | 71.403 | 138.430 | 118.911 |
| Improved & Modified | | | | | | | |
| | | | | AM | PM | Raw Time | Pax Time |
| 1T | I5 | Stephen Lefebvre | 2007 GT3 RS | 63.314 | 62.534 | 125.848 | 110.872 |
| 2T | I3 | Mark Skala | 1970 914-6 | 63.220 | 64.735 | 127.955 | 111.064 |
| 3T | I5 | Chris O'Hare | 1996 993 | 68.246 | 67.652 | 135.898 | 119.726 |
| 4 | I4 | Christopher Tuck | 1975 911S | 68.904 | 68.594 | 137.498 | 120.310 |
| 5 | M4 | Akira Mochimaru | 2009 904 Replica | 68.856 | 68.323 | 137.179 | 125.518 |

| Non-Porsche Novice | | | | AM | PM | Raw Time | Pax Time |
|------------------------------|-----|-------------------|--------------------|-----------|-----------|-----------------|-----------------|
| 1T | CSP | Chris MacAlpine | 1999 Mazda Miata | 67.443 | 66.335 | 133.778 | 115.182 |
| 2T | GS | Aaron Petrovsky | 2010 VW GTI | 72.447 | 71.596 | 144.043 | 117.539 |
| 3T | ASP | Kurt Barringhaus | Lotus Elise | 73.301 | 71.343 | 144.644 | 125.261 |
| 4T | STR | Gleb Zverinskiy | 2006 Mazda Miata | 74.848 | 74.517 | 149.365 | 125.317 |
| 5 | CSP | Kevin Wilder | 2000 Toyota MR2 | 72.212 | 75.535 | 147.747 | 127.210 |
| 6 | ASP | Michael Olivieri | Lotus Elise | 76.204 | 72.939 | 149.143 | 129.157 |
| 7 | AS | Mark Digiovanni | 2013 BMW 135is | 78.267 | 77.107 | 155.374 | 131.601 |
| Non-Porsche Stock | | | | AM | PM | Raw Time | Pax Time |
| 1T | SS | Mark Stimpson | 2005 Corvette | 64.434 | 62.872 | 127.306 | 109.355 |
| 2T | CS | Dan Polagruto | 1995 BMW M3 | 68.443 | 67.989 | 136.432 | 113.784 |
| 3T | SS | John Swig | 2008 Corvette | 65.974 | 68.279 | 134.253 | 115.323 |
| 4T | FS | Justin Chen | 2008 BMW M3 | 70.721 | 70.871 | 141.592 | 117.521 |
| 5 | SS | Scott Roche | 2010 Nissan GT-R | 70.117 | 68.698 | 138.815 | 119.242 |
| 6 | FS | Audra Tella | 2008 BMW M3 | 71.939 | 73.141 | 145.080 | 120.416 |
| 7 | ES | Cameron Martineau | 1980 Mazda Rx7 | 74.819 | 72.855 | 147.674 | 122.274 |
| 8 | AS | Amanda Consalvo | 2013 BMW 135is | 79.943 | 75.582 | 155.525 | 131.729 |
| Non-Porsche Non-Stock | | | | AM | PM | Raw Time | Pax Time |
| 1T | BSP | Hank Wallace | 1995 BMW M3 | 62.223 | 61.382 | 123.605 | 106.053 |
| 2T | STS | Ryan Field | 1996 Mazda Miata | 65.176 | 64.168 | 129.344 | 107.226 |
| 3T | ESP | Samuel Krauss | 1995 Eagle Talon | 62.821 | 64.546 | 127.367 | 108.134 |
| 4T | CP | Aegir Jonsson | 2001 Mustang Cobra | 63.012 | 65.587 | 128.599 | 110.852 |
| 5T | CSP | Rob MacAlpine | 1999 Mazda Miata | 65.631 | 64.490 | 130.121 | 112.034 |
| 6 | ASP | William Seymour | 1988 Caterham 7 | 65.862 | 63.774 | 129.636 | 112.264 |
| 7 | XP | Gary Parker | 1963 Cobra Replica | 68.052 | 65.797 | 133.849 | 120.598 |
| 8 | BSP | Michael Rice | 2000 BMW 328i | 69.418 | 71.193 | 140.611 | 120.644 |
| 9 | XP | William Stone | 1993 Mazda RX-7 | 70.250 | 69.203 | 139.453 | 125.647 |
| 10 | XP | Brandon Mulkern | 2004 BMW 325i | 75.450 | 71.418 | 146.868 | 132.328 |



