

# NORTHLANDER



NORTH COUNTRY REGION

Volume 34 Number 12

PORSCHE CLUB OF AMERICA

December 2011

## IN THIS ISSUE:

NCR 2011 Banquet

Fall Get-A-Way

Rennsport Reunion IV Revisited





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# NORTHLANDER

NORTH COUNTRY REGION  
Volume 34 Number 12

PORSCHE CLUB OF AMERICA  
December 2011

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The regular article and Advertising closing date for the Northlander is the 1<sup>st</sup> of the month preceding the publication month. See page 50 for advertising rates.

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## On the cover

The parking lot at the Monterey Hyatt on Saturday night ... RGRUPPE pre -1973 Porsches lined up at the social hour as the sun sets. Rennsport Reunion IV weekend.

Photograph by David Churcher.



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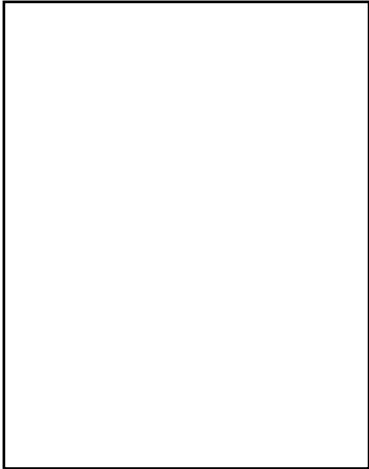
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**CALENDAR**



**DECEMBER 2011**

**AT A GLANCE**

<b>Date</b>	<b>Event</b>	<b>Location</b>	<b>Time</b>	<b>Contact</b>	<b>Email</b>
<i>HAPPY HOLIDAYS!      SEE YOU IN 2012</i>					
<i>Jan 10, 2012</i>	<i>Board Meeting</i>	<i>TBD</i>	<i>6pm</i>	<i>J. Gratton</i>	<i>president@NCR-PCA.org</i>
<i>Jan 22, 2012</i>	<i>Yankee Swap</i>	<i>The Yard Restaurant, Manchester</i>	<i>4pm</i>	<i>Rich Willey</i>	<i>social@NCR-PCA.org</i>
<i>Jan 28, 2012</i>	<i>Tech Session</i>	<i>Exotech, Plaistow NH</i>	<i>1pm</i>	<i>Matt Romanowski</i>	<i>vice-president@NCR-PCA.org</i>

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



## Jay Gratton **The Rolling Chicane**

Following the all-day meeting we were treated to an amazing dinner hosted by Betty Tremper ...

Twice a year I attend the Zone 1 President's Meeting in Latham, NY, to represent North Country Region. Zone 1 is the largest of the 13 zones that make up PCA. Zone 1 is made up of 18 regions that cover the northeast United States and eastern Canada. This meeting is a chance for presidents and/or representatives from each region to come together and discuss national, zone and regional topics. Our Zone 1 rep Jennifer Webb runs an amazing meeting and for those of you who have not had the pleasure of meeting her she is a joy to work with. Jennifer truly has the best intentions of improving PCA in every way and making it the standard for other car clubs to strive for.

Matt Romanowski not only agreed to attend the meeting with me, but he also offered to chauffeur me out. The meeting is on Saturday and most people get there Friday for social time and return on Sunday after breakfast. Rather than be gone from our amazing and gorgeous wives for two nights we decided to leave early Saturday morning instead. I rolled into Matt's driveway at 4:45am, parked my car in his garage and slumped into the passenger seat of Matt's Mini Cooper S. The meeting was at 9am and our goal was to get there early for breakfast and to get a good seat. Matt set the cruise at a rock steady 65mph (ahem!) on the Mass Pike and we had a nice leisurely drive out. When we arrived we were welcomed by everyone having breakfast at the hotel and we were thrilled to see Jennifer and Scott Webb having breakfast with our very own Member at Large Hank Cowles and his much better half Ivy Cowles who is not only NCR's Past President, but the Zone 1 secretary. We joined them for some chow and caught up on recent events.

Around 9am we made our way into the conference room where Jennifer brought the meeting to attention and we began the business of the day. A lot of things were discussed from policy, financial information, upcoming PCA news and events, etc. The important Zone 1 events for 2012 are as follows: Concours & Rally will be held on May 19<sup>th</sup> & 20<sup>th</sup> and will be hosted at the Larz Anderson Museum in Brookline, MA. This event will be run by our friends from Northeast Region and will surely be a "can't miss" weekend. June 1<sup>st</sup>-3<sup>rd</sup> The Clash @ the Glen will happen and this is the zone's club race at gorgeous Watkins Glen. Tech

Tactics will either be the last weekend in February or the first weekend in March in Easton, PA. While not a Zone 1 event, I wanted to let you know that the ALMS series will return to Lime Rock on July 7<sup>th</sup> and this is an incredible event not to be missed. At the meeting nothing had been confirmed for the Zone autocross and when dates and location become available the membership will be made aware of them.

Following the all-day meeting we were treated to an amazing dinner hosted by Betty Tremper. The day truly allows me the opportunity to talk shop with fellow regional presidents and while the other regions are doing some nice things, I am constantly reminded why NCR is such a strong region that we are all blessed to belong to. After a long day, a good night's rest is always welcomed and a quick breakfast the next day then Matt and I were back in the Mini on our way home to our amazing brides.

Switching gears on you here for a moment, for those of you who have found your way onto social networks, did you know that North Country Region has a Facebook page? The rumor is true and we encourage all members who can and want to access it to do so. It is an excellent way to learn about upcoming events and chat with fellow members.

I hope everyone has a wonderful holiday season and that you are able to spend lots of quality time with family and friends over the coming weeks. I look forward to seeing many of you this winter at social events and at our tech sessions. Until then, drive safely.

**Photograph of Jay and Matt taken at the Latham meeting by Botho Von Bose.**





## David Churcher

This month we have three new contributors who have arrived on the *Northlander* scene as a pleasant surprise ...

Is it really December 2011 already? I can't believe we're sneaking up on the holidays. Thanksgiving is less than three weeks away! Ugh. The pages on my calendar flip so fast I can feel the breeze.

As I begin to write this column it is only November and just a few days before our annual banquet. But it's close enough to year end for the editors to review the year of *Northlander* and consider what we might be doing in 2012. During the recent few months Tracey, Biff, Ivy, and I have been swapping ideas and looking at the changes we would like to make for the new year.

But to know where you are going one must know where one has been. We need to take a look at *Northlander* 2011 and consider the ups and downs. I think my biggest concern each month has been wondering if there would be enough material for the coming month or would I be forced to make a smaller issue at the last moment. Thankfully due to the efforts of our colleagues there always has been enough material.

I would like to express thanks to our column writers for their efforts over the year. Also I want to say thanks to those people who wrote stories, took photographs, and sent their material to relieve my monthly panic session. Should I drop a few names here?

Jack Saunders, Gary Levine, Bruce Whittier, Toni Surdam, Kevin Bobbitt, Judy Hendrickson, Ed and Nancy, Rich Willey ... all have written about travels, the past, some humor, and sent us photographs of professional quality. Thank you all. Please let us count on you for 2012.

This month we have three new contributors who have arrived on the *Northlander* scene as a pleasant surprise. Ray Deschenes, Michael Firczuk, and Geoff Kronik.

There is "story" worth telling attached to Ray and Michael. Ray and I have been friends for 32 years and our common interest has been long distance running. Well, we still take an interest in marathons but we don't run them anymore. Ray restores old

trucks and old Corvettes and shows them in California. He is also an iPhone aficionado. He used his iPhone to capture images at Rennsport and I have recently learned through Bobby Baker, (<http://www.bobbybaker.com>) we now have artists making pictures called iPhoneography. We will have some of Ray's iPhoneography in this issue of *Northlander*.

Michael Firczuk wrote to us after he returned from Rennsport and offered to share his photographs. His eye and his Nikon caught some great images and the enthusiasm which were part of the Rennsport event. Did we each know the other was there? No. But we were within a couple of meters of each other a lot of the time ... indeed, one of Michael's photographs has caught me gazing out over the track from the Cork Screw. It's a small world. In this issue we will have a spread of Michael's photographs and ... we hope ... his first of many contributions.

Am I saying here we have a re-visit to Rennsport? Yes. It deserves two months of coverage.

Looking at 2012: Biff is working on advertising content and Tracey and I are looking at magazine design, Ivy is busy planning our printing requests. Changes to the design will be subtle. Nothing dramatic. Pretty much the magazine you are used to. But we take our cue from other magazines and note their subtle changes. A few favorite magazines influence me and I'll drop a few names here.

*Christophorus*, the Porsche magazine, is far and away my favorite. They had a change of editor and designer during 2011. Nice subtle changes were made while keeping the identity of the magazine. *Porsche Consulting* is a close second favorite. *Wine Spectator* and *Autoweek* also influence me. Have you seen PCA CVR *Challenge*? Worth a look. They have been making nice changes.

We would like to think of our planned changes to be along the lines of those between the 2011 Porsche 911 and the 2012 model. Not a radical change but one that is seen to be an enhancement to something that was already a good design.

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The tools were all hung on the pegboard with care,  
In hopes that fair weather soon would be there.



Best Wishes for Happy Holidays!

