

NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 37 Number 5

June 2014



IN THIS ISSUE:
Porsches at Panera
The Mitty
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.



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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 out this great region, please contact Matt Romanowski - matt@jrplastics.com

Thank you!

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NORTHLANDER

NORTH COUNTRY REGION
Volume 37 Number 5

PORSCHE CLUB OF AMERICA
June 2014

Upcoming Events

- 5** Calendar
- 7** PCA Parade
- 8** Tour Info
- 17** NCR's Annual Make-A-Wish Car Show at Porsche of Stratham
- 18** Porsche of Stratham Le Mans Event
- 20** DE Schedule
- 33** Zone 1 - Concours and Rally Weekend

Departments

- 4** Board of Directors & Committee Chairs
- 5** Editors' Desk
- 6** President's Message
- 8** Tour Info
- 9** Membership
- 10** Vice President
- 11** Drivers' Ed
- 29** Safety
- 30/31** The Mart
- 34** Advertisers' Index

Features

- 13 Looking Back
- 22 BTW
- 24 Porsche's at Panera
- 25 NCR Autocross #1
- 26 Spring Tour
- 27 The 2014 Mitty




24




25

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27

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The cover shot was taken by Hank Cowles during a Tail of The Dragon Tour with FCR at the Biltmore Est. / Ashville NC.



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CALENDAR

NCR Calendar or Events

June

- 1- Zone 1 Clash at the Glen Club Race
- 6-8- Zone 1 48 Hrs of Watkins Glen
- 14- Le Mans Gathering and Race @ Porsche Stratham
- 15-21- Porsche Parade
- 23-24- Lime Rock Fun Days
- 28- NCR Autocross
- 29- NER Autocross

July

- 7-9- NER-DE @ Mont Tremblant, Canada
- 12- Sunset on Mount Washington BBQ and Drive @ 5:00
- 20- NCR Make-A-Wish Car Show @ 11:00
- 26- NCR Autocross (Wounded Warrior Benefit)

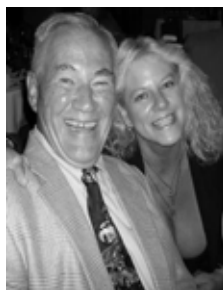
August

- 2-3- NCR-DE First time @ Thompson Speedway
- 3- NER Autocross
- 12-13- NER-DE @ NHMS
- 22-24- NER-DE @ Watkins Glen
- 23-24- Zone 1 Autocross @ Devens

<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 has sprung! Get that Porsche out and ready for a sunny drive. Remember to invite your friends. Can't wait to see your pictures and read your articles.

Email: northlander@ncr-pca.org

June is a great time to be driving your Porsches whether old or new. Bring it out and join us for some spectacular NCR events. See you soon.





Matt Romanowski **Wide Open**

I was looking at our family calendar for the summer the other day and it looked like Jackson had colored it in with his favorite crayons. We have it color coded for my things, Xana's things, and Jackson's things. The calendar was almost completely filled and nearly every weekend is full. Even the weekdays are filled up pretty well. Add in getting our house ready to sell, figuring out what we want in a new house, and actual work, it's been a busy year so far.

Luckily, however, there will be some very fun things mixed in. I'm always excited for the Zone 1 48 Hours of Watkins Glen. Even being very busy as the Chief Instructor for this event, it's lots of fun catching up with friends from around the Zone and talking track with professional driver/coach Peter Argetsinger. I also look forward to the track walk around the Glen. It's one of the few chances to walk this track and really get a feel for the exact camber and layout of each corner without relying solely on your perception of them at speed.

An event that looks like I will now be able to attend is the Le Mans Gathering at Porsche of Stratham. Brook Smith has been working on what is sure to be a great June 14th event where we will witness Porsche's return to LMP1 racing at Le Sarthe. I'm sure Porsche's racing greatness will only be surpassed by the gathering of friends and fans at the dealership.

Not long after that we have our Lime Rock DE Fun Days. One of the cool things about this event is that NCR has the facility to ourselves. Since the formation of the Lime Rock Drivers Club a number of years ago, most days are shared with them. It's really fun to get two full days in on the racing surface. We'll also have Simon Kirby, the resident Club Pro available to help people get around the track as fast as possible and at their best. I'm planning on working with Simon and seeing just what Chiquita can do around the 1.3 mile bullring.

The 28th of June brings us NCR's third autocross of the season. After going down to the first event of the year, I'm always impressed with Joe, Ollie, and Lisa's work on these great events. I don't think there is a better autocross program in the country or a better place to learn how to drive your Porsche (or other car for that matter). With some great courses laid out with cones on the old Devens runways, you can experience performance.

