

NORTHLANDER

NORTH COUNTRY REGION

Volume 37 Number 3

PORSCHE CLUB OF AMERICA

April 2014



IN THIS ISSUE:

NCR's Spontaneous Dinner

Amelia Island Concours

Looking Back

And....much much more

Spring, I am happy to report, is just around the corner...



Now for most folks, that is a bit of a cliché; a lovely sentiment at most. Spring for many represents an optimism that seems to bloom like so many crocuses in your garden.

After all, Vivaldi composed of it, Monet painted it, heck, robins sing to it.

Now, contrary to most, I think the key part of the introductory sentence has nearly nothing to do with “spring” at all. I would contend that is the second half of that sentence that is largely responsible for making the majority of us smile. So, based on that, perhaps a re-write is in order....

Spring, I am happy to report, *is just around the corner...*

Whether you enjoy the off ramp for exit 22 through the tunnel to Copley Square, or the fast left hander at Watkins Glen, the staff at EPE would like to help ensure the most consistent corners are the ones turning “up” at the edges of your smile.



HEAR YE! HEAR YE!

CALLING ALL PORSCHEPHILES

We are looking for members interested in keeping 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. Any member, whether active, affiliate, or associate can help out. If you have any interest in helping our this great region, please contact Matt Romanowski - matt@jraplastics.com

Thank you!

NCR



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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 40 for advertising rates.

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On the Cover

The cover shot was taken by David Churcher at Amelia Island Concours d'Elegance and this beautiful car belongs to Rusty Russ of Florida Crown Region PCA - This stunning car is a 1970 S with matching numbers and this was Rusty's barn find. Nicely done Rusty.

Also it was noticed later that Jerry Charlup from CVR is in this picture. Can you find him anywhere near Rusty's car?



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CALENDAR

NCR Calendar or Events

April

- 6- NER Autocross School
- 10- Taste for a Cure
- 12- NCR DE at NHMS and Make-A-Wish Charity Laps
- 13- NCR DE at NHMS
- 27- NCR Autocross Event #1

May

- 4- NCR Spring Tour
- 10-11 NER DE at NHMS
- 10- Car Control Clinic
- 18- Porsches at Panera
- 25- NER Autocross
- 30-31- Clash at the Glen Club Race
- 31- NCR Autocross Event #2

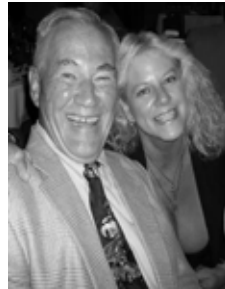
June

- 1-Zone 1 Clash at the Glen Club Race
- 6-8- Zone 1 48 Hrs of Watkins Glen
- 14- Porsche of Stratham hosts viewing of 2014 LeMans race
- 15-21 Porsche Parade
- 23-24- NCR DE - Lime Rock Fun Days
- 28- NCR Autocross
- 29- NER Autocross

<http://www.ncr-pca.org/>

2014 Porsche Parade: June 15-21, Monterey California -Be sure to watch for updates on the 2014 Parade and block the date now. <http://www.pca.org/>

EDITORS' DESK



Spring is in the air...well at least somewhere underneath all that snow it is. Enough already... Time to bring out the Porsches Happy Easter Everyone.

Email: northlander@ncr-pca.org

Happy Easter!



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Matt Romanowski **Wide Open**

Before I get into some other things, I want to mention the member survey and email blasts you have probably seen. Due to an extraordinary effort by our Webmaster Dick Demaine, we have utilized the PCA membership list along with our own email list to reach more members through email. I hope you enjoy getting these weekly emails with updates on upcoming events and club news. If not, you can opt out of the emails, but you'll miss a great event reminder service.

Also, you have probably recently seen the member survey. It's been a little over 3 years since we last polled the membership regarding what events you want, when you want them and why you attend them. For the folks who don't make it to events, we want to know why you weren't able to attend or why you chose not to participate in certain events. I know the emails and conversations I've had with people since we first sent out the survey info have been great. Watch for news about the results and some new events that will be a result of the survey.

As I write this, our first driving event is only 3 weeks away and there is still snow everywhere! Our first driving event of the year is our Spring DE at NHMS along with the Make-A-Wish Charity Laps. I'm normally really excited for this event, but right now I'm a little nervous as I've heard there is over 3 feet of snow on the track!

I can't tell you how much I'm wishing for warm weather. I think the Charity Laps where the Make-a-Wish kids, families, and even the volunteers all go for rides in our great Porsches is one of the best events we do all year. I would urge anyone in the club to go to NHMS on Saturday April 12th and participate in the event. There are event T-Shirts and all the proceeds from the shirts, Charity Laps, and donations go to Make-A-Wish along with extra funds from NCR. Last year, the proceeds from the Charity Laps and Summer Car Show raised over \$10,000 for Make-A-Wish.

That \$10,000 provided a full wish for one of their kids. That could have been anything from a trip to Disney to meeting their favorite celebrity. Even better, having the families and kids at our Charity Laps gives them a chance to have an extra event. Getting the parents and siblings into the cars is just icing on the cake! I'm told all of the participants in the event talk about it all year. It's great to know that our event has become one of the most popular they do all year.

Not far behind the DE is our first Autocross of the year on April 27th. Joe, Ollie, and crew have been planning and working over the winter to add to our best in the North East autocross program. Barring any crazy spring snowstorms, which I'm working hard to stop, this event should be a great way to dust off your performance driving. The site at Devens is always great and I'm sure folks will be ready to drive. It's also a great time to start preparing for the Zone 1 Autocross in August, once again hosted by NCR.

Quickly following the autocross is what would traditionally be our Spring Kickoff event - the Spring Tour. Jeff Torrey has been hard at work in planning our drive to Intervale, NH with lunch in North Conway. Stopping at the Moat Mountain Brewery should be good as they brew their own beer and have a great menu. To top it off, the owner is a PCA member!

Check out the announcements in this Northlander, the club website and calendar at www.ncr-pca.org, or the club's Facebook page for more details on these events and more. I can't wait for the warm weather, the sounds of Porsches, and getting to see friends out on the road!

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**Jeff Torrey**

Rally Time

My name is Jeff Torrey and for 2014 I will be the Rally Chair for NCR-PCA . I have owned many different cars over the years and worked with many different car clubs. Many know me from the work I did as director of The Northeast Exotic Car Show. Last summer I bought a Porsche (nice cars). I am very excited to be a part of the Porsche Club of America, specifically the North Country Region. I have been working and making plans to put some scenic drives together, and looking forward to sharing some of my favorite places/roads with you. Please feel free to contact me at any time about anything relating to your Porsche and our tours. If you have any ideas for an event or a place you would like to go with the Club, let me know. Most of the tours will include a meal. If you're new to the group, just give me a heads up... and I'll save you a seat. Looking forward to meeting everyone and spending time driving together. Below I will outline the upcoming Tours for the driving season. Please note the dates and mark them on your events calendar.

NCR Spring Tour Sunday May 4th – Hurricane Mountain and Beyond

Time line: 9:30 am to 3:00 pm

Meeting Spot: NH Park and Ride - Exit 9 off Route 16, Indian Brook Drive, Dover, NH

To follow Route 16 North to Wakefield, NH... Right on Route 153

Traveling to Intervale, NH where we pick up Hurricane Mountain Road. Up, over, and back.

Lunch at Moat Mountain, North Conway, NH

North to Bear Notch Road in Bartlett, NH

Follow Bear Notch Road and pick up The Kancamagus Highway (Route 112)

Following "The Kanc" to Lincoln, NH

Drive will end in Lincoln, NH

NCR Summer Tour Saturday July 12th. – Sunset Drive on Mt. Washington.

Time Line: 5:00 – 6:30 pm Meeting for a BBQ at The Glen View Café / Mt. Washington Auto Road

Depart to the summit at 6:45 pm – Sunset at 8:30 - depart from summit at 8:45 pm.

* This is a group event with the Rennsport PCA. If we get 30 cars or more they will close the road to Porsche only.