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Bob & Laura Futterer

**New Members:**

Jason C. Clark  
Heather Clark  
Brentwood, NH - 2004 911

Patrick J. Costa  
Charles Tomaselli  
Rye Beach, NH - 2009 911

Nicholas M. Febonio  
Michael Febonio  
Hudson, NH - 1983 911 SC

Archie R. McGowan  
Jason McGowan  
Newfields, NH - 1999 Boxster

James Miller  
Manchester, NH - 2010 Cayenne

William A. Newbold  
Helene Newbold  
Antrim, NH - 1990 911

Dennen Reilley  
Margaret R. Reilley  
Nashua, NH - 1984 944 / 2000 Boxster  
Transfer from: Northeast Region - Joined  
PCA 02/01/1989

Stephen W. Squillante  
Glen, NH - 2008 Carrera S

Arthur Stanton  
Christopher Stanton  
Rye, NH - 1986 911 Turbo / 2002 911  
Turbo  
Transfer from: Metropolitan New York  
Region - Joined PCA 01/01/1990

**Member Anniversaries:**

**1 Year:**

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

Robert P. Consentino  
Sharon Consentino  
Rye Beach, NH - 2010 Boxster

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

Gregg Turcich  
Barb April  
Manchester, NH - 1999 911

**5 Years:**

Donald Brehm  
Jill Brehm  
Spofford, NH - 1983 911SC / 1994 964

**10 Years:**

Dennis P. Pellegrino  
Lorraine Pellegrino  
Walpole, NH - 1988 930

**20 Years:**

Scott R. Martineau  
Heike B Martineau  
Hampstead, NH - 1987 944S / 1986  
944

**25 Years:**

Immo H. Christoph  
Anne C. Christoph  
New Boston, NH - 1985 911

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



Matt Romanowski

## WIDE OPEN

After that came the first ding. The first ding was much more traumatic ...

I know there are at least a few people in the club that follow the milestones of their cars. For me, I always watch the big mileage points. They usually come in 50,000 mile increments. I try to get pictures of the odometer at 50,000, 100,000, 150,000 and I've had one car hit the big 200,000 mile mark. You don't have to worry about all the in-between points – I watch those too.

When it's a new car, which I've been lucky enough to have once, you always watch the first 1,000, then the first 10,000 is a big deal. When you hit 25,000 you're surprised that you have made that many miles. The day 50,000 miles rolls over you're excited and starting to be surprised that you're car is getting old. At 75,000 miles you are amazed that you've driven your car that long and starting to think about what long term maintenance items you're going to have to start fixing.

On my Mini, I'm quickly approaching the big 100,000 mile mark. Right now, I'm at 98,237 miles. I've been looking for extra places to drive to get to the big number. I've even set a goal of hitting the big century squared x10 mark by the end of the year. I've been to Albany, NY, for work a few times in the last two weeks and a trip last week to Latham, NY, for the Zone Presidents meeting. Now I'm making lots of trips around town and picking the farthest stores from home to pick things up. Maybe I should start a major project around the house. Those always seem to lead to around 100 trips to Home Depot to get the things you forgot on the last trip. After about a month, you end up with everything. That has to be good for 1,700 miles.

New cars also have other milestones too. The first new set of tires when you get to replace the OEM tires that you were never really happy with. On the Mini it only took about a second to decide to ditch the runflat tires that came on it. A small compressor and a can of fix-a-flat now live in the hatch in case I get a flat. The decision of which tires was a little harder, but some quality time looking online helped out with that.

Then, there are the other firsts that are not nearly as much fun. With how much I drive, it didn't take me very long to receive the first star in the windshield. And the second. And the third.

Then the fourth. Luckily none of the stars ever spread and they lived happily on the windshield for 2 years before I had another first – the first windshield replacement.

After that came the first ding. The first ding was much more traumatic than the windshield stars. The ding came on a stretch of road that was being repaved in a rainstorm. A car going the other way hit a big puddle and threw a tidal wave of water and a blast of pebbles into my car. A boulder hit the hood and trim, leaving a piece of the bonnet stripe missing and a dent in the hood and trim. That was a really bad day.

The other bad first was the first accident. Now, it wasn't my fault. Really. I was leaving my brother's house and a number of coyotes decided to cross the road about 3 feet in front of my car. Unluckily for me and the last coyote, he didn't make it. The coyote was dead on the scene, along with the bumper, radiator support, headlight, and a number of other things on the Mini. Getting everything repaired is a much longer story for another day, but if you want to see me get worked up, feel free to ask.

Now that was a lot of info on cars in general, but I'm sure you have similar stories of firsts for your Porsche. Your first drive, your first car show, your first autocross, your first DE. This is a great time for you to write the stories out and share them in *Northlander*. I look forward to reading your stories in the next few months.





## Mark Watson **MY SPIN ON THINGS**

In case you have not guessed already, the DE Enthusiast of the Year for 2011 is Robert Kelliher ...

Last month I told you that I was sad that our 2011 season had ended and that is still true but I was re-energized at our annual banquet which was held on November 5<sup>th</sup>. I am sure there will be other articles recounting the evening and photos showing how much fun everyone was having. David was not able to attend so photojournalistic activities fell to Lew Surdam and me which puts additional pressure on the evening. I didn't have a very powerful flash unit with me so there was lots of editing to lighten up the photos. If I can figure out how to get the full set to the NCR site, there will be more to view than those published in the *Northlander*.

Where to start with banquet activities that relate to DE? How about awards and thanks?

### **DE Enthusiast of the Year:**

Every year I get the opportunity to select a person who embodies the spirit of the NCR Drivers Education program. This year, the winner showed all the qualities that we look for in a participant: true excitement and joy to be at a high performance Drivers Education event (whether that be in one of his track prepped 911's or on his race prepped Ducati), his willingness to learn and share his knowledge amongst the other participants (including his family), volunteer to work the daily tech line (with his 4-foot torque wrench) and participation in the instructor development program, finally moving into the Instructor ranks. In case you have not guessed already, the DE Enthusiast of the Year for 2011 is Robert Kelliher. It was my pleasure to award a plaque to commemorate his achievement.

### **Instructor of the Year:**

I don't get to select the individual who receives this award. That 'task' falls to our Chief Instructor – Steve Gratton. It is very important for you to know that I have no influence over the selection because the 2011 award was presented to me! I was surprised (although I always hoped I would be selected one year) and humbled by seeing my name on the trophy. I can only keep the trophy for a year but until I have to give it up next year, it will occupy a place

of honor at home.

### **Merry O'Spaghetti Award:**

This award is given to the person who does the most amazing (think 'dumbest') thing at a DE event. My good friend Doug McIninch won the award last year by running over my trailer fender (while waving to his loyal fans) which was positioned to save a spot for his trailer in the paddock. I am pleased to report that no one did anything that 'special' during the 2011 season and Doug had to award the trophy to himself for a second year. He claims to be able to award the trophy at any time during the 2012 season and warned the crowd that he will be watching.....

### **Gifts for your DE Team:**

Another fun thing I get to do is pick a 'thank you' gift for the Team. I have some fun with this as it gives me a chance to try and come up with something a bit different and unique. Last year I gave out chairs with a custom designed NCR logo patch, the individual's name and their function within the DE program. This year, I continued the theme with polo shirts which have a unique NCR logo integrating 'Drivers Education' on the front and the individual's name, year and function on the right sleeve. This is a small token of my thanks for a super group of people who make the NCR DE program special.

### **Retirement Trophy for Steve Gratton:**

In honor of Steve's dedication and commitment to Driver Excellence while serving as our Chief Instructor, we designed a trophy and awarded it to Steve on behalf of the DE Team and the club. Steve received a well deserved standing ovation from everyone at the banquet. We are going to miss Steve's leadership, his calm demeanor at the track and his uncanny ability to find instructors to fill our events. That said, we are excited to have John Dunkle as

continued on page 42...





## Judy Hendrickson **LOOKING BACK**

... Doug Hendrickson, was producing the *Northlander* with a MAC SE (that little self contained MAC with the 9 inch screen) with two 3½ inch floppy drives and recently upgraded to a whopping 4MB of RAM ...

There was no *Northlander* for December 1981, but there was a November/December 1991 and December 2001 issue. Perusing the Nov/Dec 1991 issue again brought back many memories of good times past and sadness of the friends and loved ones now missing. Times were simpler (8-10 events a year versus 25+), the region smaller (216 versus 514) but it still has that same sense of family that has made NCR the "Fun Region."

In addition to reprinting an article from 1991 that helps illustrate the NCR spirit I will also extract a number of tidbits from both the 1991 and 2001 issue. We would need a much bigger hot tub to host the Board Meetings these days.



*Art by Phyllis Stibler*

**From Volume XIV, Number 6,  
November/December 1991**

NCR Boardwerkes

By Rich Henderson, Secretary

The Ayers were kind enough to hold the September meeting at their lakefront home in Maine. Membership is up to 216, the telephone directory will cost \$170+ and is at the printer. The newsletter will be 32 pages with many photos. The concours went very well and next year's contract is already being negotiated with the Shawmut Inn. Plans are being finalized for the tech session at Foreign Intrigue and the annual dinner in Portsmouth. Other business included a nominations update, additional 1992 calendar items, discussion of a charity event with The Chase Home and an update on the '92 autocross at Loon Mountain. Boat rides and a splash in the hot tub (see above) followed the meeting.