I'm really excited for the July Mont Tremblant DE that Northeast Region is hosting. We've booked a condo in Tremblant and are planning on a having a few days of vacation before the DE. I'm sure we'll be doing some swimming, hiking, and touring of the area. The condo has WiFi and a grill, so I'm sure there will be some good times!

If you have never been up to Tremblant and like doing DE events, this is a great event. It's during the Blues Festival, so there is lots of night life if you can stay up after driving on the track all day! The track is simply phenomenal. I'm a serious Watkins Glen fan, but after driving Tremblant, I would definitely put it as one of my favorites. The track has high speed corners, low speed, elevation changes, great passing zones, short corners, long corners, and more! It's really everything you could want to have all in one track. I can see why Formula 1 ran there when the track was new and why the drivers liked it so much.

I hope that you can get out and enjoy your Porsche in the good weather that seems finally to have arrived, and look forward to seeing you at events this year!

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Jeff Torrey

Rally Time

Our Spring Rally event was a great success. People enjoyed the drive and the lunch at Moat Mountain. I appreciate your support, enthusiasm and the positive feedback in spite of the weather. I enjoyed meeting some new people and the time we spent together. I am looking forward to our next event. The upcoming rally event for July is a BBQ and Sunset on top of MT Washington. Details below.

Sunset on Mount Washington

Saturday, July 12, 2014, 05:00pm - 09:00pm

Time Line:

- 5:00 to 6:30PM - Meet for a BBQ at The Glen View Café / MT Washington Auto Road
- 6:45PM - Depart to the summit
- 8:30PM - View sunset
- 8:45PM - Depart from summit



The BBQ is \$ 16.50 per person and to drive the auto road is \$ 25 per person.

This is a group event with the Rennsport PCA. If we get 30 cars or more the road will be open to only our group. I expect this event will easily draw 30 cars.

Please mark your calendar and contact me by clicking on the RSVP button to register for this event.

Please don't hesitate to contact me by telephone or email listed below if you have an idea for a future Rally event.

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

MEMBERSHIP



Laura Futterer

June 2014 Northlander - New Members and Anniversaries

New Members:

Thomas K. Bean
Hudson, NH - 1997 Boxster
Transfer from Suncoast Florida Region - Joined PCA July 2011

Nicholas Ciarleglio
Hopkinton, NH - 2013 911 C2S

Charles W. Glade
Franziska Glade
Rye Beach, NH - 1986 911 Carrera
Transfer from Northeast Region - Joined PCA April 2006

Jonathan W Herndon
Center Ossipee NH - 1972 914-4

Nicholas Ilyadis
Merrimack, NH - 2007 Carrera

Eric Kaul - Associate Member
Quincy, MA

John W. Patterson
Toni Nelson
Lincoln, NH - 2009 911 C4S

Member Anniversaries:

1 Year

Eleanor L. Atherton
Candia, NH - 2002 Boxster S

Bryce H. Bandish
William Bandish
Dummerston, VT - 2001 911 Carrera

Jeffrey R. Johnson
Bedford, NH - 2010 Panamera

Member Anniversaries:

Jay Tischler
Christina Tischler
Stratham, NH - 2007 911 Carrera

Peter E. Torosian
Mary Beth Torosian
Atkinson, NH - 977 911S

Jeff Torrey
Vicky Torrey
Plaistow, NH - 2007 Cayman S

2 Year

Thomas J. Herceg
An Herceg
Amherst, NH - 2011 Cayman

James J. O'Hare
Hingham, MA - 1979 911 SC

5 Year

Meghan D. Desfosses
Alfie Desfosses
Portsmouth, NH - 1996 Carrera 2

Arthur J. Lyle
Essex Junction, VT - 1985 911 Carrera

10 Year

David W. Hutchings
David J. Hutchings
Windham, NH - 1985 911 Carrera / 1996 911 Carrera

Joan M. Russo
Jane Beckwith
Sterling, MA - 1995 911 Carrera

James A. Winner
Donna Winner
Hampton, NH - 2004 Boxster S



Rich Willey

Where The Rubber Meets The Road

The good things that come to those who wait are leftovers for those who got there first.

Musing#1

If you read Excellence on-line you may have seen the article on the 2013 German Tuner Car shoot-out held at Nardo. This is a typical "run what ya brung" testosterone fest. The 550hp 205 mph Golf 3.6 bi-turbo sounds like the car they had in mind when the phrase "get in, sit down, hold on and shut up" was coined. But the one that caught my eye was a 580 hp VW camper that ran 168 mph with the kitchen sink still in place. Now THAT my friends is a track car. And you don't need a hotel room.