Contact: (C) (603) 234 8898 rally@ncr-pca.org

MEMBERSHIP



Laura Futterer

**April 2014 Northlander - New Members
and Anniversaries**

New Members:

Michael A. Costolo
Amherst, NH - 2003 Carrera 4

Phil A. Patton
Rye Beach, NH - 2013 Boxster

Member Anniversaries:

1 Year

David G. Doran
Michael Doran
Deerfield, NH - 2013 911 Carrera

Kayla C. Foley
Dracut, MA - 1998 Boxster

Richard D. Gagnon
Susan Sayers
Biddeford, ME - 2004 Boxster S

Stanley A. Holz
Sandra Holz
Whitefield, NH - 2013 981 S

Kelly L. Hurd
Scott Mason
Dover, NH - 2006 Cayman S

Steven E. Kahan
Stratham, NH - 2005 911 Carrer

2 Year

George W. Haberlin
Camden, ME - 2012/911 Carrera

Member Anniversaries:

2 Year cont'd

David S. Malcolmson
Jonathan Malcolmson
Wilton, NH - 2003 911 Turbo

Stuart M. Needleman
Moultonborough, NH - 2008 911 Carrera

Karl E. Schutz
Brookline, NH - 1999 911 Carrera / 2006 911 Carrera

5 Year

Charles Bruce Franks
Meg Franks
Hanover, NH - 2007 Cayman

Dennis Schindler
Elizabeth Schindler
Rutland, VT - 2000 Boxster S

10 Year

Brian J. Arenstam
Kathleen Arenstam
Gilford, NH - 1970 911S / 1984 911 Carrera / 1988 951S
1987 944 / 1988 944 Turbo

Rick D. Christofferson
Ann Christofferson
Sugar Hill, NH - 1983 911 SC

Damon Josz
Margo Otey
Sunapee, NH - 1967 911

Geoffrey R. McGaffigan
Joslin Thomas
Jamaica Plain, MA - 1986 944 Turbo

15 Year

Raymond Dona
Berlin, MA - 1989 944S

25 Year

Jim Hamblin
Carrie Hamblin
Franconia, NH - 1989 911 Turbo / 1970 914-6 / 1975 911
1967 911 / 1968 911

35 Year

William Rienecke
Josh Rienecke
Middlesex, VT - 1962 356 / 1954 356



Rich Willey

Where The Rubber Meets The Road

Useful Information http://en.wikipedia.org/wiki/Porsche_VIN_numbers

Poll Results:

In January I asked my loyal readers to let me know what car they have always lusted after but never owned. The results are in. One person responded. One! Really? One!

From Tom: Original Shelby 427 AC Cobra Mk III

Musing #1

I read the Motorsports Marketing Community Newsletter each month (MMR website) and on Valentine's Day they had an article by Denise McCluggage titled: "Racing the Way it Was". It mentions Mike Hawthorne, Peter Collins/Louise King and the simpler times of professional racing in the late-50s to mid-60s, basically before corporate sponsors made it all business. What struck me were two of her observations. First, were the laughter and the camaraderie amongst drivers. She tells a story of several rivals, after an evening of imbibing, carrying a driver's personal (small) car up to the mezzanine of a grand hotel while the owner slept. It had to be dismantled to get it back down the next day. Second, was the basic respect they had for their friends, which ensured that one driver would not be "unkind" to another on the track. Perhaps it is these qualities which I find most gratifying about NCR driving events. They also measured time by races: i.e. "before LeMans" or "after Silverstone". I find myself doing the same. Hope to see you "before" NCR's Make-a-Wish DE event.

Musing #2

Formula E. Let that sink in for a minute. Cars will be built by SPARK with consulting from McLaren, Dallara, Renault and Williams. Circuits will all be inner-city including Beijing and LA. Teams will be fielded by Richard Branson, Leonardo DiCaprio, Andretti, and Penske (Jay not Roger). There will be at least one mandatory pit stop, wait for it... for a car change... because an electric formula car cannot go the race distance on a single charge. It starts this year! Maybe this is the thing that finally unseats Bernie Ecclestone from his almighty perch.

Magnus Results: Sebring-

Magnus qualified 10th in GT-D and early in the race suffered front end damage when a Turner BMW punted the Porsche America off the track. Despite the damage new driver Marco Seefried moved the car to 5th where Andy Lally took over with 2 hrs to go. Andy pushed to 3rd and was ordered to pit just as he exited turn 17, when the team saw another car spinning. With 45 mins to go the resulting yellow allowed Andy to close right behind the leaders after his stop. When those two cars made their last pit stop Andy brought home the win. His first at Sebring and Porsches first of the 2014 season in GT-D. If you have never seen Andy drive a P-car you have to go to a race. He is in a league of his own.



Mark Watson **MY SPIN ON THINGS**

It's March 14th and I am starting this month's article from the isle of St. Barths in the warm (78°F) and sunny Caribbean. I'm overlooking a beautiful sunset from our deck with a gin and tonic in hand but I am thinking of our opening DE event which by the time you read this will likely be less than a week away. Lisa and I have been down here for a week and we are headed home tomorrow so most likely I will finish the article from our apartment in Philadelphia. I am always amazed with modern travel and how one can transition from shorts and a tee shirt to a pair of jeans and a fleece sweater in just a few hours. I am back in Phila and I must tell you to avoid Miami Airport at all costs if that is your point of entry back into the United States. It took us over two hours to clear customs, pick up our bags, re-check our bags and go through security. What we thought would be plenty of time to get some lunch turned out to be a mad dash to grab a Nathans hot dog, some fries and a soda before getting on the plane. Oh well, welcome back to reality! Speaking of reality, Lisa is headed to Taiwan for a business trip tomorrow and I am headed to Spokane on Monday. Good thing we are well rested....

I hope you have registered for our DE Opener, have already had your car inspected and are anxiously waiting for Saturday the 12th of April. In case you have not registered, go to motorsportreg.com and see if there are any openings in your run group. John L. always gets a few last minute cancellations so there is always hope for an opening. In case you have an issue with making it to the event, you should come up to the track on Saturday and participate in our Make A Wish activities. For a modest fee, you can drive your personal car with family and friends on the track and experience all the fun the MAW children and families have during the event. Check out the NCR website for more information on events and timing.

In advance of the drivers meeting, I remind you now to take it easy during the first few laps and get your mind and car re-acquainted with the track and the driving conditions. While I expect the weather to be sunny and warm (78°F) when we get to the track, it might be a bit cooler so be prepared to drive at a slower pace for the first few laps to get the tires warmed up. It's startling how quickly you can spin your car when the pavement and your tires are not up to temperature. I speak from personal experience and besides who wants to start off the day talking to Edgar or Mark N. about how you should have listened to Mark W at the drivers meeting and Take it easy and get your season off to a safe and fun start!

Please remember that our goal this year is to increase our driver participation so we can continue to offer driving events at tracks like Limerock and Thompson Speedway Motorsport Park. These tracks are very expensive to rent and it is critical that we get full participation at these events and in general throughout the DE season to keep our expenses and revenues in line with our commitment to the NCR Board of Directors. Tell your friends to buy a P-car, join PCA/NCR and come out to the track for some fun with your fellow PCA'ers. Don't forget to mention all the other activities that NCR sponsors like Autocross events, Rallies, Ice Cream socials and a host of other 'stuff' that your club supports. Remember: It's not just the cars, it's the people!!

Attached is a combined Track Schedule for NCR, NER and Zone 1. Registration is open at motorsportreg.com for NCR events and clubregistration.net for NER and Zone 1 events.

Stay safe and plan for 78°F temperatures on April 12th but just to be safe, bring a jacket and a hat to the track. See you soon!! Mark

Continued on page 19

Announcing NCR's 2014 Car Control Clinic

Mark your calendars: Saturday, **May 10th, 2014** - North Country Region will hold a car control clinic on the parking lot of New Hampshire Motor Speedway from 10:00 AM - 3:00 PM with a noon pizza party hosted by NCR.