In October the meeting was held at my place in Manchester, it was cozy with 10 members attending. Membership is up to 216, the newsletter cost \$704 for issue #5 due to larger size and number of photos. Doug and Judy are looking into ways to cut mailing costs. The October rally was a success despite rain, the slate of Board nominees was sent out with the dinner flyer. Plans are complete for the October tech session and the November dinner. Additions to the 1992 calendar included the January transition meeting, February tech session Talbot's, Ice Racing, June autocross, possible July 5 Porsche Paddock at NHIS CART race and the September Kiwanis Car Show in Manchester. Rich

In other extractions from Nov/Dec 1991 we learn that editor, Doug Hendrickson, was producing the *Northlander* with a MAC SE (that little self contained MAC with the 9 inch screen) with two 3½ inch floppy drives and recently upgraded to a whopping 4MB of RAM with an accelerator card and an Apple Imagewriter II impact printer. Discs were limited to 400/800K floppies! My how technology has changed in 20 years! In other articles I read about potluck dinners and newcomer meetings and Yours Truly, as membership Chair back then, had compiled a breakdown of where our members lived and various factoids about members' cars. Seems of the 230 members being carried on the roles at the time of the writing 198 lived in NH with 20 in Maine and 11 in Vermont. Those 230 members owned 253 cars. The oldest car was a 1954 356 owned by Tom Vestrand in Barrington, NH. Most cars (121) were less than 10 years old. The most common color was red (43) followed by black (29) with only 4 being yellow. However, 91 were of unknown color reflecting the limitations of the data being analyzed. By far the most common car was a 911 (128) with 944's following a distant second (42).

NCR's service project for the coming year was announced as The Chase Home of Portsmouth, a nonprofit group home founded in 1877 serving boys and girls between the ages of 12 and 18 who need to live away from home in a highly supportive environment due to family or personal problems.

Another sign of how much time has passed is from a TIDBIT white space filler offered by Yours Truly congratulating Harry and Kathy Robinson on the birth of their son – Dean William. I think Dean is about to graduate from college now. And another – who remembers YUGOs? – Why do YUGOs have rear window defrosters: To keep your hands warm when pushing them! (NCR member Paul Boudreau)

**From Volume XXIV, Number 12,  
December 2001**

Matt Romanowski was ending his stint as editor after 2 years and provided a comprehensive review of 2001 highlights – creation of the Driver's Log Book and its spread across PCA, a burgeoning AX program, very successful Toys for Tots Concours at Red Hook Brewery, varied rally program ending with the famous Johnson Shrimp Boil and an expansive tech session schedule. Other columns were devoted to thanking the many volunteers who enable things to happen in the region and to welcoming the incoming members who will be taking on those challenges.

The coverage of the Annual Banquet was verriy interesting. It seems skits and Dumkoph awards were the night's entertainment. Seems Matt Romanowski was dressed as Grandmother in a Red Riding Hood skit with Ellen Beck as Red and Jay Gratton as the Big Bad Wolf. I'm sure you had to be there to fully appreciate it. Too bad those halftone pics won't reproduce well enough to be reprinted here. I'm sure they would be of "blackmail" quality.

And in the "some things don't change" department Edgar had a For Sale Ad for his 1970 914/6 with 2.2 MFI. It read email Edgar Broadhead for a list of "roses and thorns." Selling due to illness (Boxster Fever!) 14,500? It's still For Sale, but probably not at that price? Matt recently forwarded a link to an eBay ad for a 1970 914/6 claiming to be an original 90K miles CA car with obvious repaint but matching numbers. The latest bid was \$30,100 with the reserve not yet having been met. I might need to raise the stated value on my SIX but then, mine needs paint so maybe not.



# NCR 2011 Banquet

Story by Rich Willey

Photographs by Lew Surdam & Mark Watson



Ivy Cowles of NCR presents a **BIG** check to Donna Parker of Make-A-Wish. Photograph by Mark Watson.

OMG! Hard to believe that the 2011 season is already over. Seems like just a moment ago we were kicking off 2011 with a hay ride, tech session at Blair's and the early DE at NHIS. It's too soon to be wrapping up 2011, but...on Saturday, November 5<sup>th</sup>, we held our annual banquet at Cochecho Country Club in Dover, NH. Approximately 75-80 NCR folks attended and by all accounts had a wonderful meal, good conversation and many laughs.

The dinner kicked off in the most appropriate way as we heard from Make-a-Wish representative Donna Parker about how much our NHMS event means to the MAW children and their families. Over the past few years their participation has increased over 400% and the children are already talking about attending next year's event. Mike Lucci of NCR also spoke about what MAW means to a family with a MAW child. To conclude, Ivy presented Donna with a king size check for \$5000 on behalf of NCR.

Jaime Gratton presented the outcome of the 2012 election with Jay, Matt and Lisa retaining their current positions while JJ Dunkle was elected Secretary. Many thanks to Toni Surdam who is stepping down as secretary. The by-laws resolutions/changes also passed as proposed.

Throughout the evening we awarded door prizes via random drawing. There were about 15 prizes donated by several of our advertisers or members including free DE and AX certificates, Porsche and NCR shirts, car care products and a Porsche plaque among others; as well as over 25 very nice Porsche posters.

Ivy along with Hank very graciously made centerpieces in Porsche colors for all the tables despite being without power for much of the preceding week. Again we gave these away to a lucky person seated at each table.

After dinner there were several presentations and awards.



Arguably the highlight of these was a birthday cake presented to Jack Saunders by Ivy and all of NCR on the occasion of his 89<sup>th</sup> birthday. I know you all share our best wishes for Jack.

Then it was time for DE awards. Steve Gratton, outgoing Chief Instructor, presented the "Instructor of the Year Award" to Mark Watson for his outstanding service and dedication as a DE instructor while also chairing the whole DE program. And Mark presented the "DE Enthusiast of the Year Award" to Bob Keliher for his commitment and ongoing involvement in NCR's DE program.

Next was the "Doug Hendrickson Enthusiast of the Year Award" which went to a completely flabbergasted Rich Willey. Tough to speak after receiving this award. I still think someone made a mistake as I am just a guy having too much fun making new NCR friends.

Joe Kraetsch with help from Lisa Roche, announced the 2011 AX class winners, which are also posted on our website, and presented these special awards: "Worker of the Year" -Judy Hendrickson, "John MacDonald Most Improved Driver Award" – Gerard Mauvis, and the "Fastest Loser Award" – Jeremy Mazzeriello.

Doug McIninch did not give out his award (I won't mention what it is, as you need to be at the banquet to hear Doug describe it and to appreciate its significance). Doug chose to hold it in reserve for the yet-to-be-identified worthy recipient. Who knows you may be the winner when you least expect it.

Then it was Ivy and Judy's turn to present an award for "Concours Judging", (or Not-judging as the case may be) to Member at Large – Hank Cowles. Words cannot do this award justice. Ya gotta be there!

The evening wrapped up with Jay presenting his President's gifts to board members and congratulating all of NCR for achieving 500+ members as well as in his opinion, running the best DE and AX programs in all of PCA.

Plans are already underway for next year's banquet so stay tuned and have a peaceful and rewarding off-season.

Hope to see you at some tech sessions and social events this winter.



*Top right: The Fuds were enjoying the proceedings.*

*Below right: Ivy Cowles and Judy Hendrickson in preparation for Ivy to present this year's Doug Hendrickson Enthusiast Of The Year award to Rich Willy.*

*Left: MC Rich Willey was kept busy all evening.*

*Photographs on page 15 by Lew Surdam.*





*Top left: The quiet before the party began.*

*Top right: Ed and Doug celebrate and Doug notes Ed is not drinking wine this evening.*

*Left: Toni Surdam, all smiles, on the "other side of the camera".*



*Below: Jack Saunders celebrates his 89<sup>th</sup> birthday.*

*Photographs by Mark Watson.*



# NCR Charity Update



The shelves in the photograph at left will be depleted in one day of shipments.

Ivy Cowles presents a check to Erin Torrey DesMarais of New Hampshire Food Bank on behalf of NCR-PCA.

Photographs by Matt Romanowski.

Please read also page 34 ... a letter from NH Food Bank.



It was not all that long ago, maybe two or three weeks, when John Dunkle asked if I would take over the Charity Chair position for him, and after some research and about 10 minutes of thinking I graciously accepted. I love to help people in any way I can so this was perfect. Thank you John for considering me.

As soon as I accepted the position I began thinking of what I wanted to do next to help out those individuals in need.

My first duty was to, on behalf of North Country Region, present Make-A-Wish with a \$6000 donation at our annual banquet. Part of those proceeds were raised at our Driver Education Make-A-Wish event that John Dunkle took lead of this year and it was an amazing event. The program roots were laid down by Paul Tallo and have grown each year. The event would not be what it is today without Paul's time and effort. Such an event not only raises much needed funds for Children's wishes but it also gives those kids the opportunity to have an amazing day riding in Porsches on track at NHMS. The grins from ear to ear say it all, melts my heart every time. For additional information regarding the Make-A-Wish please visit <http://www.newhampshire.wish.org>.

Another idea that instantly came to mind was the economy and current family needs. With the (NCR) Board's help we decided to donate to the NH Food Bank this year. Under tough times it was something that we knew was a must to help put some food on the tables of the less fortunate. So on November 17<sup>th</sup>, Matt Romanowski and I went to the new NH Food Bank facility which is simply amazing. They have so much more room to provide the medical checkups they do each and every day. If you have not seen the new facility in Manchester you should stop in. You will be amazed at what they have to offer. For additional information on how to help out the NH Food Bank or to see the facility go to [www.nhfoodbank.org](http://www.nhfoodbank.org).

I have also come up with a new holiday plan of which will be implemented this year and I am sure will grow each and every year. Be sure to see how the Families First program filled some hearts with joy.

I, along with NCR, look forward to helping out where help is needed.