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NCR Autocross #5...Wounded Warrior Autocross

by Joe Kraetsch

NCR Autocross #5 on August 3rd was a very special autocross to honor our wounded veterans. Soldiers and their families from the Wounded Warrior Project (WWP) and Warrior Transition Unit (WTU) were invited to join us as spectators and for exhibition rides with our instructors around the autocross course.

A few days before the event, driver registration was very weak putting the quality of the event at risk. We extended registration an extra day and reached out to other autocross clubs to join us in supporting this worthy cause. The response was terrific and we filled the event. In addition to the net proceeds from the event, we collected over \$800 in donations. With additional contributions from NCR and the autocross program, we are making a \$2000.00 donation to the Wounded Warrior Foundation!

The Warriors arrived late morning while we were still doing our morning runs. NCR hospitality volunteers were on hand to greet them. At noon, we stopped for a pizza lunch while drivers and Warriors mingled and socialized with one another. After lunch the WW and their families were taken for exhibition laps around the course in a special session by our instructors and most stayed to see our afternoon runs. The drivers were very welcoming and seemed to enjoy themselves as much as the vets.

The weather was perfect for autocross—slightly cloudy with temps in the high 70s. The event ran perfectly except for one timing problem in the AM session caused by a generator failure, but even with that and the extended lunch hour, we still got in eight runs. The feedback from the Warriors, their families, the drivers, other clubs guests, and from the volunteers was overwhelmingly positive. Lots of smiles!

Our volunteers and drivers had as much fun as the Warrior did. Ivy Cowles, Northlander Editor and hospitality volunteer writes:

Visiting and chatting with the Wounded Warriors themselves was such an eye opener. The things they have dealt with in their young lives and what they have done to protect our country is nothing short of amazing. They are all heroes—each and every one of them.

We shared several conversations with three of our Wounded Warrior visitors. All of which were unique in their own way. We talked about the war, life in general, and even about cars. One particular Warrior, who is the proud owner of a beautiful Camaro, told Hank and me that being at this event was the first time he felt adrenalin in a long, long time. We will be seeing him at an autocross soon—mark my words. I really have to say that sharing time with these guys and seeing the excitement in their eyes and hearing the excitement in their voices made my day. The smiles on their faces were priceless!

What a special day for not only our visitors but for Porsche members like me. This is what it is all about! “The People.”

Judy Hendrickson, hospitality volunteer, NCR historian and a retired Air Force Colonel shared similar sentiments.

Berthold Langer, longtime NCR member and hospitality volunteer summed up the event beautifully:

“I did not specifically speak with any particular Wounded Warrior, I listened and observed and can only underline what Judy said. Some of their stories or the bits that they shared were hair-raising and these guys deserve kudos for staying sane and finding fun and laughter when it avails itself, like at our event. These guys and in some cases their families seemed genuinely thrilled to be at the event, to connect to each other and to have positive thrills being in cars and around the track. For me it was a privilege to be able to help and to be there with so many people who make this club what it is and a pleasure to be part of. Salute to the Wounded Warriors (actually not just the wounded ones, as they are all wounded when they come home) and salute to a club that puts its abilities to help and support people before any other vanities’

We would like to thank Tom Pelton, autocross staff member and Wounded Warrior alumnus, for his help in planning the event and for getting the word out to the WWP/WTU. Thanks to Lazy Mary's pizza for the nice discount and a few free pizzas. Thanks to our special NCR member volunteers: Berthold Langer, Judy Hendrickson, Hank and Ivy Cowles for welcoming the Warriors, setting up the spectator tents, serving the pizza, and overall hospitality management. Thanks to Bill Seymour and Dave Berman, NER-PCA; Rob MacAlpine, Renegade Miata Club;

Audra Tella, BMWCCA; Bob Davis, SCCA; Mark Stimpson, Gary Parker and Aegir Jonsson, NE-SVT for their help in filling the event. Thanks to all the participants and instructors for making the Warriors feel welcome. Thanks to everyone who donated so generously. Most of all, thanks to the Warriors for the sacrifices they have made for all of us and our country! God Bless them all.