The Car Control Clinic (CCC) is a non-competitive event intended to allow drivers to experience the attributes of car control at and beyond the limit, in a safe and controlled environment. It helps drivers improve their driving skills while learning about car dynamics. The CCC serves a dual purpose in that it prepares students for Autocross and Driver Education events plus it teaches skills useful in everyday driving situations. The CCC is held in a large parking lot at New Hampshire Motor Speedway, using plastic cones, to provide a safe learning environment for these low-to-moderate-speed maneuvers.

This clinic is designed for all drivers, **including ages 16 & 17**, with a valid driver's license and parental consent (sorry, no driver permits). The intent of the clinic is to help drivers become safer and more confident through knowledge and experience

The clinic will cover the following:

Lecture Topics

- Seating position
- Hand position
- Vision
- Mental preparation
- Car dynamics & theory
- Car maintenance check



Driving Exercises

- Skidpad
- Emergency Braking
- Slalom/Swerve

Each student will get in-car instruction from an experienced NCR instructor.

The emphasis of this clinic is car control, not racing or competition. In that spirit, most car makes and models will be allowed to participate. No trucks, SUVs, (Cayennes excepted) or vans allowed. If you are uncertain, please email the event Chairmen beforehand, their decision will be final. The event is limited to 30 students.

Note: Car numbers are not required for this event.

Registration Procedure

Registration is open at this time. The registration fee is \$60. Registration will be handled online via the MotorsportReg Online Driving Event Registration website (www.Motorsportreg.com). If you do not have an account, you will need to create one. This single account will allow you to register for PCA and other car club events.

If you are between the ages of 16-18, please print out the proper waiver form listed below and have parent and student sign it (http://www.pca.org/portals/insurance/Minor_and_Parent_Form-WAIVER-PCA2009.pdf)

and then bring form the morning of the event. Without this form, you will not be allowed to drive and there will be no refund.

Event Chair: Dave Logan @781-367-3592 or email CCC@ncr-pca.org

Sign up early, as it will fill up quickly!





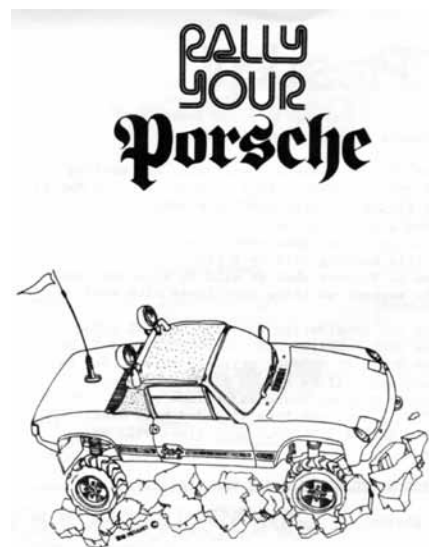
Judy Hendrickson **LOOKING BACK**

Our material this month comes from the March/April issues of 1984 and 1994. I will save 2004's material to next month as it was an April/May issue. In reading through the 1994 March/April issue I was struck by how similar the winter must have been that year to this year as all the regular column writers spoke of the same thing – will winter never end so they could grab their Porsche key and hit the road.

1984 was a “slim” year for *Northlander* with only 2 issues being published and those being only a few pages, but the second issue had a cartoon I had not seen then or hence so I will share it with you now as the Rally/Tour season hopefully begins soon. (will the snow ever melt this year?) Be sure to sign up for the May 4 NCR Spring Tour. Check for latest details on ncr-pca.org. New Rally Chair, Jeff Torrey, promises a great drive.

The 1994 issue was loaded with material. Dennis Burnside shared another episode in the continuing Porsche Places saga. An April Fool's article (that apparently few recognized as such despite Fred's hints) ran that gave NCR and *Northlander* unexpected wide ranging notoriety not only throughout PCA as other newsletters picked it up for reprint (but without the April Fool's notation) but also getting attention at PCNA and Porsche AG. Subsequently PCA issued guidelines about April Fool's articles. Hopefully, readers near and far read carefully this time, as despite the risk of “hand-slapping” the story was so good it bears reprint. And Remember **APRIL FOOL'S**.

From Volume 7, Number 2, March/April 1984



From Volume 17, Number 2, March/April 1994



Cover Photo: First Place – “Abstract/Artistic” entry in Porsche Graphics '93, Photo by Ed & Nancy Broadhead

PORSCHE PLACES VI

The Factory

By DENNIS BURNSIDE **(Reproduce by Permission Only)**

The Porsche factory in Zuffenhausen is a fairly small complex of about ten buildings straddling Schwieberdingerstrasse. The small size certainly indicates that lots of money and acreage are not required to build fine sports cars – and points the finger at America’s automotive oligopoly and an uncontrolled DOT as the fiends behind America’s lack of a sports car – unless one considers a Corvette to be a sports car.



The Porsche Factory - 1988. Werk 1 is on the far Left, rear - Museum far Right

Porsche’s complex is separated from Zuffenhausen by a modest industrial park. New cars are parked outside near a rail line, but the north side of the facility is bordered by typical German homes (stuccoed duplex or four-family apartment buildings with two or three floors, small decks adorned with planters and roofs of reddish ceramic tile). As you’ll remember from the last segment, Zuffenhausen is near Stuttgart, a center of Swabish culture in southwestern Germany. It’s a small city, somewhat drab compared with most German towns. There are few half-timbered houses, and there’s no cobblestoned square centered around a fountain as you’ll find in many German towns.

The city spreads out east to west and is separated from Bad Canstatt by a large vineyard-covered hill, the Burgholzhof. The Burgholzhof is topped by Robinson Barracks, one of the largest US Army housing areas in Germany. While much of the Army’s 7th Corps has left the Stuttgart area, some of Robinson Barracks remains, its large shopping center still looking down on the Porsche factory to the north.

Ferdinand built his factory in Zuffenhausen between 1936 and 1939, after being rejected by Zell am See, Austria. The earliest part of the factory is called Porsche Werk 1 today. In 1938, a second series of 30 VW cars, their doors opening rearward, were built here with Reutter bodies.

The site didn't see much use during WW II as Porsche moved to Gmünd, Austria in 1943. After the French captured Stuttgart in 1945, Werk I was a transfer camp for Russian prisoners. By June, American forces occupied Zuffenhausen, converting Porsche's facilities into a motor pool which it remained even in September 1949 when Porsche returned to Zuffenhausen from Gmünd. The designer found Gmünd too remote and hoped to recover his Zuffenhausen factory.

With the US Army unbudging, Porsche rented a 5400 square foot facility from Reutter Coachworks, now part of Werk 2, which began supplying bodies for the Model 356, 500 being built in 1949. It was in 1949, on 1 October, that Porsche AG began with some help from Porsche's old company, VW, then run by Nordhoff.

Funding for tooling and production was aided by Ferry's business manager, Alfred Prinzing, who got VW dealers to sign on for Porsche cars. Hahn Sportwagen in Stuttgart-Fellbach was one such company that helped Porsche get started.

In April 1950, the first German-made Porsches were produced, but Ferdinand Porsche died of a stroke on 30 January 1951, never seeing the famous model 911 (built 1965 to present) that bears his name.

In 1955 the Americans were eased out of Werk 1 when they allowed Stuttgart to use the factory as a hospital during a minor cholera epidemic. When the epidemic subsided, Stuttgart allowed the rightful owners to return and begin building type 356 convertibles with bodies from Drauz Coachworks in Neckarsulm where the Audi factory more recently assembled type 944 Porsches.

Today, Werk 1 houses Ferry Porsche's office, publicity departments, offices for the Porsche magazine, Christophorus, and maintenance shops where Porsche employees and you may bring your car for anything from an oil change to major body work.

Werk I's brick construction differs sharply from the two-tone mauve paint job on the other buildings, including the main factory across Schwieberdingerstrasse. These newer buildings began in 1949 when Porsche failed to remove the US Army from Werk 1. Porsche's main complex, including the Museum, has replaced the Reutter works.