Ivy Cowles – Charity Chair



# 2011 Fall Get -A -Way & Saratoga Museum Visit

Story by Richard Willey with Miriam Dunster

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The parking lot colors. Photograph by Charlie Nutter

## Day 1

### ROAD TRIP.....

Left the house a bit late Friday morning, and decided that Rte. 101 west from Nashua was our best bet for making up some time. However, road construction, tree removal, one lane roads and traffic, traffic, traffic got us to the rendezvous in Keene almost an hour late. But as is the custom of NCRers, folks were waiting patiently: Don and Sabra McBride in their beautiful red 996 Cab, Edgar and Nancy in their trusty (sort of) 944 and Mike and Biff in their modified 964. After pit stops, gas stops and someone needed a phone charger, we headed for Stratton. Where are Edgar and Nancy? Oh well, we're off.

Jack and Olivia Saunders were to meet us at our first stop, so I called Jack to find out if they were running late too. No worries. As we approached Alyson's Orchard in Walpole, NH, there were

Edgar and Nancy creeping up the orchard's zigzag dirt road in their 944. I think someone commented "my car has never been on dirt before" with the reply being "neither has mine." But we made it to the top. And Jack and Olivia were already there in their Subaru wagon, certainly the right car for this venue. There were spectacular views of the valley, and a nice assortment of apples, pies and cookies. No, I am not telling who went off their diet for an oatmeal raisin.

On to the cheese farm a few miles up the road. As I pulled in, their driveway was even worse than the orchard: ruts, holes, mud and cow patties. Full stop! I should have known better as it's called Boggy Meadow Farm. Everybody gently backed away and we headed north, through Walpole, then Bellows Falls toward Grafton none the worse off.

On Rte. 121 the extent of Hurricane Irene damage became evident. Every river had eroded banks, trees and rocks washed



*Jelly Bean on the way to Saratoga Springs. Photograph by Ivy Cowles.*

down stream, with roadways or bridges washed out, and meadows overrun with silt and debris. While the road crews had done yeoman duty in repairing the damage, we did creep over several dirt patches and got to the Grafton Cheese and Wine store with only one instance of bottoming out. Thank goodness! Some quick refreshment, cheese samples and a few purchases put us south toward Townshend and more construction and dirt but nothing was stopping us now. We were in the home stretch. Another 45 minutes got us to Stratton, where Steve and Pamela Shankin from NER and Cape Cod had beaten us all there in their 964. Soon Miriam and Judy arrived in Miriam's gold 944 and folks began to introduce themselves around the lobby fireplace.

As others arrived, plans were made for dinner and some couples headed out on their own while others went in groups to a Manchester restaurant. We returned from dinner to find about

15 NCR/NER folks in the lobby bar. Phil and Deb had arrived in their Boxster, Rob and Roxanne in their blue 997, Hank and Ivy in "Cheeset" (Ivy's Cayman S), plus Matt and Xana in the 993, Jellybean. We definitely had taken over the place and proceeded to close it down before heading to our rooms for some well-deserved rest.

### Day 2

I ventured to the parking lot around 7:45 on this chilly morn, to find Edgar crouched under the back of his 944 checking out a broken tail pipe. Ah, the trials and tribulations of rough roads and reconstruction! Nothing a little ingenuity and a coat hanger can't fix. Hey, he's our Safety Chair and all around technical wizard. It was a piece of cake. About then Jay showed up having driven 2+ hours from NH before 8am in the Carrera. Ironman.



Over breakfast we began to arrange the trips for the day; one to the Saratoga Springs Auto Museum led by Matt and Xana and the other a tour of VT and NY led by Marilyn and me.

### The Saratoga Springs Auto Museum trip - by Miriam Dunster:

During the fall NCR getaway weekend at Stratton Mountain seven of us: Matt and Xana Romanowski, Jay Gratton, Hank and Ivy Cowles, Judy Hendrickson and I elected to take the drive to the Saratoga Automobile Museum to see the exhibit "Porsche - 60 years of Speed & Style in North America." Here is a link to the museum website if you are interested in knowing more than this article will highlight: [http://saratogaautomuseum.org/porsche\\_ss/](http://saratogaautomuseum.org/porsche_ss/).

The drive was about two hours on scenic roads of Vermont and New York which had limited remnant impacts from the damage caused during the weekend Hurricane Irene visited New England. I am not saying we did not see damage impacts, but our road selection to Saratoga reduced our rough pavement or construction areas. Upon our arrival at the Saratoga Springs Spa we discovered they had repurposed the old Saratoga Springs Water Bottling Plant in 2001 to house the Automobile Museum. I have to say although the building was small with limited presentation space it was just enough to present the three displays currently showing.

An enthusiastic Porsche fan, which probably classifies all club members, is familiar with the history of Porsche automobiles and more than likely their racing heritage so I will not waste space going through any of that detail, only to say the display contained a synopsis of key facts regarding the history of each car. The cars display included a '904, '906, '910, '959, '356 Gmund Coupe, '57 '356 Speedster, a '62 '356 Twin Grill, a '73 '911 RS, and the W3 Triposto prototype by Dr. Kwok's company. More information regarding each of the cars is in the museum link. A point of interest is that the '910 and Gmund Coupe were donated for the show from the Collier collection which is closed to the public, and the '904 and '906 cars are Porsche race driver Joe Buzzetta's personal cars.

As our group walked through the display, stories and comments were shared regarding personal knowledge of the car or the car owner. I enjoyed hearing Judy and Hank's comments and it was noted to me that the '62 '356 Twin Grill was Hank's favorite and first Porsche.

There were two other displays on the second floor of the museum; *East of Detroit* and *Racing in New York State*. *East of Detroit* highlighted New York State automobile manufacturing. It was interesting to learn that NYS was home to over 100 different manufacturers from 1900 to 1938 including one in my home town of Auburn. Most were small and one I had some exposure to through my Amelia Island visits, the Pierce Arrow. The display included a 1931 Pierce Arrow, Charles Lindbergh's 1928 Franklin Airman, a 1903 Weebermobile, a 1915 Brewster Town Landulet, and a 1947 Playboy. All were very interesting classics.

The New York State racing exhibit displayed memorabilia and early open racing cars including the 1935 Maserati V8RI "Poison Lil" which was seen in a related video from the Watkins Glen race. Listening to the video, hearing the speed reference of 110 mph, and seeing the risks these drivers took while sitting

straight up in the open car with limited to no safety features, I had to ask myself why you would do this. Apparently I don't have the racing desire as others in the club; there are probably club members who would love to give it a try.

Did you know that in 1908, the New York to Paris race was won by the Thomas Flyer built in Buffalo, NY? I didn't until visiting this museum. I still want to know how you run a race from New York to Paris, however I do know it took over 100 days to complete.

If you are in the area of Saratoga Springs or planning a trip nearby you should check out the museum.

### The VT Tour - by Rich Willey:

By 9:30am about 12 of us were on the road toward Weston and the VT Country Store. Cool day, a bit overcast but a nice drive none-the-less with views of Stratton Mountain on one side and Bromley Mountain on the other. After 30 minutes of shopping we headed toward Chester by way of Andover on one of the sweetest country roads with the coolest hairpin that you could ever drive in a Porsche. I could have driven that road over and over.

From Chester we took Rte. 35 over the mountain on a mostly-deserted 2-lane with numerous sweeping corners and S turns down to Grafton and the Cheese/Wine store again. Excellent mulled cider there. Edgar and Nancy were out there someplace and Steve and Pamela decided they wanted to drive more and stop less, so they were off on the route by themselves. But Gene had called during the drive to Grafton indicating he just arrived in Stratton in his SC and wanted to join the tour. No problem, he could meet us at the Townshend village green in 40 minutes.

From Townshend it was 45 minutes to Wilmington, VT which actually took 1 hour and 15 minutes because the climb out of the valley on Rte. 100 was littered with construction and unpaved roads from Irene cleanup. Easy does it as there wasn't a Porsche repair shop within 80 miles and cell phone coverage was spotty at best. But we made it to Wilmington and lunch at the Anchor Inn. Good thing the Inn was on the left side of South Main St., because the apartment house/bar across the street looked to be condemned as the flooding behind it had torn out much of the building's support.

As the lunch conversation spun from wine production to Porsche wheels to antique furniture auctions to who knows what, it struck me how diverse a group we truly have at these NCR events. Pharmacist, antique restorer, consultant, school teacher, small business owner, nurse, military veteran, vintner, IT project manager. Never a dull conversation with this group.

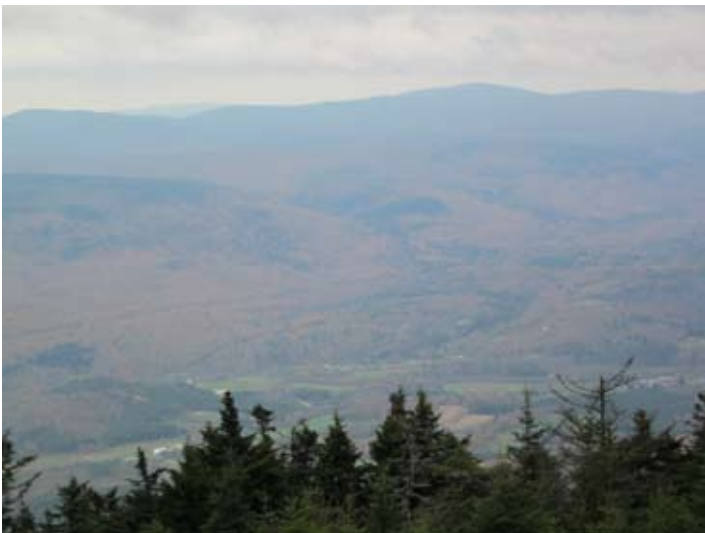
After lunch Edgar and Nancy were off on their own again, while Phil and Deb headed back toward Manchester. The rest of us struck off toward the Honora wine tasting room in Jacksonville, knowing we would have to back track through Wilmington because of flood damage south of Jacksonville. But surprise, the hostess at Honora tells us that Rte. 100 south has been repaired. Great news!