Musing #2

ZIS-112, Pobeda-Sport, Gaz-Torpedo, HADI-5 and HADI-7. What? These don't exactly roll off the tongue? You think I made these names up? Think again! They are all Russian, err, Soviet racecars from the 1950s and 60s that you will never see at the Lime Rock Historics in September. The Pobeda won three Soviet championships in the mid 1950s. The Gaz-Torpedo, made of aircraft alloy, was very light but only had a 105 hp four cylinder engine. In that era, American cars took styling cues from aircraft wings and tails. Soviet designers got their inspiration from belly tanks. Behold the Gaz-Torpedo. (gotta love the hood scoop).



Musing #3

Ok. I've had enough. Electronics are completely taking over the driving experience. Anti-lock this. Stability that. And now I have a car with something that applies the brakes if I get too close to the car ahead, shakes my steering wheel if I wander over the white line, and beeps at me if I attempt a lane change with a car in my blind spot. Quick, tell me how I can turn off this stuff (not the last one, which IS useful). BUT wait, there's more! A Rolls Royce Wraith has a GPS controlled gearbox. What the...! A satellite scans the road and signals the transmission to shift into the optimum gear at the precise moment the terrain changes. Stop it, just stop it, I'm begging you.

Magnus Results - Laguna Seca

Because Laguna Seca is only 2.5 miles long, IMSA split the field in half, running 10 Prototype Challenge cars with 22 GT-D cars in the first session, then the Daytona Prototypes and GTLM cars later. With the Porsches now having an air restrictor and the Magnus Porsche experiencing understeer John Potter qualified 9th in GT-D. During his race stint, John kept out of trouble but when Andy Lally took over he sliced his way to 4th in short order. When the leading Audi ran out of gas two corners from the finish, Will Turner's BMW (from Amesbury, MA) inherited first with Magnus moving to third and another Laguna podium. Magnus is now tied with a 458 Ferrari for the series lead, but five other teams are within six points of the lead.



Mark Watson **MY SPIN ON THINGS**

OK; we had enough of a warm up to get serious about our 2014 DE season. We have already had our Season Opener, NER has also had their Novice Day / Season Opener and we have held our annual Car Control Clinic. The following note from Dave Logan (CCC Event Chair pretty much summarizes what the CCC was like: "On May 10th we held our CCC with 16 students and 11 instructors in attendance. While Mother Nature ensured our skidpad was plenty wet in the morning, by late morning the rain had stopped and the sun came out. On the skidpad, the students enjoyed exploring the handling of their cars at the limit by inducing and learning how to control understeer and oversteer. The students spent a portion of the morning testing their skill on a slalom course designed to teach them how to handle back-to-back turns in rapid succession. In the afternoon, the slalom course was converted into an emergency threshold braking / lane change exercise. This exercise is designed to simulate a situation where the driver needs to make an evasive maneuver without losing control e.g. if an animal suddenly jumps into your road in front of your car. In the end, everyone had a great time and we hope to see the students at a future NCR DE or other event." On a personal note, it was great to get into various cars and work with different drivers. It's always fun to watch how everyone is tentative at first and then begins to have fun and really explore the handling of their car. I'd have to pick Harv Ames' Audi RS7 as one of my favorite cars this year – we could never get it to spin on the skidpad and the straight line acceleration was impressive. The pizza for lunch was great but the brownies were to die for...thanks Carla!

We are now just a few days from the Lime Rock event so you had better be registered but if not, log onto motorsportreg.com and take care of business. Lime Rock is one of the premier tracks on the east coast and one event not to be missed. We expect to have Simon Kirkby (Chief Instructor at LRP) available for those advanced drivers who want to get some personal coaching. We also will be hosting a Garage Party after the track goes cold on Monday to round out the day. The track is not open on Sunday so we will not have access to the paddock to drop trailers before the event.

If you haven't already done so, please register for our event at Thompson Speedway Motorsport Park (TSMP) in August. Thompson has been around for a number of years, but the road course has been revamped and is opening this year. We will be one of the first Porsche Clubs to drive the track and we need your participation to make the event a success. I have heard from a couple of folks that hotel rooms are proving a bit difficult to find so I would encourage you to make arrangements right now. Go to the NCR website for a listing of local hotels and contact information. We are also going to have the option to camp at the track for \$60 per site for Friday and Saturday nights. If you want to camp, please go to www.motorsportreg.com and register to camp. I believe camp site selection will be on a first come first served basis.

Our DE season is off to a great start thanks to your support and participation. We want to provide you with as many opportunities as possible to get out and drive your car with your friends and fellow DE'rs. Our goal this year is to increase driver participation so we can continue to offer driving events at NHMS, Lime Rock and new tracks like Thompson Speedway Motorsport Park (and maybe a new track in Tamworth....). Tell your friends to buy a P-car, join PCA/NCR (a local BMW membership will work too) and come out to the track for some fun. 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!!**



I know...it is not a Porsche, but it sure is a nice looking "Yellow" Lamborghini Kevin Lilakos is sporting



Nice lines...and it is yellow



Judy Hendrickson **LOOKING BACK**

Spring seems to have finally arrived in New Hampshire. Lawns are greening up, forsythia is in full bloom and the PJM rhododendrons are starting to show their purple splendor. But, nights in the 30's and 40's still necessitate a bit of heat in the house.