As there are no test tracks in Zuffenhausen, factory drivers usually take new cars down Schwieberdingerstrasse to autobahn A81, then head north toward Ludwigsburg.

In 1981, Peter Schutz, a Berlin-bom American, took over as Porsche's director. Schutz, an arrogant type who bet heavily on the US market, lost his gamble when the dollar tumbled. Porsche has since handed over the top position to Arno Bonn.

Bonn, head of marketing at the faltering Nixdorf computer firm, replaced Heinz Brantzi as Porsche chairman in March 1990, when about 9000 people worked for the firm. Bonn was still heading the firm in 1992 when the Porsche and Piech families still owned all Porsche common stock.

If you visit the factory, you'll find few robots, with much of the body work, especially finishing, done by hand-held grinders and sanders. It's a people intensive place, unlike the Mercedes-Benz factory on the other side of Stuttgart.

The Porsche Werk is 3 km southeast of the Zuffenhausen exit from autobahn A81, along Schwieberdinger and Strohgau Strasse. Factory tours are not easy to come by. You've got to make arrangements at least three or four months in advance and even then you've not got a firm date. Tours are limited to 15 people and you'll have better luck if you come as part of a Porsche Club or with a dealer.

Getting into the Porsche Museum on Porschestrasse is much easier – we'll talk about that next time, *d e n n i s*

The "footprint" of the factory complex is much different from the 1988 photo above as the new Museum and dealership across the road has changed the landscape considerably.

Current guidelines for visiting the factory and arranging tours are as follows as provided by the PCA Executive Office in August 2013 (there were Friday tours when I visited in December 2013):

Factory & Museum Tours:

Generally the factory tours should be booked 2 - 3 months in advance.
With regards to the factory tours I can inform you that

AA) Zuffenhausen Tours:

- there are both English and German tours which are free of charge ... however they MUST be booked at least 2-3 months in advance.
- pls note that when the factory has summer break the Factory Tours will not be operating from July 18th to August 25th
- there are English and German tours run from Monday to Thursday starting @ 10.00 am and 2.00 pm
- all tour participants must be at least 16 years of age
- the tours start in the lobby of the new Porsche museum.
- a written request will be required in any case for each tour booking
- as a hint .. when submitting your request be sure to name your preferred date (with at least 2 alternatives) and the # of people in your group
- the tours for the Zuffenhausen factory tour can be booked by

1) calling Mr. Christian Hoenniger at +49 711 911-25384 or

2) sending an e-mail to factorytours@porsche.de

BB) Leipzig Tours:

- due the combined production and training facilities in Leipzig there are no standard tour possibilities which are free of charge
- the factory does offer a series of tour and experience packages
- individual contacts and requests should be addressed to besucherservice-leipzig@porsche.de

CC) Porsche Museum:

- the Porsche Museum is located directly cross the street from the Porsche Factory
- all Zuffenhausen factory tours start in the lobby of the museum
- no reservations are needed for visits to the museum
- individual guides can be booked for private tours if so desired
- detailed information can be found under
<http://www.porsche.com/usa/aboutporsche/porschemuseum/>

Opening hours:

Tuesday-Friday from 09.00 18.00 hours
Saturday/Sunday from 09.00 18.00 hours

Address:

Dr. Ing. h.c. F. Porsche AG
Porsche Museum
Porscheplatz
70435 Stuttgart
+49 (0)711 / 911-20911
info.museum@porsche.de

And the infamous April Fool's story. . . .

BOXSTER TO BE BUILT IN NEW HAMPSHIRE !

by FRED BRUCH

The most amazing thing about this story is not that the new Porsche 986, the so-called Boxster, will be assembled in New Hampshire, (more on that in a moment) but that you will hear of it first in the *Northlander*. That's right, not in Autoweek, not in the Wall Street Journal, or in the New York Times, and not on CNN, but here in the *Northlander*. Now let me take a minute and explain how these two startling items came about.

Recently, I was driving about some back roads trying to catch up on rally planning ideas. As I drove by a soon to be developed industrial site (the exact location I can't yet reveal as a condition of being allowed to pen this piece) I was surprised to see several Porsches parked, including the first 993s and flat-nose turbo I had ever seen. Needless to say I parked my 944 and investigated. I soon discovered that these cars all had Nevada manufacturer's plates, further raising my interest as these seemed to be "official" cars from PCNA. Several executive types soon appeared from over a hill and although acting somewhat suspiciously, did admit to being from PCNA in Reno. We talked for a few minutes about the New England weather and economy and the activities of North Country when my jaw dropped and I just stood and stared. Three more men appeared. One, I soon realized was Fred Schwab, President of PCNA, one was unknown to me. Olof Prial, Porsche AG V.P. of new development, but the third was the one I stared at. A stately, older, very German looking fellow, who looked just like Ferry Porsche, just like on the cover of " "Cars are my life" . Needless to say, it was Ferry, and I stood there and stared.

After gathering my wits, I was introduced and invited to lunch. Over beer and brats (what else) this story was revealed. Owing to the high cost of labor in Germany, Porsche has quietly been looking to the U.S. to lower manufacturing costs a la BMW and Mercedes. They settled on New Hampshire because of the highly trained technical work force that has become available with the layoffs in the computer and defense industries. Several members of the Porsche family also felt very at home in the White Mountains, which they feel are quite like the Black Forest and Austria. But will a Porsche built in the U.S. still be a Porsche? The Porsche officials gathered over lunch say yes most emphatically. Although the car will be assembled in New Hampshire, the engines will be built in Zuffenhausen, and air-freighted over. The body panels it has been reported will be sourced by BMW, and that is true. However, they will be produced in BMW's Spartenberg South Carolina plant And Olof Prial stressed all of the employees will be Porsche employees under direct supervision of experienced staff relocated from Germany as improved production methods reduce the need for higher staffing in Zuffenhausen.

So this incredible story is just beginning. Because of the close ties between PCA and the factory they are allowing this news to be published first in the *Northlander's* April issue before releasing to the rest of the news media. Now we can look forward to ordering the Boxster when it becomes available in late 1995 and taking delivery at the factory right here in the heart of North Country.

f r e d, April 1st.

2014 NCR, Zone 1 and NER Drivers Education Schedule*

Date	Track	Host Region	Comments
April 12 & 13	NHMS	NCR	Season Opener; Make-a-Wish; Track Dinner
May 10	NMHS	NCR	Car Control Clinic
May 10 & 11	NHMS	NER	Novice Day and Season Opener
June 06, 07 & 08	Watkins Glen	Zone 1	48 Hours at the Glen
June 23 & 24	Limerock	NCR	Garage Party
July 07, 08 & 09	Mt Tremblant	NER	Concurrent with Blues Festival
August 02 & 03	Thompson	NCR	Be one of the first to experience the new track
August 12 & 13	NHMS	NER	DE
August 22, 23 & 24	Watkins Glen	NER	DE
September 09 & 10	NHMS	NCR	Garage Party
September 26 - 28	Thompson	NER	DE
October 09 & 10	NHMS	NCR	Season Closer and Track Dinner

* NCR event registration will continue to be on motorsportreg.com

NER event registration will continue to be on clubregistration.net

Porsche of Stratham hosts viewing of 2014 LeMans Race.

Porsche is returning to Le Mans with the 919 Hybrid after a long hiatus from prototype racing. Folks from North Country, Down East, and Northeast Regions are getting together at Porsche of Stratham to watch the start of the race and cheer the team on. There will be breakfast and a pizza lunch provided by Porsche of Stratham and we're looking to add a tech session as well. Bring your Porsche, too!

Details:

Date: Saturday, June 14th.

Time: 8:30 AM to 1:00 PM. Race starts at 9:00.

Where: Porsche of Stratham. 58 Portsmouth Avenue, Stratham, NH 03885. <http://www.porscheofstratham.com/>

Porsche's 919 program: <http://www.porsche.com/microsite/mission2014-resettozero/international.aspx>

Le Mans official site: <http://www.24h-lemans.com/en/>

Come join and be a part of the historic return of Porsche to Le Mans!