With new blacktop this turned out to be one of the best drives of the day. Twisting country roads through old villages, great climbs and descents around Whitingham Dam, then back to the Molly Stark Trail with its sweeping downhill turns all the way to Bennington. By now it was after 4pm and there was no time for more stops or driving so we never made it to New





From the back, at left: Miriam Dunster, Judy Hendrickson, Hank Cowles, Jay Gratton, and Matt Romanowski. In the car is Ivy Cowles and beside her is Xana Romanowski.



Primal forest at the top of Mt. Equinox.



NCR Social Chair Rich Willey and his lovely wife Marilyn. Photographs on page 21 by Judy Hendrickson.

York State, Hemming's Museum or the Bennington Monument. Maybe next time.

We arrived back at the Inn just as the Saratoga group returned and as Charlie and Mary Nutter in their beautiful Boxster made it in after touring and meeting old friends in upstate VT. Again the lobby fireplace became the focal point as we wound down the afternoon with a spirited effort by not-to-be-disclosed NCRers to search the internet for a Tiptronic/PDK Porsche for Marilyn while attempting to coerce me into an on-the-spot purchase.

Dinner at the Fat Spy Tavern kicked off at 7:30 and they had set up seating in their sports bar so everyone could watch the World Series on their 10-foot projection TV. While the food was very good, the waitresses were under-staffed and it took forever to be served and then to get the bill. But there was dessert to lighten our spirits: a cake with the Porsche crest and NCR lettering which seemed to be a big hit with everyone. The rumor is that someone's Porsche had the "easy bake oven" option and they baked the cake while touring that afternoon. Could be, 'cause ya never know with our group. Off to bed at midnight after a long but fun day.

### Day 3

Breakfast at 8am. (I almost slept through it.) By 9am Hank and Jay were lining up Porsches in the parking lot for a group photo. Caymans, Boxsters, 944s, 964s, 993, 996, 997, Carrera, SC, tin tops, cabs; about a dozen in all. We were drawing a crowd of onlookers too.

Then off for a run through Manchester to Skyline Drive. This is a toll road to the top of Mt. Equinox and it has some killer hairpins and switchbacks plus a drive across a ridgeline with spectacular views of the valley on either side. Someone was staring straight ahead because of the heights! Jack is setting the pace in his Subaru and we are hustling to keep up. The Nordtschleife and now Mt. Equinox. He's a tough act to follow.

Construction of a new observation house at the top resulted in limited parking and viewing areas but many of us circumvented the fences to check out the scenery from atop the new foundation. It was 37 degrees and windy. Good thing we waited until 10am so there was no black ice.

By now it was 11am and folks were heading out for the ride home. As we made our way down through the hairpins, engines whining in 2<sup>nd</sup> gear, I think I am hallucinating, because I think I just saw Mike give me the "left-side pass signal." I waive him off through tears of laughter. Who's having more fun than we are?

Hope to see more of you at future social events, so you can have too much fun to!

Oh, one more thing: any guesses as to who wore shorts the whole weekend despite the temps?



# NHMS October 11 - 12, 2011...

## A Driver's Report

Story and Photographs by Geoff Kronik

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I arrived at NHMS for NCR's season finale, and my gut butterflies were of the ulcerating species called stress. I'd gone from yellow to blue at Watkins Glen in August, but every track is different and I'd only drive one day at NHMS since 2009. I had distracting visions of being a slow locomotive delaying a long, impatient train.

This may be why when I checked my coolant before tech, I absent-mindedly twisted the cap the wrong way after a 90-mile drive. A small geyser erupted in the back of my Cayman, and an embarrassing puddle spread beneath it. Now my car appeared to be as nervous as I was, and because DEers are observant folks, I had to repeatedly explain an error I preferred to forget. "Hey, there's fluid under your car." Yes. I know. I'm aware of it. Thank you.

An antidote to DE anxiety, however, is the benefit of shared experience. At the driver's meeting, when multiple hands answered the question "who's here for the first time?" I felt relieved, not due to superiority—hardly—but camaraderie. Newbies have their own brand of nerves, I had mine, and probably all drivers do; whether in anxiety or anticipation, everyone's pulse quickens at pit out. As I do more DEs, I've also found the phrase "the cars are great, the people are better," to be no mere soundbite. It's the truth. Around the garage I saw welcome faces from previous events and, to my delight, a friend I hadn't seen at the track since 2009. Back then, although his

Boxster had less power than my car, he was faster, which proves another maxim: it's not the car, it's the driver. Thrilled as I was to see him, I also knew we'd be on the track simultaneously. There is a thing called friendly competition. And he was in a 911 now.

I've heard it said when you first drive on a track, you lose half your intelligence. During my initial Tuesday run, even fifty percent felt optimistic as I slogged out of turn three having forgotten to downshift. I botched the bowl with a tragically early apex, random corner chicanery followed until I got a few seconds to breathe on the front straight, and then came the literal chicanery of turns one and two. Beware carpal tunnel syndrome due to multiple point-bys; if you drive like me, it could happen to you.

I could now describe in detail my two days of driving, and unless you have just run out of Ambien, you would not need to read on. But there is more to a track day than one driver's performance, because DE is a collective experience of cars, social life and personal development. DE means safely exploring your car's capability in a manner impossible on the street, and perhaps being able to disconnect from your non-track life for a while.

Consider this overheard conversation: "Hey, you build that tire rack on your trailer?" "Yep, had some scrap metal, thought I'd make me a nice tire rack." Let's be clear: my condo neighbors in Boston don't accumulate scrap metal, or make tire racks. But





I enjoy hanging around people who do, even if for me a brake flush is the pinnacle of DIY, and around people with trailers, something I envy given space limits. It's also a pleasure to in two days not be asked "what do you do?" because that isn't what matters at the track; it's more about how and what you drive, a unique mix of high-performance intensity and deep technical geekiness. I know of no other environment like it.

New England's often-surprising weather is always a concern at an event where traction matters, but this one luckily saw two rain-free days. And at the track you may at any time hear the mournful wail of tires irreversibly surpassing the limits of adhesion, but there were few of these attention-getting screeches or the resulting delays. For those who organize and run DEs, I'm guessing there's a feeling of appreciation after an event in which drivers for the most part ran aggressively but safely, and for drivers themselves, it meant getting the run time you want and hope for when you bring your car to the track.

On the track and off, most of us know the importance of coaching, but in opposition to this is the fact that most of us are geniuses until told otherwise. The easy solution is to avoid instruction, but if one wants to improve, humility is the better choice. As a blue driver, though I had the new thrill of driving solo, not having constant feedback gave me the sense of making mistakes beyond the ones I was aware of. So once a day I took instruction, and it was a lesson not just in driving, but the value of continuous learning. Ocular skills, smoothness,

turn-in points—I gained meaningful knowledge I could not have gotten otherwise.

I also almost skipped Tuesday's track walk, thinking dinner-and-beer thoughts, and that would have been a mistake. With Steve Gratton as guide, I saw how steep the hill past turn three is (wicked steep) and how banked the bowl is (wicked banked) I understood why certain braking points are where they are, an insight reinforced by the tire-marks of those who had tried and failed. The track walk fixed the course in my mind in a way impossible at speed, and I suspect anyone seeking improvement would benefit from one. By the end of day two, my driving was transformed to an extent that may not have been evident from observation, as there are many parts to this complex, exhilarating sport, but my mental sense of the track had been upgraded permanently.

And what about that old friend I encountered, the one in his new 911? I needn't have worried about competing with him, because I couldn't catch up with him. Maybe next year.



# Rennsport Reunion IV Re-visited

iPhoneography by Ray Deschenes

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In the old days you could recognize a photographer's equipment by his body language. Eye level for his Nikon or Leica; head down for his Hasselblad or Rollei. Today a lot of photographers hold their camera at arm's length. The iPhoneography position.

Photograph of Ray at left by David Churcher ... all other photographs by Ray and his iPhone 4.







*Photograph on page 24: a lone 917 enters The Cork Screw.*

*Photograph above: a 1969 917K in the paddock, and photograph at right: it's not all about the cars ... the Pacific as seen from 17 Mile Drive.*











Photograph by Michael Firczuk at Rennsport Reunion IV October 2011

Negotiating the corkscrew are Bruce Canepa, Brian Redman, Gijs Van Lennep and Chris MacAllister.







# RENNSPORT REUNION IV RE-VISITED

## Photographs by Michael Firczuk

Northlander editors received a pleasant surprise when they opened Michael's collection of photographs of Rennsport Reunion IV.

Michael is a 15 year member of NCR and has three Porsches. A1974 914 2.0 (owned since 1976, in use for four seasons since major mechanical work, stock fuel injection re-tuned to work with Webcam camshaft), a 1986 944 (260K miles, owned since 1990), and a1986 951 (944 turbo).

Michael's background is in education and technical writing. His company (Grand Prix Development Group LLC) provides technical training and service/repair information development services, primarily to automotive OEMs and companies such as Haynes and CarQuest.



Page 28: Sally Carrera from the movie *Cars* made an appearance at Porsche Park.  
Row upon row of 911 Porsches.

Page 29: The autograph sessions included drivers such as Derek Bell and Vic Elford.



Michael: "The garage shot just made sense when I saw the lineup of mostly 911s spreading into the distance in that narrow space."

"You ask about the museum car (on the bottom of your page 30). If I have my notes right, it is a 718 GTR (a modified RS 61). This type (maybe this car?) won the 1963 Targa Florio with Jo Bonnier and Carlo Abate powered by a flat-8 engine based on the F1 engine, beating a Ferrari by a slim margin of just seconds."