Joe Kraetsch ready for his next run



The Wounded Warrior luncheon was a big hit and many stories were shared



Photographer David Churcher is caught on camera



All smiles for great weather and a great day



Lisa right on course



Great group shot of all the Autocross #5 winners



Kevin O'Brien and his step-son sporting the great looking jeep while taking part in the visit of the Wounded Warriors at AX #5 - Devens, MA



Kevin and his step-son enjoying a tasty pizza lunch



Hank and Judy sharing great stories with Chris

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NCR Tour to Volvo Club National Meet/ Concours

October 5th, 2013 – The Volvo Club of America is celebrating their 30th anniversary and they are holding their annual National Meet (their version of our Porsche Parade) on October 4th – 6th in Stratton, Vermont. Their Concours/Car Show is Saturday the 5th @ Stratton Mountain Resort. Jay Gratton (Porsche & Volvo Club member) will be leading a caravan over some wonderful roads to Stratton (2.5 hrs.) to view some impressive cars, including a P1800 with 3 million miles on it. The caravan will first be leaving from the 93N State Liquor Store @ 8:15 and then from the Dunkin Donuts in Henniker on Rt. 202/9 at 9:00. Other pickup locations are possible if there is interest

Porsches, Volvos, Minivans are all welcomed! Please RSVP to Jay Gratton @ JEG914@AOL.COM by October 4th.

For further information: <http://www.vcoa.org/component/content/article/493>



continued from page 08...

10 Year

David Heron
Reading, MA – 1983 911SC

Gordon Loveless
Ben Loveless – Family Member
Bedford, NH – 2001 996

Brett Wright
Mt. Holly, VT – 1970 911

20 Year

Martin Smith III
Dover, NH – 1996 993



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We have wonderful tours planned for you in addition to the mountain and beach driving. We offer several museums tours, Nethercutt, Huntington Library, Mullin, plus architectural tours will be part of this years Escape.

Registration opens July 15, so don't miss out. Visit our web site <http://escape2013.pca.org>



Summer Curves Rally

By Paul Tallo and Pat Swindell -
Photographs by Paul Tallo and David Churcher

Yup, I know the drill – the winner gets the “privilege” of writing an article for the Northlander. But that’s quite OK – that’s a fair “sentence” for what turned into a GREAT day overall!

Friday’s rain cleared up overnight, in time for a quick early Saturday morning (6AM) wash/rinse/dry to prepare BIG-BRO for a drive to Rochester, NH with my best navigator/partner for the start of the Summer Curves Rally. During the Driver’s Meeting, Steve Baker stressed that we would enjoy the drive and that we wouldn’t be “bothered” by clues on the excellent twisty parts of the route. Although mainly numbered routes (which made navigating easy), the roads in this area of the New Hampshire / Maine border are beautiful to drive and have a good variety of beautiful scenery.

But, then there were the 25 fill-in-the-blank questions to answer along the way. Oops, early on we draw a blank for question #4 as we settled into Steve’s style of questioning. But a guess to fill in that blank worked out for us! Whew! (Always better to at least insert a guess rather than leave a blank)

At one point, while I was concentrating on squeezing around a delivery truck that was blocking part of the road, Pat looked back over her shoulder, around the truck, and spied the “Washboard Laundromat” which was almost completely blocked by the truck at the time we passed. Damn – only her second rally and she’s got the hang of this! Not missing that answer probably made the difference of us winning and not having to depend on the tie-breakers. Soon after that, Pat also caught the sign at “Joe’s Bug Auto Repair HAUSE” which was behind a few branches and was at a point where her driver was enjoying the spirited driving part (Whee....!) and would have zipped right by it. That’s the only place we backed up - to check the spelling (you know how some Rally masters can be...). We missed one street sign answer (and the guessing strategy did not pan out in that case), and answered one fire truck question too quickly.... (Oops - wrong fire truck – should have slowed down – I knew we didn’t exactly answer the question, but “assumed”). Score 23 out of 25.