Please RSVP RSVP@ncr-pca.org with the subject "Le Mans Gathering and Race".



NCR – Make A Wish Day-Saturday April 12th!



NHMS Laps for Charity

Charity Laps (Touring Group) (Rain or Shine)

Experience the **excitement** of driving the 12-turn road course during a mid-day session *in your own car!* (At reduced speeds, with no passing) No helmets are needed, and passengers, including children, are allowed. (Note parental waiver requirements below) This is a great opportunity to drive “parade laps” at NHMS in your daily driver or Porsche! Participants may be PCA members OR non PCA members. Cars will go through a brief tech inspection for lights and basic safety features. You will be required to sign proper waivers.

**Register and Tech Inspection 10:00 - 11:15am, Mandatory Driver’s Meeting at 11:30am
On Track at approx 12:30pm.** (Schedule on actual day of event may vary slightly)

Driver’s Meeting - MANDATORY - April 12th, 2014 All drivers and passengers MUST attend a short Driver’s Meeting. The Driver’s Meeting will familiarize drivers with the track, the rules of the Parade Lap session, track terminology, safety flag definitions, and answer any and all questions.

Speeds not to exceed 60 MPH - or you will be asked to leave.-This will be enforced...

Check www.ncr-pca.org for updates and details on all these events.

REGISTRATION: Bring copy to the track on the day of the event !

Name _____ Add’l Drivers _____

Address _____

Phone (day) _____ Phone (evening) _____

PCA Region _____ PCA # _____ or, Guest of _____

Car Model _____ Year _____ Color _____

_____ Charity Laps Touring Group @ \$40.00 per car

_____ Long sleeve event Shirts @20.00 each – Size ___M ___L ___XL ___XXL___

_____ Total Amount Enclosed (ALL Checks payable to NCR-PCA)

_____ Donation only: _____ I read and understand the speed limitation: _____ initials here.

Bring a copy of this page and check (Payable to NCR-PCA) to the track. For any questions, contact:
Ivy Cowles, NCR Charity Chair, (603) 767-6461(cell) (603) 742-4000,day/work email charity@ncr-pca.org

Passengers under 18 ? BOTH parents/guardians must sign an additional waiver (We recommend to print and sign it prior to the event, and bring it along to registration) If both parents sign before event please have notarized.

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Amelia Island Concours 2014

by Rich Willey

Checked off another bucket list item by attending this year's concours at Amelia Island. Magnificent!

Marilyn and I arrived early as guests of Biff and Mike at their new home in Florida and travelled to Amelia together on Friday. Weather was improving and we arrived at the Ritz to get our credentials and passes late afternoon, to be greeted by a 918 Hybrid parked next to the entrance. It was surrounded by admirers who were ignoring the SRT Vipers and McLarens that were available for test drives.

Saturday was even warmer and sunnier. A competing group had organized a car show and auction at the Omni Plantation just down the road so we spent the day their checking out the cars. On display was a twin turbo GT40 record holder with a top speed of over 250 MPH at the Space Shuttle runway at Cape Canaveral. Ariel Atoms. Custom motorcycles, one of which was electric powered. A slew of Jags, Porches, Lambos, and Corvettes. The highlight of the show was Hank and Ivy winning best British Car for their 1974 Land Rover "Landy", despite competition from Bentley and Jaguar. Congratulations! The Festival of Speed was the first showing for "Landy".

After the show we wandered over to the 18th fairway at the Ritz to watch some of the cars being positioned for the Concours. This allowed us to get up close to McLarens, Alfas, Coopers, and more that would be a little more arms length away the next day. That evening Hank and Ivy hosted a celebratory dinner where we met some folks from Florida Crown and Connecticut Valley Regions. Great time for all.

Sunday we arrived around 8:00 AM as our media credentials allowed us on the field before approximately 29000 people entered at 9:00 AM. There were 350 cars and motorcycles on display and the scope was truly extraordinary. To name a few. The complete lineage of McLaren Can AM cars. A series of Balboa Chrysler show cars. A number of Underslung. (cars whose chassis are mounted below the springs instead of on top of them). The first Shelby Mustang race car ever built. The last L88 427 Corvette race car built by the factory. (It is owned by Dana Mecum who Mike and I spoke with). Jeff Orwig the Bahre collection curator, who we visited with during the 2012 Fall getaway had two cars there. A series of Offy powered Indy cars. Lamborghini unveiled their brand new Huracan. I simply cannot do justice to the magnitude of the car display in this article. You have to experience it for yourself.

Photographs by David Churcher, Ivy Cowles, and Rich Willey



Mike checking out a rare "Peacock" hood ornament on a vintage Packard



Hank and Ivy the proud winners of the British Class with the 1974 Land Rover named "Landy"



A Ferrari is always a joy to see (Festival of Speed)



A 1922 Mercer Raceabout from Pittsburgh, PA - Ivy loved this one displayed at the Amelia Island Concours



Tojeiro Jaguar from Ecurie Ecosse...late 1950's history



Rich almost convinced Marilyn to buy this McLaren for him



Sunday morning, early, Amelia Island Concours ...a stunning Ferrari in the morning glow

HORCH 853 AND SCARAB WIN THE 19TH ANNUAL AMELIA ISLAND CONCOURS D'ELEGANCE

by Amelia Island Concours



Nearly 29,000 Automotive Enthusiasts and More Than 325 Automobiles Attend
The World's Most Innovative Concours Weekend

Jacksonville, FL (March 11, 2014) – A 1937 Horch 853 and 1958 Scarab won the Best In Show honors on Sunday, March 9, at the 19th annual Amelia Island Concours d'Elegance, which attracted approximately 29,000 spectators throughout the weekend.

The Horch 853, owned by Bob and Anne Brockinton Lee of Sparks, Nevada, took home one of the most sought-after trophies in classic car pageantry, the prestigious Concours d'Elegance award. This fully restored automobile is one of only two Horchs ever to have been bodied by coachbuilder Voll & Ruhrbeck, which created custom coachwork for Bugatti, Maybach, Mercedes-Benz and Cord among others. Exhaustive efforts were made to restore this silver 853 to original standards, with no part going un-researched as to authenticity or originality by the restoration team.

The highly coveted Concours de Sport award was presented to the 1958 Scarab, owned by Miles C. Collier and presented The Revs Institute for Automotive Research of Naples, Fla. The three front engine Scarab sports racers built by Troutman and Barnes for Lance Reventlow, were created to contest the road courses of America against the great European marques, such as Ferrari and Maserati. Reventlow originally tried an Offenhauser engine in this car but the engine, designed to run on alcohol, never was successful running on gasoline as required by the sports car ruling body. It was then fitted with a small block Chevrolet V-8, which was perfect for the American road and airport circuits of the late '50s and early-'60s.

"I want to congratulate our panel of esteemed judges on this year's best of show selections," said Bill Warner, Chairman and Founder of the Amelia Island Concours d'Elegance. "Both cars are excellent examples of unique pedigree and provenance and are well deserving of their awards. We worked hard to bring the best in automotive elegance and sport to this year's event, and judging by our winners and the crowd I think we achieved our goal."

More than 330 magnificent cars and motorcycles from around the world participated in the 2014 Concours, delighting attendees with an impressive automotive display of style and heritage. Highlights on the field included the presence of BMW's rare "Batmobiles" racing coupes, which included Alexander Calder's famed 1975 Le Mans 3.0 CSL, 1975 Sebring 12 Hour and 1976 Daytona 24 Hour winners. The rarely seen Maserati 450S Le Mans "Costin Coupe," which Sir Stirling Moss raced at Le Mans in 1957 also graced the field, while Chrysler's La Comtesse Concept Car was introduced to the public after an extensive restoration by the Chrysler group. In addition, attendees were entertained by the exceptional Packard concept car collection of Ralph and Adeline Marano of Westfield, New Jersey, rare beach cars, and Zagato-bodied masterpieces.