Editor's note: see more about this car on page 38





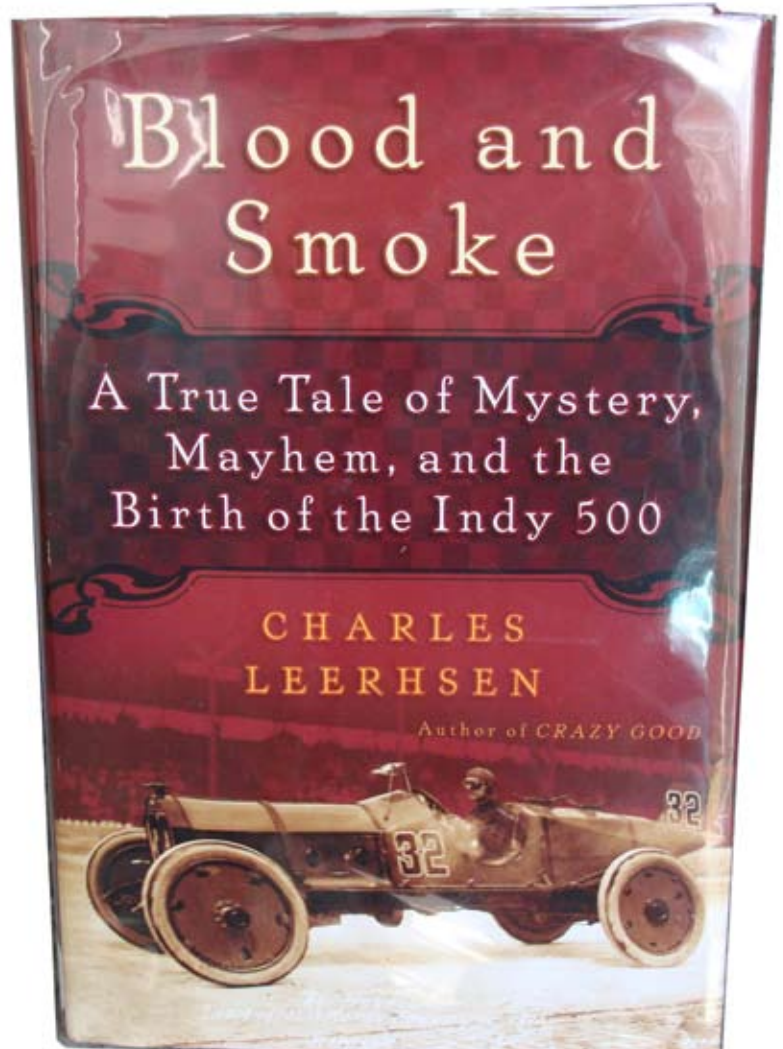
*Race preparations on the Martini & Rossi 917K.*

*Row upon row of 914 Porsches.*



# Blood & Smoke, A True Tale of Mystery, Mayhem, and the Birth of the Indy 500

Suggested Reading by Tracey Levasseur



Annual traditions such as 4<sup>th</sup> of July fireworks, the Macy's Thanksgiving Day Parade and Superbowl Sunday are enjoyed by millions of us every year. The year just wouldn't be the same without these entertaining diversions. Yet many who do enjoy these activities really don't know how they came to be or why.

In *Blood & Smoke, A True Tale of Mystery, Mayhem, and the Birth of the Indy 500*, author Charles Leerhsen provides an in depth look at the Indianapolis Motor Speedway (IMS) from its conception to its inaugural 500-mile endurance race that would become an annual tradition for race enthusiasts to this very day.

Leerhsen goes well back into the late 19<sup>th</sup> century to introduce characters and events which would eventually come together to make the IMS a reality. Even back then auto racing had thrilled and chilled since the first "horseless carriages" took off down those country roads. As for track racing, before IMS the only race tracks were the dirt horserace tracks at local fairgrounds. These tracks were soft dirt with unbanked turns and when it

rained they became miserable mud ovals. Road races weren't much better since the roads were not closed to local traffic. This posed safety hazards to drivers and horse-drawn carriages which were still heavily used.

And so it became apparent to a group of four Indiana entrepreneurs/car enthusiasts that they should build a track specifically for auto racing. "Crazy" Carl Fisher, an owner of the Prest-O-Lite acetylene headlamp company, Arthur Newby, James Allison and Frank Wheeler pitched in to buy a 320-acre piece of farmland in Speedway (not far from Indianapolis), Indiana, in 1908, and planned to have the new track complete within a year so racing could start in August 1909. Leerhsen details each co-founders automotive credentials so it's obvious their main objectives are to promote their dealerships and car accessories businesses.

Even with 500 men working 7 days a week for 5 months, the Speedway was not complete for its first event in June 1909: a hot-air balloon race. Fortunately the balloons don't need a track, unfortunately for the co-founders the event was not well

attended. At least within the gates. Why bother paying 50 cents to go into the Speedway to watch the balloons when one could just as easily sit outside for free and merely look up?

The second event didn't fare much better. A motorcycle race slated for Friday the 13<sup>th</sup> of August almost didn't happen when the Federation of American Motorcyclists visited the Speedway and observed the track as "an unmade bed of dirt, rocks, and taroid (a mix of pitch and oil)." Some smooth talking on Fisher's part convinced them not to cancel but rain on the 13<sup>th</sup> postponed the race to the following day. Those brave enough to participate did not push their bikes on the unstable track surface. In response, many of the mere 3500 spectators left after the fourth race.

Thursday, August 19, 1909, opening day of the 1<sup>st</sup> automobile race at IMS. Before the first race, the steamrollers were still on the track yet the surface still had dangerous bumps and holes. According to Leerhsen, there were not only holes to dodge but bits of rock and taroid were thrown up by tires and flung at drivers following behind. Since auto racing was such a new sport and most cars didn't travel faster than 10mph there were few safety features on the vehicles nor articles worn by drivers for protection. Race cars at IMS in 1909 had no windshields, roofs or seatbelts and drivers only had cloth helmets and eye goggles, the latter not lasting long when the first rock struck them at speed. Then the driver was left with glass in his eyes... at speed.

It wasn't long into the race that the first crash (of many at IMS and during racing's early days) proved fatal. Racer Billy Bourque and his "mechanician" (the guy riding shotgun who manually added oil to the engine during laps) Harry Holcomb, driving in a Knox, hit one of the holes in the track breaking the front axle then flipping end over end throwing the men out. This accident, deadly as it was, did not keep spectators away since many were used to seeing them at races. They returned the next day to watch a 300-mile endurance race (the previous day's races were only 5 to 15 mile jaunts). However, a combination of another fatal crash and concern about the duration of time the cars were on the track almost caused the American Automobile Association (AAA) to close the Speedway down. AAA would, at least temporarily, ban endurance races of more than 100 miles, citing that neither man nor car was capable of driving beyond that distance.

Another factor which almost caused the early demise of IMS was timing equipment, a factor that would cause such a controversy during the first 500-mile race. Basically times were kept by workers with stopwatches, a very crude way but the only way until Fisher purchased a, for back then, state of the art horograph machine. However, this complicated device frequently broke down so any data it did provide was suspect. Spectators were never sure what was going on or whether a driver was breaking any track records, causing many folks to lose interest. Attendance hit rock bottom by the end of that first year.

As Leerhsen explains, it was Fisher who came up with the idea to hold a 500-mile race over a 6-hour period, which had never been done before, open to racers throughout the world for a purse of \$25,000. Another first was the purse, the biggest ever for an auto race. Fisher even managed to talk the AAA into allowing such a long race. The "Indianapolis Motor Speedway 500-mile International Sweepstakes" would be held May 30, 1911. Between the purse size and the entrants, some of the best drivers in the world, there weren't any available beds for miles around the city on that Memorial Day weekend.

But even though no expense was spared in publicity, wining and dining, the horograph would again be employed to keep times as well as dozens of timing judges whose jobs were to clock and record the running order of all forty cars on the track. Mechanical failures and human errors would confuse spectators and cause disputes about who actually won that first Indy 500 to this day.

After roughly seven and a half hours in which no one was really sure how many laps any given driver had completed the first car over the finish line was, for sake of argument, the #32 Marmon Wasp driven by Ray Harroun. It would take all night for the judges to declare Harroun the official winner and that win stands to this day even though a handful of drivers would declare themselves the real winners until their dying day.

So spectacular was this first Indy 500 that it was repeated every year thereafter on Memorial Day weekend, only pausing during World War II. It is arguably one of the most popular auto races drawing hundreds of thousands of fans to Speedway, Indiana, and millions more watching it on tv. Leerhsen gives a thorough background of the key players involved as well as the auto industry at the turn of the 20<sup>th</sup> century. He also provides an eye-opening look at how dangerous auto racing was before all the safety features we take for granted today. Though their initial goals may have been to promote their own automotive businesses, the four co-founders indirectly caused an evolution of faster, safer vehicles not only for the track but for the general public's daily drives. *Blood and Smoke*, through its vivid historical accounts, gives a greater appreciation of the Indy 500.



The US Postal Service issued this stamp on May 30, 2011, to commemorate the centennial anniversary of the first Indianapolis 500. Pictured on the stamp is the stylized rendition of winning driver Ray Harroun in the Marmon Wasp.