I am slow to get the Porsches out and on the road this year. My attention has had to be directed to the Nissan Frontier. The truck has been a reliable daily driver, pulling the car trailer when needed as well as getting the groceries. However, towards the end of ski season, the left tailgate hinge failed. I managed to get the tailgate closed, but did not want to surrender the truck for repair until after I finished skiing for the season. Instead of putting the skis in the back of the truck, I folded down the front passenger seat and hauled them inside for several weeks. When I got the estimate for repair I decided to include a few minor rust spots on the right rear bumper and behind the right rear wheel well. While the truck is a 2005 and has 125,000+ miles on it, it has not had any major issues. I had invested in new Blizzaks in the fall and had a new set of summer tires waiting to be installed so a little beauty treatment seemed in order. I should have known that investing in her would lead to more needs. Her routine oil change revealed the radiator is starting to leak at the top seam – watch for diminishing coolant. Once the body work was completed I was able to get the summer tires over to the dealership for mounting, switchover from winter to summer tires and alignment. Not so fast – control arms on both sides are loose and need to be replaced for proper alignment. Ugh! When the radiator work is done I will have invested nearly \$7000 in soon to be 10 year old truck! BUT, a new one like this one is over \$30,000, not to mention the increased taxes for a number of years. Perhaps I should think of the investment as simply a renewal of a truck that is otherwise in good condition and paid for. Although I am starting to understand a friend of mine who changes cars the minute it needs a new battery or tires. And oh yeah, all of the Porsches need something more than a simple oil change this year. Good thing the stock market has come back a bit.

Only 1994 and 2004 had June issues. While 2004 was packed with material, it all related to upcoming events, coverage of past events and out of region tech articles that do not meet my criteria for re-publication. I look for the article that is more timeless in its content. The June 1994 issue had another installment of Dennis Burnside's Porsche Places that does meet my criteria. Enjoy.

From Volume 17, Number 3, May 1994



NCR Porsches at the end of the May 1st Rally,
Photo by Doug Hendrickson

PORSCHE PLACES VIII

by **DENNIS BURNSIDE** (REPRODUCE BY PERMISSION ONLY)

In finishing up our tour of Stuttgart, I hope I haven't made the town too boring. It's actually an elegant city, clean, crime-free (as much as possible these days), wealthy and tasteful. Stuttgart has attained a standard of living that most, if not all, American cities can only dream about.