I would share some of the limerick jokes that I attempted while passing through Limerick, Maine but my navigator threatened to start counting the bad jokes on our results sheet – and that was NOT one of the tie-breaker questions.

We had about 15 cars participate, and a good group of Novices (first-time rally), which is always great to see! After lunch, a few of the Novices asked Pat if she would be giving a how-to class, which surprised her since it’s only her second rally. But she had a good teacher (teehee). Seriously, ANYBODY can come out and enjoy a Rally – and those Novices are now Experts!

As if a great drive, a first place finish, a great lunch and friends wasn’t enough to make it a great day – while at lunch at the Poor People’s Pub we ran into Chuck Schwager as he and friends pulled in with three collector cars (Jag E-type, ’57 Vette, and 190SL). Chuck lives nearby and has hosted an NCR Rally in the past at his car collection “at the farm” as he says. Chuck extended an invitation to stop by and visit his collection after lunch, which a bunch of us jumped at the chance to do. Rich Willey sure liked that Kirkham Cobra (body in bare polished aluminum), although the Jag XK-150 was his favorite. Another member had the thrill to sit in a Mercedes gullwing for a photo. Something for everybody – Ford GT, 1958 Porsche GS Speedster (1 of 4 w/4-cam engine), 1964 Porsche 904 (1 of 104), and a thorough assortment of car names and numbers - DeTomaso Mangusta, Lister Jaguar, Allard, Cheetah, Dino, BMW M1, Aston Martin DB4, Testarossa, Lamborghini, Maserati Ghibli, ’57 T-Bird E-code, etc... you get the idea – a CAR GUY !

We thanked Chuck for being the “icing” on a great day, but on the way home Pat and I did top it off with a little more sweetness in the form of ice cream at Hodgie’s in Amesbury, MA – tip.... order the “1/4 Kiddie” that’s what they call a 2-scoop serving! Enjoy the drive, AND the people, and see YOU at the next rally! NCR calendar shows a Fall Rally on Saturday October 26th - stay tuned for details.



"Team P" (Pat and Paul) - 1st place winners



"Team Tang" (Jay and Jaime)



Paul Tallo all smiles for the big event



Berthold Langer in the Boxster



Rich and Marilyn reviewing the route



Steve Baker going over the rules of the rally



A good day when a prize is won



Rich explaining how Marilyn loves to rally with him



Rich Willey in an all-aluminum bodied Kirkham 427 Cobra Michael Couch in a Mercedes Gullwing coupe

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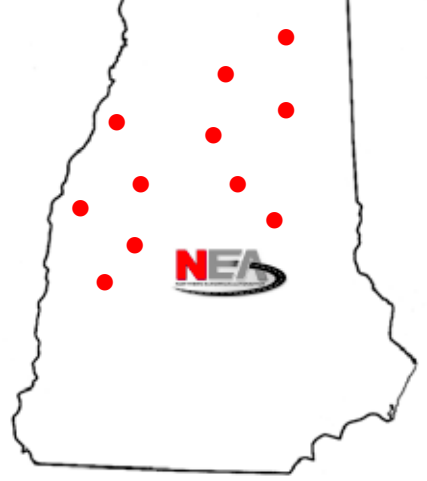


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Edgar Broadhead

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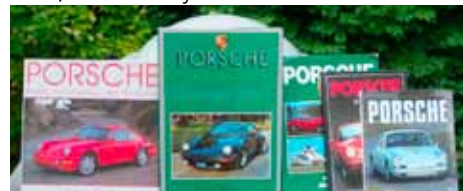


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| This option will allow the use of ½ page 2 as ¼ ad placement and ¼ marketing promo. This will allow for 2 of the ¼ page ads with marketing promo have to appear in one month. 1/8 page/Business Card | | |
| | \$15.00/mo. | \$180/yr. |

Advertising contracts are for one (1) year (12 issues) unless otherwise noted. Billing is done twice per year, November and May. Business card and 1/8 page ads are billed once per year in November. We are happy to accept new advertisers part way through the year.