# New Hampshire Food Bank

The NH Food Bank is a program of NH Catholic charities and is currently the only food bank in New Hampshire. We distribute food to a network of more than 400 registered non-profit food pantries, soup kitchens, shelters, children's programs, and other human service programs throughout the state. In addition to food distribution, we have focused efforts on targeting the root problems of hunger and poverty. Our Culinary Job Training Program is an 8-week program for unemployed or underemployed adults where the students, after going through an application and interview process to get accepted into the program, are trained to work in a culinary kitchen environment. They learn safe food handling, knife skills, recipe conversions, and other skills which are important in various culinary environments including restaurants, cafeterias, and nursing homes. At the end of the program, each student is given the opportunity to take the ServSafe certification, which is the national standard of food safety. While practicing their skills in the kitchen, students prepare hot meals for the Boys & Girls Club of Manchester and a few other agencies, and they are exposed to a number of catering and event-based services during their class.

The Food Bank also hosts Cooking Matters™, a program of Share Our Strength, which provides nutrition-based cooking classes to different targeted audiences in a 6 or 8 week format. Classes meet once a week at a registered agency and participants learn the basics of food preparation as well as nutrition awareness. In the adult classes, our instructors include a component for financial literacy where the participants learn how to best shop on a budget.

In addition to providing solutions that can stop the cycle of hunger, the NH Food Bank has developed a production garden program where we grow our own fresh produce and herbs, and we have an actively growing Fresh Rescue program with many NH grocery stores whereby stores freeze meat products which

would otherwise be discarded as they approach their expiration date. Our Fresh Rescue driver visits stores on a weekly or biweekly basis to pick up this frozen, preserved meat and brings it to our warehouse in a refrigerated truck. Volunteers help sort through the different types of meat before it is used in the Culinary Job Training Program or distributed to our agencies.

Those who are looking to help support the NH Food Bank can do so in many ways. We rely on cash donations to keep our operations running because we are not funded by the state or federal government. We also accept food donations and donations of things such as paper goods, personal care items, toys, and school items for children who rely on our agencies. Our Volunteer Coordinator manages all our volunteer needs, and her contact information is available on our website at [www.nhfoodbank.org](http://www.nhfoodbank.org). And for those whose resources and time are limited, the simple act of spreading the word about what the NH Food Bank does for the NH community can help to increase awareness among those with whom we do not normally interact.

**Erin Torrey DesMarais**

Development Coordinator

## New Hampshire Food Bank

700 East Industrial Park Drive

Manchester, NH 03109

Phone: 603.669.9725 ext 121

Fax: 603.669.0270

Email: [edesmarais@nhfoodbank.org](mailto:edesmarais@nhfoodbank.org)

BTW

## 2012 American Le Mans Series Schedule

March 17, Sebring International Raceway (ABC, March 18)

April 14, Streets of Long Beach (ESPN2, live)

May 12, Mazda Raceway Laguna Seca (ESPN2, May 13)

May/June, TBD (ESPN2)

July 7, Lime Rock Park (ESPN2, live)

July 21, Mosport International Raceway (ESPN2, live)

Aug. 4, Mid-Ohio Sports Car Course (ABC, live)

Aug. 18, Road America (ESPN2, Aug. 19)

Sept. 1, Baltimore Street Circuit (ABC, Sept. 2)

Sept./Oct., TBD (ESPN2)

Oct. 20, Road Atlanta (ABC, Oct. 21)



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## 2012 NCR Yankee Swap

You don't want to miss the kickoff event for NCR Year 2012 so mark your calendars now.

**When:** Sunday, January 22, 2012, 4:00PM (we may need to be flexible if the Pats are in the playoffs).

**Where:** TBD – a restaurant in the greater Manchester, NH area, look for details in the January **Northlander** and on the NCR website in early January

**What:** Yankee Swap - each person or couple brings a wrapped gift valued at approximately \$20. You bring 2, you get 2. It can be anything you choose; Porsche related or not as long as it is in good taste. We will randomly draw names/#'s out of a hat and that person can select a wrapped gift or select a gift that someone else has already selected. (Thus a "Swap") And so it goes until all gifts are selected and or swapped. The person who chose first gets the final swap.

If the 2012 Swap is anything like the last Yankee Swap, things can get exciting so don't miss this event.



# NCR Fall Rally Re-visited

Deb & Jim Gratton

Photographs by Ivy Cowles



*Scott Webb exits his 944 all smiles. The 944 is owned by Scott and Jennifer Webb and it was once upon a time seen around NH with yellow stripes on it.*

## Rally Co-Chairs Seek Volunteers

Since we have brought another year of rallies and rambles to a close, we as rally co-chairs are rethinking the scope of our position. We would like to continue with the position of Rally co-chairs, but with the suggestion that we seek volunteers to create the routes. Since we have been doing rallies for the last three years, most of the rallies have been routes that are in proximity to where we live in Kennebunk, i.e., southern Maine, southern coastal NH and eastern NH (in the Ossipee Lake region/ Wolfeboro area). Paul Tallo stepped up this past spring and was able to put together a great rally in south central NH to expose members to new routes.

We knew it was time to offer rallies in other areas of the state to provide convenience and encourage participation for different members. By doing the recent fall rally in the Lake Sunapee region, we did receive feedback that the location was appreciated for this reason. Fortunately, we were able to do this because Edgar and Nancy Broadhead volunteered to help with the route planning and gimmick questions. They live in New London and are experienced rallyists having previously put on rallies and participating in many of them.

It is becoming increasingly difficult for us to put a rally together within a distance that we can travel to and from and plan within a day's timeframe and then repeat that at least 4 to 5 more times. We feel we have exhausted the routes within our area. Yet we need to reach out to other locations. The solution seems to be to enlist other members who have the time to help with the route

planning. We will continue to do all necessary "administrative" duties such as posting, required paperwork and forms, prizes, etc. We really want to stay involved with the rally program. The exception is that we cannot do the spring rally as we do not return in time from our winter in Florida. However, we can create a "job description or checklist" as a reference for the person(s) developing future rally/ramble events and communicate as needed to guide them. Anyone who is interested can refer to the following link [www.pca.org/Activities/Rally.aspx](http://www.pca.org/Activities/Rally.aspx) for an overview of a rally and the different types of rallies.

A checklist includes the following for a gimmick rally:

A spring rally usually the first weekend in May and a fall rally on the first weekend in October to coincide with fall foliage. An August ramble is also on the calendar which we can do ourselves.

A preliminary route plan that can be done on Mapquest or Google to look at scenic or interesting locations to include predominately back roads. This provides for enjoyment of scenery and slower speeds which allow for people to observe gimmick questions along the way.

Follow-up runs for fine tuning the mileage and directions and then a couple of runs to create the gimmick questions. A final run shortly before the event to insure that roads are still adequate and gimmick questions are still observable.

If you are interested or would like more information, please contact us at [dgratt@aol.com](mailto:dgratt@aol.com) or 603-498-8574 (Deb's cell).





*Top left: Jackie Paul and sister Jaime Gratton.*

*Top right: Steve Gratton makes a point about ... DE?*

*Middle right: receiving the rally award Jay Gratton and friend Kim Woods. Jay and his friend were driver and navigator.*

*Below right: Judy Hendrickson and Grammi Gratton.*

*Above left: Ivy Cowles.*



The RS Spyder on page 30 became the subject of some correspondence between photographer Michael and editor David. Just what was this RS? The long intakes on the rear deck hint at an eight cylinder engine ... was there an RS 60 or RS 61 with a flat eight? Yes there was. Is this the car that whipped the Ferrari? Possibly. Some research was necessary and results were obtained from the Porsche Museum Archives. Text and photograph below from Porsche.



Umberto Maglioli's victory in 1956 marked the beginning of a unique success story for the Stuttgart sports car manufacturer. After Umberto Maglioli's surprise victory in 1956, driving a Porsche 718 RSK Spyder, the duo of Edgar Barth and Wolfgang Seidel brought the second overall victory at Targa Florio home to Stuttgart-Zuffenhausen. In 1960, Joakim Bonnier and Hans Herrmann won in a Porsche 718 RS 60 Spyder. In 1963, the Porsche 718 GTR, driven by Joakim Bonnier and Carlo Abate, emerged victorious.

### Porsche overall victories at the Targa Florio

1956	Umberto Maglioli	Porsche 550 A Spyder
1959	Edgar Barth/Wolfgang Seidel	Porsche 718 RSK Spyder
1960	Joakim Bonnier/Hans Herrmann	Porsche 718 RS 60 Spyder
1963	Joakim Bonnier/Carlo Abate	Porsche 718 GTR
1964	Colin Davis/Antonio Pucci	Porsche 904 Carrera GTS
1966	Herbert Müller/Willy Mairesse	Porsche 906 Carrera 6
1967	Paul Hawkins/Rolf Stommelen	Porsche 910-8
1968	Vic Elford/Umberto Maglioli	Porsche 907-8
1969	Gerhard Mitter/Udo Schütz	Porsche 908/02 Spyder
1970	Jo Siffert/Brian Redman	Porsche 908/03 Spyder
1973	Gijs van Lennep/Herbert Müller	Porsche 911 Carrera RSR



# AMELIA ISLAND 2012 CONCOURS D'ELEGANCE

E-NEWSLETTER / NEWS FROM THE CONCOURS

## E-Newsletter

October 26, 2011

News From The Concours

### 17th Annual Amelia Island Concours d'Elegance Tickets Now Available Online



Photo by Dave Wendt

Tickets are now available on line for the 17th Annual Amelia Island Concours d'Elegance.

The three-day Amelia Island Concours d'Elegance is scheduled for Friday, Saturday and Sunday, March 9-11, 2012 at the Ritz-Carlton Amelia Island Resort, Amelia Island, Florida.