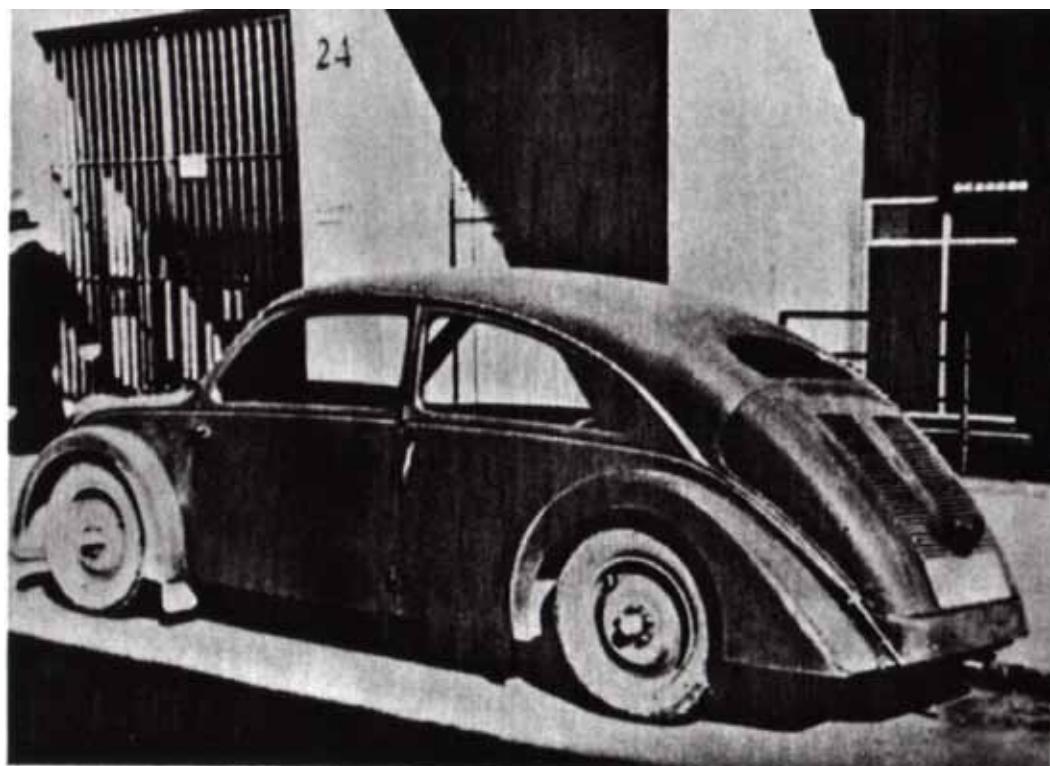
Kronenstrasse 24

Still standing three blocks south of Stuttgart's Hauptbahnhof, Kronenstrasse 24 housed Porsche's first design office. It's near the city center, and not far from the Graf Zeppelin where one can dine on roulade of sole in champagne sauce, fillet of veal and calf sweetbreads in creamed chanterelle sauce, Maine lobster with wild mushrooms or baked pigeon with truffles.

Or perhaps you'd prefer something more Swabish in the hotel's Stüble? Something like Swäben Bräu weizen beer, Württemburger wine or a Remstalquelle sprudle (sparkling mineral water), a Maultaschen soup and some sort of meat with Spätzle, Württemberg's homemade noodle. In either case, you'll feel refreshed enough to get back to Kronenstrasse 24. It's not a Porsche office now, but it was in 1930 when Ferdinand returned to Stuttgart after a year in Steyr, Austria.

By March 1931, the Porsche team had designed the first prototypes of the 2 liter Wanderer, three of which were built in Chemnitz. On 25 April 1931, Porsche's new company became official as Dr. Ing. h. c. Ferdinand Porsche, GmbH.

With Germany struggling in a depression, Porsche hired designer Karl Rabe, financier Adolf Rosenberger, air-cooled engine specialist Joseph Kales, body designer Erwin Komenda, Ferry (a technician at the time), transmission expert Karl Frohlich and others - twelve workers in all. It was this group working out of Kronenstrasse that designed the Zündapp 12, NSU type 32 and Auto Union's 295 HP rear mounted V16 engine. Not as powerful as Daimler's 314 HP supercharged straight eight, it still won at the Nürburgring on 15 July 1934.



NSU Type 32, at 24 Kronenstrasse

From Kronenstrasse came the first VW prototypes (1935), actually built on Feuerbacher Weg, and, in 1938, the Type 114 and type 60K10, two special sports/ race cars which turned out to be prototypes of the first Porsche car, the 356.

During W.W.II, Porsche spent little time in Stuttgart as he was in demand at Wolfsburg, Rastenburg and other military facilities. In late 1943, he moved his family and factory to Zell am See and Gmünd, Austria. After W.W. II, Porsche moved his design offices and factory to Zuffenhausen.

Marienhospital

Leaving Kronenstrasse, drive southwest through Stuttgart center where Hahn Sportwagen's Porsche showrooms look across the park toward the Neues Schloss. Continue on toward the suburb of Heslach, then backtrack on Böheimstrasse, a one way street that leads past a complex of long, narrow buildings opposite the Zeiss Ikon area. This is Marienhospital, at Böheimstrasse 37, not a very exciting place for perhaps the most creative of automotive designers to end this earthly existence. But this is where Ferdinand Porsche died, before much of today's Zuffenhausen factory was built, on 30 January 1951. On February 5, his body was taken to Zell am See where he rests in peace today.

Rathaus (Markplatz)

After Porsche's 1924 racer won the Targa Florio for Daimler, Daimler executives had Stuttgart's Technical High School give Ferdinand Porsche an honorary diploma and placed his name in the Golden Book at the Rathaus. Rathaus is German for "town hall", literally "Advisor House," but the word seems more appropriate in bastardized English, i. e. Rat House. Stuttgart's Rat House at the Markplatz in the center of town was built in 1954-56, and was not the one Porsche knew as that Rathaus was destroyed during the war.

Schloss Solitude

Daimler-Benz advertising director Richard Völter introduced Adolf Hitler to Ferdinand Porsche at Schloss Solitude during the 1925 Solitude Hill Climb. Tho' Hitler was not in power at the time, he never forgot Porsche or their mutual desire to build an inexpensive car.

On 3 September 1950, Porsche celebrated his 75th birthday at Solitude, surrounded by famous drivers, auto designers and corporate heads - more than a few VWs and Porsches.

Lustschloss ("Pleasure Palace") Solitude, is a Baroch (actually Neoclassical with a tint of Rococo) palace built in 1763-67 by Weyhing and French Court architect de la Guêpière for Herzog ("Duke") Carl Eugen (1737-93) who also built the large Neues Schloss in downtown Stuttgart as his father (Eberhard Ludwig), moved from Ludwigsburg to Stuttgart.