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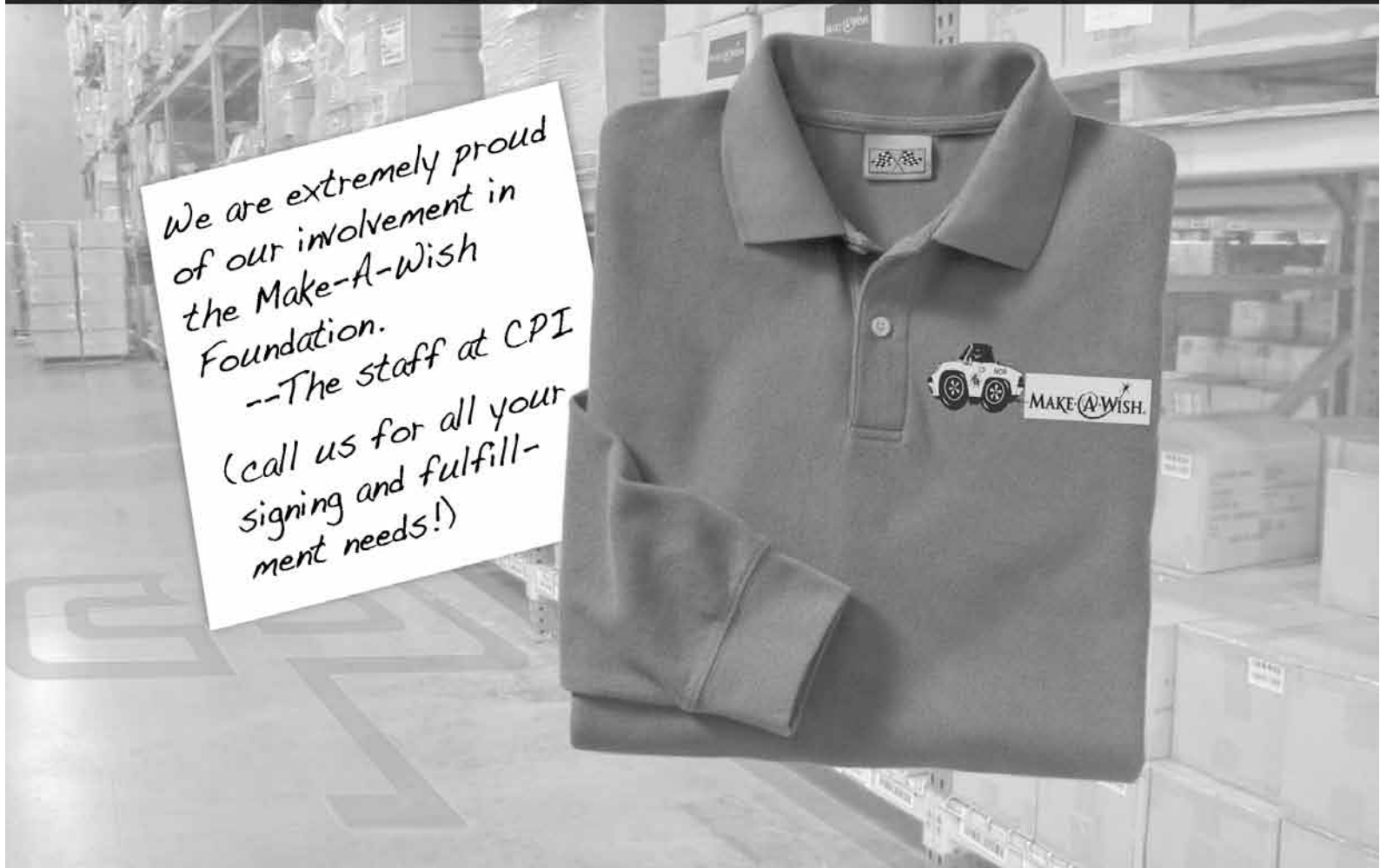
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