The 2014 Concours celebrated Maserati's 100th Anniversary with an array of models, including the 2014 Ghibli, representing the World Champion Italian grand marque's impressive heritage and future of the brand. McLaren also marked its 50th anniversary with a display of rare and significant racers from five decades of competition that included 2014 Honoree Jochen Mass' 1977 McLaren M23 Formula 1 racer as part of the "Cars of Jochen Mass" class. Mass was honored on the 25th anniversary of his victory in the 24 Hours of LeMans.

Some of the world's most prominent manufacturers had displays at the event, including Porsche, Mercedes-Benz, General Motors, Ferrari, Jaguar and Chrysler. Lamborghini held the North American debut of the company's newest super sports car, the Huracán LP 610-4, on the Concours' field, following the vehicle's global debut at the Geneva Motor Show this week and Infiniti chose to celebrate the Amelia Island Concours by wrapping a 2014 Infiniti Q60 Convertible in the same color scheme as Bobby Unser's 1968 Indianapolis 500 winning racecar. The convertible was on display next to the original Indy winning car, courtesy of Infiniti and the Indianapolis Motor Speedway Hall of Fame Museum.

Enthusiasts also enjoyed two impressive seminars this year, a tradition that has become one of the hallmarks of the

Amelia Island Concours. "The Great Offy Drivers" seminar included such racing legends as Parnelli Jones, Sonny Meyer, Al and Bobby Unser and David Hobbs. Speakers Ray Evernham, David Piper, John Mecom, Bobby Rahal, Alwin Springer and Bob Tullius lead a lively discussion during the "Merchants of Speed" seminar, which gave a first person look at on-track race management and the sharp-edged business of racing.

Also displayed in a unique Hasselblad Automotive Photography Exhibit were a collection of classic motorsport photographs made with the internationally famous Hasselblad camera. The historic Hasselblad photos captured moments from the National and World Championship motorsport in the United States from the 1960s through 1979, taken by Bill Warner, with his Hasselblads.

The 20th annual Amelia Island Concours d'Elegance will be held March 13-15, 2015 on the 10th and 18th fairways of The Golf Club of Amelia Island at The Ritz-Carlton, Amelia Island. The show's Foundation has donated over \$2.25 million to Community Hospice of Northeast Florida, Inc. and other charities on Florida's First Coast since its inception in 1996. In 2013, the Amelia Island Concours d'Elegance won Octane Magazine's EFG International Historic Motoring Event of the Year award.

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 more than 300 rare vehicles from collections around the world to The Golf Club of Amelia Island, The Ritz-Carlton, Amelia Island for a celebration of the automobile like no other. The 20th annual Amelia Island Concours d'Elegance is scheduled for March 13-15, 2015. For more information, visit www.ameliacconcours.org or call 904-636-0027.



Scarab and Horch 853 - best in show! Photograph by Neil Rashba

Another Sentimental Journey

by David Churcher

What? Two trips to Australia in 2013? Yes ... as I get older I get more sentimental about the country of my youth and the many visits over the years. Not all of my trips down under have been made with a lengthy planning stage. This one was prompted by a turn of events which required immediate attention but ended several weeks later on a better note. Mother is doing well and just celebrated her 97th birthday.

My sister and I have a code system. If she calls me and begins with: "This is one of those phone calls ..." I know it concerns our 90 something mother. If my sister continues with: "You might like to consider getting down here ..." Then I know what to do. It was a Thursday morning in early December when such a call arrived and I was in the air Monday after having received some special treatment by a QANTAS sales employee who turned out to be a Tasmanian.

What do I do in Tasmania without plans made, with time on my hands between hospital visits, and being too early for the Targa Wreast Point or Targa Tasmania? And what do I have for an answer to the comment: "you have an American accent ..." and the question: "will you come back home to live?"

I have answers. My accent is a bit mixed. It is Aus up here and American down there. Will I go home to live? I am home down there and here ... I am 51% Aus and 51% US ...at home in both countries. And what to do with time on this trip while staying close to mother? We decided to hit as many local bistros and coffee shops as possible and then all the nearby vineyards. Being a foodie and in the Tamar valley I was able to enjoy the taste of the freshest and best food on the planet. This is not opinion. It is fact. If the Pinot Noir does not send you into ecstasy the scallops certainly will.

The sentimental part of this trip was to be again urged to investigate "the trunk" which was in the basement of mother's house and now in my sister's garden shed. This trunk, I was told, contained many important items from my youth. The writing desk from mother's house now resides in my sister's family room and it too, I was told, contained many items of my youth.

On previous trips I had successfully avoided this task of opening old memories. During the first 2013 visit I opened the trunk and saw automotive books, magazines, photographs, and drawings from the 1960s. I quickly closed the trunk ... did not want to go there. This trip I was under some threat to do the job properly. I did.

De ja vu. Sentimental visits to places and races, my first ever published photograph (Formula One cars) and first published article (on building space frames) ... a collection of perhaps three years of Sports Car World which is now going over the Bass Strait to Brian ... photographs of the races at Longford, photos from Porsche for an article on the Abarth 911 (Carreara GTL 1960), and, oh my goodness, photos of my FIAT 600 (which I had modified a little) and ... photos a few significant ladies. What to do with all this? Well, some stuff had perished to a point of being not worth keeping and this included my attempt at designing a single seater after reading the Costin and Phipps book. Some stuff I just had to bring back to USA with me. I shared some of the photos with Ivy and Tracey and, as Ivy requested, I'll now share them with NCR.

So what about the cars? I do not have a lot of Porsche material in this story. In fact only one got my attention ... it was an immaculate gold 924 parked at the neighboring house of friends. In Melbourne on my return to USA I did get to visit The Great Australian Rally with John and friends. The rally is an annual event and brings out cars old and new but all perfect. A few Porsches in the crowd, friend Ron with his new Morgan, a 1960s Elphin (Aus built replica of a Lotus 11), and many Jaguars from D Type to F Type.

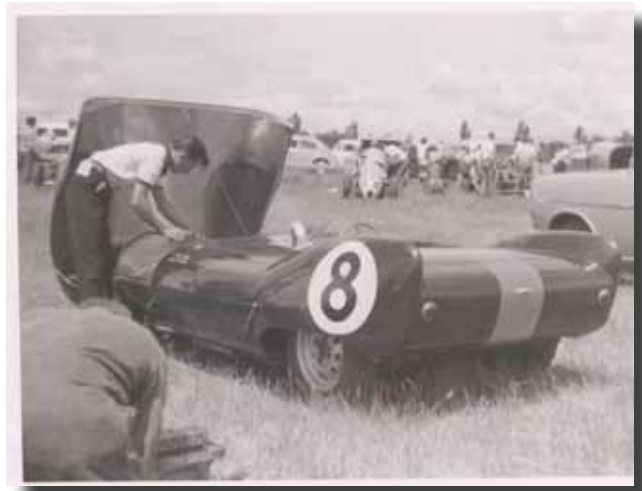
My friend Brian ... you have met him in these writings of mine before. Brian is the automotive artist and Alfa fan. During my stay with Brian and Bev we went into the city to pick up their latest Alfa addition to their stable ... a beautiful silver grey Alfa 166. It is Alfa's "Panamera" from a few years back. Beautiful.

And the food in Melbourne ... excellent. It has been voted the world's most livable city a couple of times. I don't care for some of the drab Brit architecture but the modern Melbourne is exciting. The food can be Italian where you are standing, fusion a block away, authentic Chinese nearby served by older people speaking Chinese or younger Aus Chinese with an accent ...ah, like mine. :-). It is a cosmopolitan city filled with culture (I got to see the Steichen photo exhibit) and, did I mention the food?

So what about Sydney? I didn't make it this trip. Have to go back. I invite any NCR folks who might be interested to come with me.