Carl Eugen, who supposedly picked the site while resting under the shade of five large oaks after a stag hunt in 1763, founded his military academy, his Karlsschule, here, building the school in a semicircular pattern around the palace.

One of the draftees into the academy was Frederich Schiller who, after graduating in medicine, wrote his 1778 *The Robbers* in protest of royalty's disregard for the human rights of those less wealthy or powerful. It doesn't seem to have done much good.

Frederick I, ex-Elector Frederich, also used the palace but was so fat he had to have his writing table carved a bit to accept his girth - a bit of blubber which Napoleon ridicules while making Frederich the first king of Württemberg. The palace was renovated between 1972 and 1983, the latter year being the one in which I first showed up to find the place covered with scaffolding.

The palace stands on a high, for Stuttgart, 496 meters is high, ground about three miles west of Stuttgart center. A road, or what was once a road, runs northeast in a straight line nine miles to the larger palace at Ludwigsburg. The road, Solitudeallee, begins through gardens but lasts only to the Zuffenhausen area not far from the Porsche factory.

The palace is open daily from 1 April to 31 October. Guided tours by request; admission about \$1.50.

Solitude Rennstrecke

The famous Solitude Hill Climb wasn't much of a hill climb with an altitude difference of only about 400 feet. Nor was it connected to Schloss Solitude though race ceremonies were usually held there. The Solitude race circuit was actually a vaguely oval stretch of mostly twisty public road about three miles southwest of the castle. It's no longer used for racing, but still cuts through the forest north of Patch Barracks and along autobahn A8 and is composed of streets called Magstadterstrasse and Mahdentalstrasse.

The circuit on Porsche's home turf was most famous between 1931 and 1965 when it was often used for Formula 2 races. Covering about six miles, the track includes a two mile straight east of Būsnau. At Būsnau it drops to the Glems river where it twists and turns along the stream to Glemesch ("Glems Corner") before climbing southward and back to the straight.

Next time we'll take a little trip to Bad Canstatt and visit the enemy, Mercedes-Benz, which can thank Ferdinand Porsche for much of its fame.

Volume 27, Number 3, June 2004



Cover photo by Colin Blake

**Porsche Club of America- North Country Region
Annual Car Show to benefit the
Make-A-Wish Foundation of New Hampshire**



Bring your family and invite your friends to cast their vote
for some of the best and rarest sports cars in the area

Sunday July 20, 2014 from 11:00AM-1:30PM (registration opens at 10:30) - Rain or Shine

Porsche of Stratham - 60 Portsmouth Ave. (Rte. 33), Stratham NH (easy access from Rte. 101 and 95)

Donation: \$20.00 for each car displayed (cash, VISA or MASTERCARD)

No charge for general admission- donations appreciated

People's Choice Awards for Porsches by decade, plus other awards for Non Porsche categories and overall Best of Show.

Lunch served by Kathy's Kitchen – no charge

Music, 50-50 raffle plus an ice cream run to Lago's on Rte. 1 Rye, NH after the show

Thanks to Porsche of Stratham for sponsoring the event

For more information please contact Social@ncr-pca.org or Vice-President@ncr-pca.org

Porsche of Stratham hosts viewing of 2014 Le Mans Race.

Porsche is returning to Le Mans with the 919 Hybrid after a long hiatus from prototype racing. Join your club mates from North Country, Down East, and Northeast Regions as they get 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.

Breaking news!! Porsche of Stratham has added a tech session focused on the advanced electronics and engine management features of the modern Porsche. As these cars become more complex, it will be good to ground out our understanding of how the car's components work (and speak) together and see some of the tools Porsche-certified technicians use to diagnose and fix problems.

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".



Continued from page 11

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

Stay safe until I get a chance to greet you at the next DE event and keep an eye out for a new sign since I manage to get it mostly right on the first one. See you soon!!

2014 NCR, Zone 1 and NER Drivers Education Schedule*

Date	Track	Host Region	Comments
June 06, 07 & 08	Watkins Glen	Zone 1	48 Hours at the Glen
June 23 & 24	Lime Rock	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