The centerpiece, Concours d'Elegance, is schedule for Sunday March 11, 2012 on the Golf Club of Amelia Island at Summer Beach. The field opens at 9:30 A.M., remaining open until 5:00 P.M.

Discounted advance sale tickets are available now online at [www.amelia-concours.org](http://www.amelia-concours.org) for \$50.00 per adult and \$25.00 per youth (ages 12-18).

The PORSCHE DRIVING EXPERIENCE will commence with a Drivers' Meeting at the Fernandina Beach Airport at 7:30 A.M. Saturday March 10, 2012. Allow eight hours. Entry fee is \$175.00 (US) per car and includes the participation of both the driver and navigator.

VISA and MASTERCARD are accepted online at [www.ameliaconcours.org](http://www.ameliaconcours.org) or at the gate.



Photo by Peter Reichold

#### About the Amelia Island Concours d'Elegance

Now in its second decade, The Amelia Island Concours d'Elegance is among the top automotive events in the world. Always held the second full weekend in March, "The Amelia" draws nearly 250 rare vehicles from collections around the world to The Golf Club of Amelia Island at Summer Beach and The Ritz-Carlton, Amelia Island for a celebration of the automobile like no other. Since 1996, the show's Foundation has donated nearly \$1.8 million to Community Hospice of Northeast Florida, Inc. and other deserving charities on Florida's First Coast. The 17th annual Amelia Island Concours d'Elegance is scheduled for March 9-11, 2012. For more information, visit [www.ameliaconcours.org](http://www.ameliaconcours.org) or call 904-636-0027.

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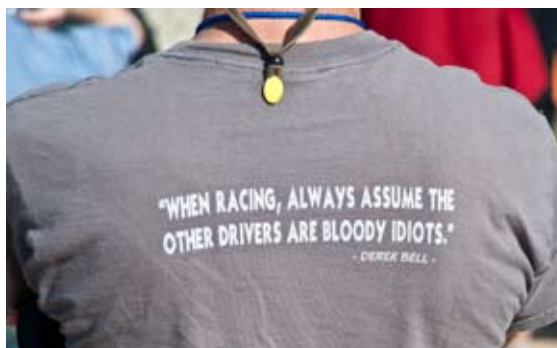
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# Porsche Art

## Photographs by Matt Romanowski

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Photographs from the Saratoga Springs Museum taken on the NCR Fall Get-A-Way weekend.



**Drivers' Ed ... continued from page 11 ...**

our new Chief Instructor. In addition, Judy Hendrickson (2010 Instructor of the Year winner) will be assisting John with 'stuff'.

**Giveaways:**

As part of the door prizes, we gave away two DE Shirts and two free DE days at NHMS but I honestly don't know who actually received the prizes....

**2011 General:**

We promoted over 60 people in the course of the year, 6 of those into the instructor group and identified another 5 people to bring into the 2012 Instructor Development program. We contributed to the financial wellbeing of the club and saw a lot of smiling faces throughout the season.

**2012 Update:**

We have started working on the 2012 schedule which will include a Car Control Clinic, three 2-day events at New Hampshire Motor Speedway and a one day event at Lime Rock Park. We are awaiting final confirmation of dates for these activities and we will publish them as soon as possible.

We continue to work closely with the Northeast Region to ensure that we have a broad based program for NCR and NER participants. As a start, please find the advertisement for NER's annual Drivers Education Ground School program. This is a great way to get information on why so many of us enjoy the Porsche Club Drivers Education program. The event will be held on February 26th (Sunday) at HMS Motorsports. Contact and sign-up information is contained in the advertisement. Register early to ensure you have a seat.

Once again, from all of us on the NCR 2011 DE Committee, THANK YOU for your participation and for your help in making 2011 a great DE season.

Please stay safe until I see you at the track!

Mark Watson, DE Chair

More DE banquet photographs by Mark Watson on page 45 ...



*Would you accept a free DE day at NHMS from these two?*



*Above: well, would you?*

*Below: Steve Gratton with trophy.*







## Edgar Broadhead

NCR Tech Inspectors  
2011

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Bob Tucker  
Portsmouth, NH 03801  
603-659-0893

Bob Pickul  
Claremont, NH 03743  
603-543-1738  
pickul911@hotmail.com

Edgar Broadhead  
New London, NH 03257  
603-526-6578  
edgar.broadhead@ncr-pca.org

Dick Horan, Rich St.Jean, Ralph Alio  
Don Durfee, Nelson Brooks  
Precision Imports  
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tysonduve@yahoo.com

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603-228-1790  
[abe911@comcast.net](mailto:abe911@comcast.net)

Andy Sanborn  
13 Mudgett Hill Rd.  
Loudon, NH 03307-1123  
603-428-8362

Steve Berlack  
42 Church Street  
Franconia, NH 03580  
603-823-7748  
[sberlack@burkemtnacademy.org](mailto:sberlack@burkemtnacademy.org)

Paul Magarian & Steve Cochran  
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Michael Grishman  
Autosportnortheast,  
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### Massachusetts

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296 Boston Road  
Groton, MA  
978-448-8496  
[peter.faill@ncr-pca.org](mailto:peter.faill@ncr-pca.org)

Al Ward  
Chatham, MA  
508-945-5517

Mark Schnoerr  
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continued on next page ...

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Top left: Steve and Ann Gratton with Zoe and Bob Kelliher – Bob won the DE Enthusiast of the Year.

Top right: The Merry O'Spaghetti Award awaits.

Below right: Doug McIninch explains how he earned the Merry O'Spaghetti award in 2010 and no one could beat it this year.

Below left: First Lady Jaime Gratton with President Jay, Vice-President Matt Romanowski and his wife Xana.

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**More Toys** - 1984 chassied 935 replica, white with Martini (what else?) livery. Lightweight ARE fiberglass bodypanels with full adjustable wing. 3.4L fuel injected engine dyno'd at 274 whp. Leakdown 4%,3%,4%,4%,3%,5%. Haltech engine management, new fuel cell, Recaro SPG's, RS fuel pumps. Two sets BBS 3-pc wheels, including mounted unused set of Goodyear R-085 radial rains. Contact Hank Cowles @ (603) 742-4000 or email bigcheese@consumerprofilesinc.com <mailto:bigcheese@consumerprofilesinc.com>. \$40,000.00 obo. Pictures and more details available upon request.

**More Toys** - 1978 Targa with Slantnose conversion, color yellow - known to many as 9ELOVIN - pictures and additional info available upon request. Contact Hank or Ivy Cowles @ (603) 742-4000 or email Leonard@ConsumerProfilesinc.com or bigcheese@consumerprofilesinc.com. \$11,400 or BRO

**SALE:\*** California car cover for a 968 . Light grey, plush weave. \$200 new excellent condition. \$40.00 call Joan 598-596-6347. Thekedygroupjmr@msn.com

**SALE:\*** Four 7x16 phone dial rims fit either 944/924S/928 (certain years) Very clean and recently refinished. Perfect for street or another set of DE/AX rims. \$300.00, 944 Rear Hatch with spoiler, perfect up grade for 924/924S. \$25.00, 931 (924 Turbo) front spoiler, white, lets more air in then stock 924 spoiler. \$40.00/OBO. Jay Gratton (603) 498-8576 or JEG914@AOL.COM

**SALE:\*** 1980 911 SC white / black leather. CA 91AO141868. \$18,500. Runs strong, street or track. 147K miles. SSI headers, short shift, turbo tie rods, strut brace, momo wheel. No AC. VG condition inside and out. Always maintained and garaged, no snow, no rust. georgelagos@comcast.net 603-913-4210

**SALE:\*** 1986 Porsche 911 Carrera Targa - sexy black on black - 123k miles - maintained by AutoWerks in Freeport, ME purchased from original family 2 years ago. This Porsche is not yet a show car - some small dings and "age spots" - \$12K. Call me for info at 207-847-3080 or e-mail jgreene6@maine.rr.com

**SALE:\*** 914 6cyl conversion package – 2.7L engine, complete with wiring and FI. Has had valve cover and fan upgrades. Include correct tach. Package also include most parts to do 914 conversion: new vellios aluminum oil tank, new correct flywheel, new bulkhead engine mount (allows engine to sit lower so you can use FI system), used headers \$3000 for all ...17" cup wheels - \$400 ...Silver boxer/996 center console - \$200 ... Gray and silver boxer/996 e brake handle - \$150 ... Gray and silver 6 speed boxer s/99 shift knob - \$75 ... Boxster S front bumper for normal boxer/996 upgrade (currently yellow but needs refinishing) - \$150 ... Boxster/996 CD changer - \$35 ... 944S/944S2/968 Nology hot wires (barely used) - \$100 ... 944 series short shifter – new - \$45 ...944 series pair of engine mounts – new - \$60 All parts are in Contoocook/Hopkinton, NH frank.sanford@us.army.mil

**SALE:\*** I am the owner of a yellow 1977 924. This car has been owned by our family twice and spent time in Vt in-between. I am too busy to put work into this old girl (install front fenders that I have for it and tune-up), and with two small children don't have the time either. I am not hard-up to sell this but don't want to watch it rot....if anyone has a similar car or needs a project first \$1000 takes it... Harold Lamos veggieh@yahoo.com

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## BTW



October 27, 2011 at 6:17pm ... Brian Arenstam catches the early snow fall.

## NEXT MONTH

Next month is January and that is mid-winter in NH. But down under in Australia it is mid-summer. They have their Porsches out. And we have a nice surprise article and photographs from two enthusiasts in Sydney. Just to help us through the snow season. But if they get too busy through the holidays we will see their material in our February issue.



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# NORTHLANDER

Volume 34 Number 12 December 2011

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