This Porsche 356A belonged to someone at the German Social Club where I often was a guest. It must have been about 1962



A Australian Elfin ... a replica Lotus 11 ... circ. 1963



Porsche Werkfoto of the Abarth Porsche Carrera, 1960. Beautiful. But the Germans complained it was too small for a German driver



You will never guess who this is



Longford 1963. The late Gavin Youl with his Porsche Super 90. This car made me fall in love with Porsche. An affair still going on



At a pre-holidays BBQ Phil tossed a few shrimp on the barbie



Edgar Broadhead

The following individuals have been approved as Tech Inspectors for those region members who enter track events that require inspections prior to the event. The Tech Inspection is provided as a service (some of the Tech Inspectors charge a nominal fee) to North Country Region members who print and bring the inspection form for driving events. Here is the link for the inspection form: <http://ncr-pca.org/images/stories/downloads/TechForm.pdf>

Name	Position	Phone Number
Ayer European Auto Restoration	Maine	(207)582-3618
Autosportsnortheast	Maine	(207)698-1000
German Auto Service, Inc.	Maine	(207)282-3013
The Boston Sportscar Co. LLC	Massachusetts	(781)647-7300
Kachel Motor Company	Massachusetts	(617)759-8973
Exotech	New Hampshire	(603)382-3599
Sports & Vintage Car	New Hampshire	(603)675-2623
Dupont's Service Center	New Hampshire	(603)742-8627
Series 900	New Hampshire	(603)863-0090
Porsche of Nashua	New Hampshire	(603)595-1707
Blair Talbot Motors	New Hampshire	(603)740-9911
Precision Imports	New Hampshire	(603)624-1113
AVA Restoration	New Hampshire	(603)563-8910
JSP Motorsports	New Hampshire	(603)477-9738
Northern European Automotive	New Hampshire	(603)228-0533
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Eurotech	Vermont	(802)660-1900
Rennline Inc.	Vermont	(802)893-7366
The Metric Wrench	Vermont	(802)751-8577
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Dinner Night at Tuckaway Tavern in Raymond NH

Photographs by Ivy Cowles

They say a picture is worth a thousand words.. so thank goodness I do not have to write anything for these pictures. Come join us for the next dinner - see you soon.



Jackson practicing his cheers trick , so cute



Kristin and Steve taking a minute to pose before the order taking



Judy ordered enough dessert for everyone.. Yum



Bob and Laura smiling for the camera

TRACK CAR PHYSICS 101

Greg Osche

5: The Racing Line

As one progresses through the various levels of high performance driving school the racing line is one of the most frequently discussed and nebulous subjects that one encounters. At the novice level the driver is taught the simplest racing line and how it differs from the "street" line. The former is usually referred to as the *geometric or circular* line consisting of a turn-in point (TIP), an apex, and a track-out point (TOP). An example is shown in Figure 1 for a 90-degree turn. The racing line (dashed) is chosen to have a radius, also known as the radius of curvature, of $R = 40\text{ m}$ (131 ft). Of course the whole purpose of the racing line is to maximize the radius of curvature of the driven line in order to gain an increase in speed v in accordance with Newton's equation

$$a_r = v^2/R. \tag{1}$$

Here a_r is the lateral acceleration of the vehicle, which is ultimately limited by the traction of the tires. The simplicity of the geometric line leads to a straightforward geometric relationship between the turn outer radius, R_o , inner radius, R_i , and the line radius R given by

$$R = \frac{\sqrt{2} R_o - R_i}{\sqrt{2} - 1}. \tag{2}$$

Sometimes the radii of curvature of turns are given as those along the center of the track. In that case it is best to write Eq. 1 in terms of the width of the track, $W = R_o - R_i$, and the radius of curvature at the center, $R_c = (R_o + R_i)/2$. Eq. 1 then becomes

$$R = R_c + \frac{\sqrt{2} + 1}{\sqrt{2} - 1} \frac{W}{2}. \tag{3}$$

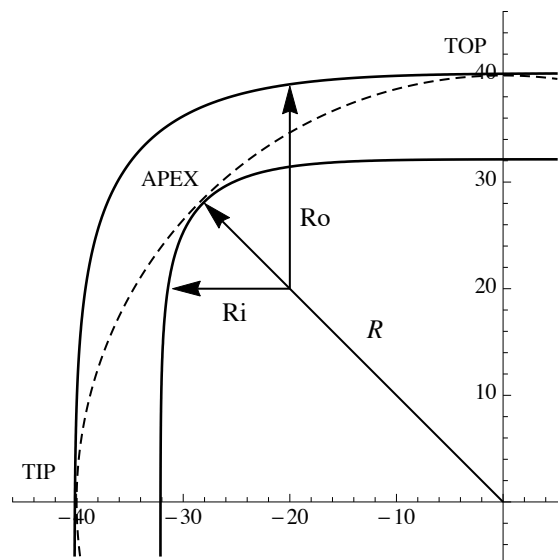


Figure 1. The geometric line

Thus far all we have been dealing with are sections of circles the geometries of which are straightforward. For example, the distance S between the turn-in point and the track-out point is just one quarter of the perimeter of the corresponding circle, $2\pi R$. On the other hand the speed along the turn is limited by Eq. 1 to $v = \sqrt{a_r R}$. If this speed is maintained throughout the turn (hence the phrase "maintenance throttle") the time through the turn is given by

$$T = S/\sqrt{a_r R}. \quad (4)$$

Assuming a $1g$ (9.8 m/s^2) capability for the tires before breaking loose it is easy to show that for a $40m$ radius turn ($S = 62.8 \text{ m}$) the time is 3.17 seconds. This is a very simple calculation made possible by the fact that we know the geometry of the line. As one progresses to more advanced levels one learns that such a line is not necessarily optimum even though, as we will show, it is the quickest line through the corner.

A more advanced racing line is the late apex line. Such a line, in contrast to the geometric line, does not have its apex at the midpoint of the turn but somewhat later. The advantage is not reduced time thru the turn but rather increased exit speed, which is then carried down the following straight. Indeed, since the total time spent on straights is much longer than the total time in turns for a typical road-racing track, it is imperative (for fastest lap time) that the chosen lines are optimized for performance on the straights rather than the turns themselves.

From a mathematical perspective, however, the early and late apex turns are not so easily analyzed because the radius of curvature is not a constant throughout the turn. As a consequence one frequently encounters explanations that are strictly qualitative based on extensive track time by the author or at best the results of sophisticated simulations. Simulations are very powerful but are mathematically complex and unintuitive. The result has been a set of rules or guidelines that have evolved over the years as, for example, that the geometric line is the fastest line thru a turn or a late apex line should have an apex about 2/3 of the way around the turn (See *Secrets of Racing* by Ross Bentley). But how can one verify such loose statements without actually testing them on the track or generating one's own simulation.

Well it turns out that there is a mathematical function that closely, if not exactly, duplicates the geometric shape of the late and early apex racing lines. That function is the ellipse. The reason for this is that it is described by a second order equation similar to that of the circle and therefore offers the smoothest possible non-circular line. The equation for the ellipse is given by

$$\frac{x^2}{a^2} + \frac{y^2}{b^2} = 1 \quad (5)$$

where a is the semi-major axis and b is the semi-minor axis. It is easy to see that if we let $a = b = R$ the equation reduces to that of a circle of radius R , that is, $x^2 + y^2 = R^2$. An example of an elliptical late apex line is shown in Figure 2 along with the circular or geometric line for comparison. (Note that the same ellipse can be used to describe an early apex line if one simply reverses the direction of travel thereby making it a left turn that starts at the top of the figure).