Hey ...that is JD and JD Jr. sporting that beautiful Porsche

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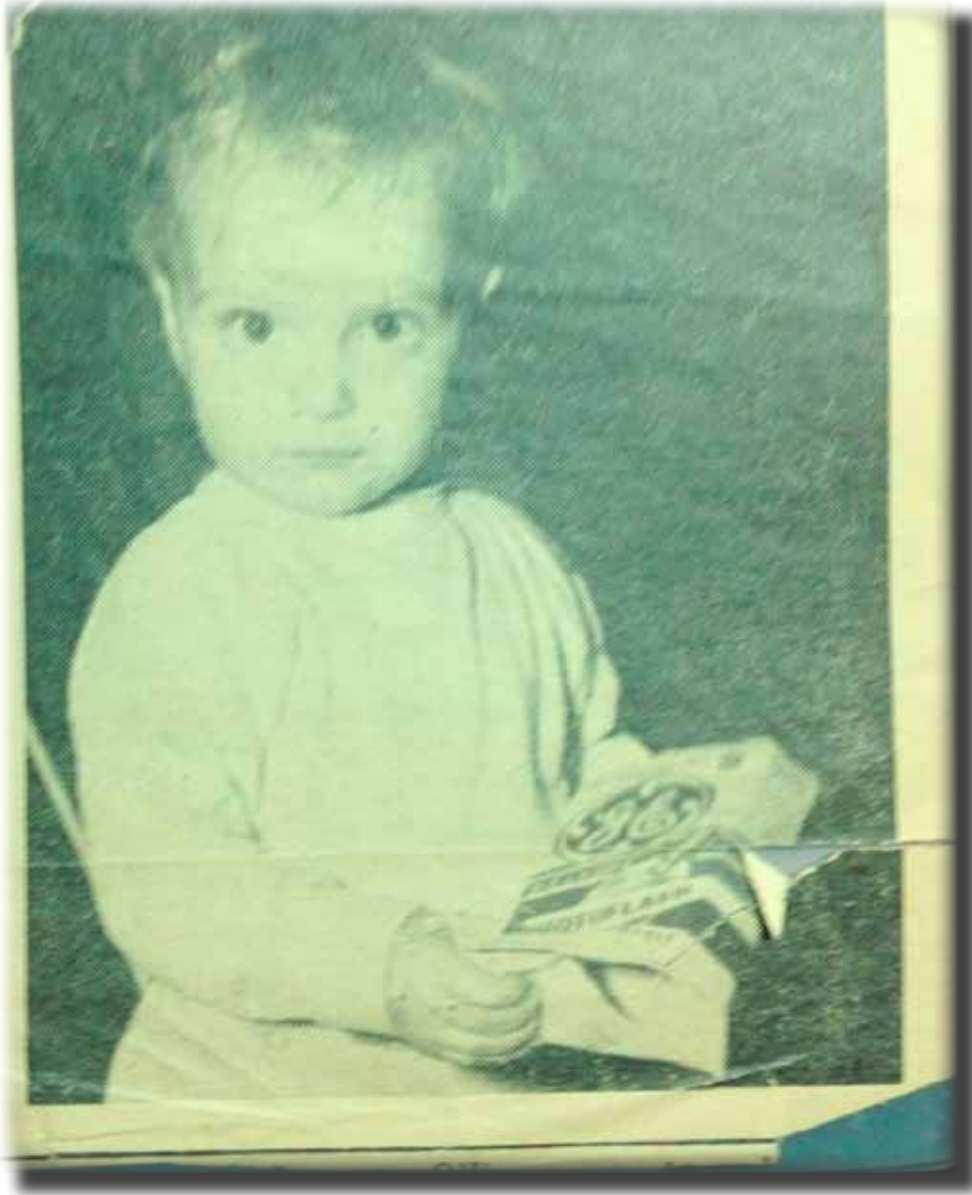
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Porsches at Panera by Rich Willey

It was a perfect spring day as Porsches gathered at Panera Café in Plaistow NH for our first such event of 2014. We had 10 cars ranging from a 928 to a Mini to a pickup truck (Big Bro was not available) and everyone enjoyed talking Porsches, and in particular, admiring Ron's latest addition to the stable; an all-black Turbo with perfect wheels and stance and a fine sound courtesy of an ECU tune plus SpeedTech exhaust. Thanks to all who got up early to share their P-cars and to David Peterman for hosting us.



Porsche Turbo family hauler...



Panamera at Panera, say that three times fast...



Paul talking Porsches



Ron and Judy admiring Ron's Turbo

A great time was had by all, see you at the next event!

Autocross #1 - Great fun



A little wet weather did not stop any of the AX attendees...



Almost looks like the car could fly...



Looks like Kansas not Devens...

Spring Tour/Rally



It is about the people



Rich getting everyone's autograph



Great cars on a great tour...thank you Jeff

The 2014 Mitty by Rich Willey

Checked another bucket list item by attending this year's Mitty, sponsored by Classic Motorsports and Grassroots Motorsports magazines. It is a three day vintage car race held at Road Atlanta just northeast of Atlanta. Road Atlanta is 2.5 miles long with 12 turns. The track is sunk below grade in many places resulting in a concrete wall or earthen barrier experience if you leave the surface. Its layout has similarities with both Lime Rock and Watkins Glen. For example, turn 11 is under a bridge then downhill to a right hand turn 12 which leads to the front straight. But this downhill is twice as steep and twice as long as LRP. (Formula cars were upshifting half way down the hill !)