As with the geometric line, where the radius depends on the track width and radii, the elliptical line parameters a and b also depend on the track parameters but in a much more complicated way. Nevertheless it can be stated in general that the geometry of the problem is such that the turn-in point uniquely determines the shape of the ellipse if the apex and track-out points are to be defined in the usual way. Consistent with actual driving techniques one finds that as the turn-in point moves deeper into the turn,

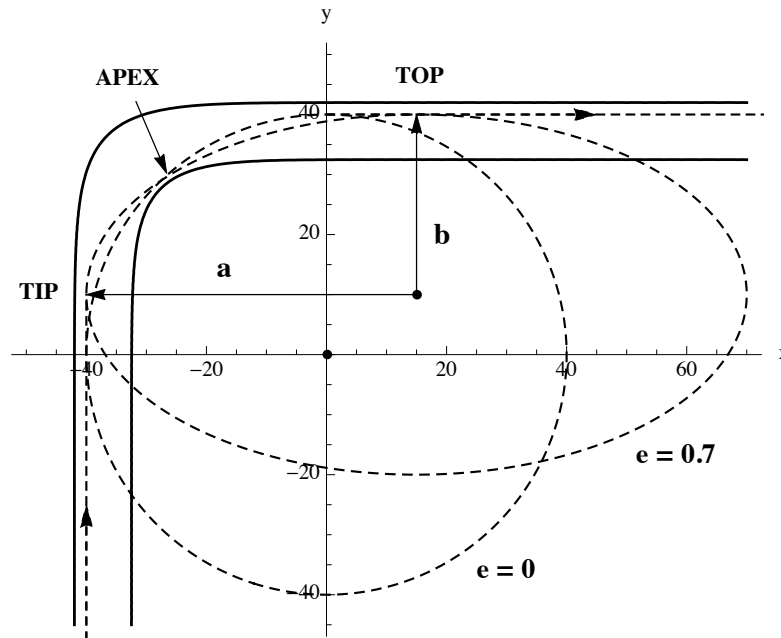


Figure 2. The elliptical line

the apex moves farther around the turn while the track-out point moves farther down the straight. This widening and flattening of the ellipse is characterized by its eccentricity e defined as $e = 1 - b^2/a^2$ where e ranges from zero for a circle when $a = b$ to one for $b = 0$. One can therefore characterize a particular line either by its eccentricity or its turn-in point.

In contrast to the geometric line, the elliptical line has a constantly increasing radius of curvature ranging from a minimum at the turn-in point of b^2/a to a maximum at the track-out point of a^2/b . Points in between require the use of a more complex function that we will not describe here (See Thomas, Calculus and Analytic Geometry). Knowledge of the radius of curvature along the track is sufficient to calculate the speed at each point using Eq.1. This, of course, assumes a constant radial force through out the turn and therefore neglects any additional forces due to acceleration or braking. However, such an idealized model is sufficient to explore some of the first order effects of an elliptical line.

A speed plot for several elliptical lines is shown in Figure 3 as a function of horizontal distance along the semi-major axis between the turn-in and track-out points. With the turn-in point as a parameter it can be seen that the entrance speeds are always lower than that for the circular line ($TIP = 0$) while the exit speeds are greater. Since the radii of curvature do not go to infinity at the track-out points as in a real system where the steering input is zeroed out for the following straight the speeds reach a maximum at these points in accordance with our simple velocity model given by Eq. 1.

The corresponding longitudinal accelerations are shown in Figure 4. These are just the time derivatives of the corresponding speed curves, that is, $a_t = dv/dt$. It can be seen that the acceleration curves peak before their respective track-out points, going to zero at the latter where the velocities peak. Note also that for high eccentricities the required longitudinal acceleration becomes somewhat unrealistic above about $1g$. This is again a consequence of our simplified model based on Eq. 1 that assumes that acceleration and braking are not generated through the wheels but via some other mechanism, a jet engine perhaps. A more realistic model would include these additional forces via the traction circle in which case the lateral force would no longer be constant through the turn since the limited acceleration of the vehicle could no longer sustain the lateral g 's required by Eq. 1 at large radii of curvature.

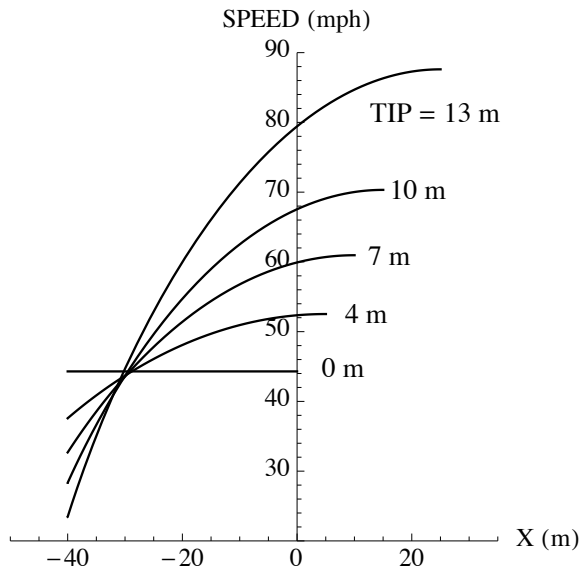


Figure 3. Speed vs. Horizontal distance X.

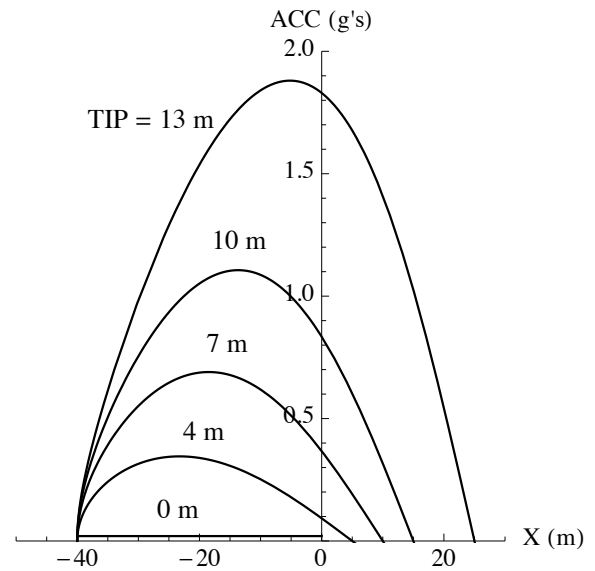


Figure 4. Acceleration vs. Horizontal distance X.

A final criterion by which to compare the elliptical line to the geometric line is the time through the turn. For a proper comparison this must include not only the time on the elliptical line but also the time to traverse the short braking zone that extends from the turn-in point of the geometric line to the turn-in point of the elliptical line. The time for the former can be obtained by dividing the average speed along the ellipse into the corresponding distance S along the ellipse. The time for the latter can be obtained by assuming a constant 1 g braking force over the short distance $y = 40m - b$ to the turn-in point, back-calculating the speed at $y = 0$, then the average speed, and finally the time. The total time is shown in Figure 5 where it can be seen that the late apex lines always take more time than the geometric line. The sharp rise at about $y = 10m$ suggests that the optimum turn-in point is about a quarter of the way into the turn. The corresponding apex is about $2/3$ of the way around the turn (Figure 2) in agreement with traditional guidelines.

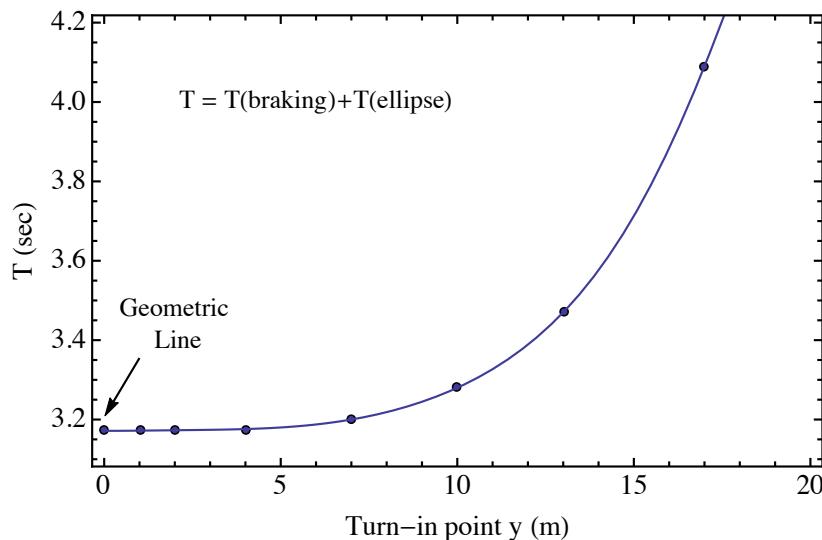


Figure 5. Total time vs. turn-in point.



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