We flew into Atlanta Friday evening at rush hour so we missed the races and dinner but were up and at the track early Saturday. It was a perfect 80 degree day with moderate humidity (for Hot-lanta). I had been to Road Atlanta for the Petit Le-Mans about 14 years ago so I knew the layout. I had also splurged on VIP passes which provided parking in the center of the action, paddock access, event programs, touring laps of the track and access to their hospitality area. Perfect.

Saturday morning was Group qualifying with seven lap sprint races in the afternoon. Sunday there were two one hour endurance races as well as more seven-lap Group sprints. What constitutes a Group you ask? One of the larger groups was comprised of 4 cylinder cars from the 50s and 60s. Think 944s, 914s, 356s, Midgets, Sprites, Triumph Spitfires, MGBs, and Lotus 7s. There were 50 cars on the track at the same time in this group. Very competitive racing and great sound from wound-up 4 bangers.

One thing that separates the Mitty from other historic racing is the depth of the field. There was a NASCAR group. A group for motorcycles. There were two open wheel groups; one for Formula 1, Formula 2 and Indy cars. The other had Formula Fords, Formula 5000, and Formula Vees. There was a sports racer group (think Radicals) and a sports prototype group which included Lolas, Chevrons, a Porsche 962, and a Jaguar XJS among others. There were Trans Am cars and IMSA GT-1 cars. And Porsche Cup cars, Mustang GT-350s, and full house Corvettes. Incredible.

Perhaps most intriguing was that they mixed cars in groups. For example an open 914-6 won overall in the Saturday morning endurance race while competing against big block Corvettes, XKE Jags, and 911s. In the afternoon enduro, Trans-Am Mustangs were running with Le Mans LMP2 cars (Kristin, these are just like Bill Binney's) each vying for first place in their own class.

When there was a lull in the action, we lined up for some "touring laps". In front of our Mustang rental was a Pontiac Grand Prix convertible, plus an original Mini and behind us a 25 year old Dodge crew cab 4x4 in olive drab flanked by a 1970 Dan Gurney Trans-Am Cougar clone. During the day you could get Burt Levy to autograph one of his "Last Open Road" books and at night grand marshal, Brian Redman regaled us with tales of Chaparrals, Ferraris, and the Porsche 908. A fun time if you are in Atlanta the last week of April. Check out all the pix on the NCR website.



914-6 Endurance Race Winner



935-K3



962 Porsche



Corvair team



Formula 1 Lotus with Cosworth Power



Turn 10a Road Atlanta - end of back straight



Shafer with Buick straight 8 and 4 Stromberg 97s....



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>

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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
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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
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JSP Motorsports	New Hampshire	(603)477-9738
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Akira Mochimaru, Natick, MA am904gts@gmail.com



Books: (\$50.00 for the lot)

Porsche by Randy Leffingwell - paperback, *Porsche by Chris Harvey* - hard bound, *Porsche by Michael Cotton* - hard bound, *Porsche by Nicky Wright* - hard bound, *Porsche by Susann Miller* - hard bound. **Prints:** (\$200.00 for the lot) - individual photos available. Porsche race car by P. Hearsey - ZONE 1 class winner award
911 GT1 winner 98 Le Mans by Susanna Weber - NER region class winner
356 Roadster at North Andover commons by Susanna Weber - NER region - class winner
All of these prints were awards that my car won at Zone and regional shows. Victor Oliver (508) 888-8435



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Zone 1 Concours and Rally Weekend & Zone 1 BBQ

Hosted by the Green Mountain Region PCA
At the Basin Harbor Club
Vergennes, VT



Come join your fellow Zone 1 Members at the Zone 1 Concours, Rally & BBQ Weekend



Where: Basin Harbor Club, Vergennes VT

When: September 12-14, 2014

Costs:

Concours Street Class: \$30
Concours People's Choice: \$10
Rally only: \$20
Rally & Concours Combo: \$40
Zone 1 BBQ: \$27

- Saturday will feature the Zone 1 Concours where there will be a Street Class and a People's Choice Class
- The Zone 1 BBQ will be at 5pm on Saturday evening
- Sunday morning come out and enjoy a TSD Rally departing from the Basin Harbor Club
- **Sign up for the Concours, Rally & BBQ by going to www.clubregistration.net**

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- Contact Botho von Bose for any Concours & Rally questions at bvonbose@primus.ca
- Contact Jennifer Webb for any Zone 1 BBQ Questions at jenniferbischoff@hotmail.com



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BTW



For those who did not recognize this cute face it is NCR member Mark Nadler. What great pictures.



The Porsche 919 Hybrid for the 24 hours of Le Mansn - Photograph Porsche Press

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