

NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 37 Number 1

January 2014



IN THIS ISSUE:

Holiday Gift Time
In Memory Of
And Much Much More....

Happy New Year 2014

This year, may all of YOUR **dreams** turn into reality and your efforts into **great** achievements.

Best wishes for good health and happiness, too!

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

Thank you!

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Statement of Policy

Northlander is the official publication of the North Country Region (NCR), Porsche Club of America (PCA). Opinions expressed herein are purely those of the writer and are not to be construed as an endorsement or guarantee of the product or services by the Board of Directors of NCR. The editor reserves the right to edit all material submitted for publication. Material may be reprinted by PCA Regions without permission provided credit is given to the Northlander and the author.

The regular article and Advertising closing date for the Northlander is the 1st of the month preceding the publication month. See page 34 for advertising rates.

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On the Cover

The cover shot was taken in Dover NH - By the shape of the snow you can tell there is a Porsche under there. Let it snow...let it snow...



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CALENDAR

NCR Calendar or Events

Be sure to check the calendar for the next events. Coming soon will be info on the Yankee Swap.


<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/>

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Matt Romanowski **Wide Open**

January is almost here as I write this and NCR is already planning for 2014! We've had meetings, phone calls, emails, and even a carrier pigeon! Well, maybe not the carrier pigeon.

Looking at participation, volunteers, and the mix of folks organizing events in 2014, NCR is going to change the way we plan events for next year. As a region, we have some dates that we are not completely in control of – things like DE and autocross dates. These event dates are really decided by the facility with a request by us that is not always granted. We will start out the calendar with these autocross and DE dates. Next, we're going to fill in the Annual Banquet and probably the Fall Get-A-Way.

After that, we're going to identify time slots that we could put in some rallies, socials, and a car show (or two). Once we're that far, we're going to reach out to NCR's members to see who wants to help put on events. Many of the same people have put on the majority of our events over the last 4-5 years and are getting a little burned out.

We are hoping that folks will step up and offer to help put on events. The help can come in many different ways – planning the route for a rally, organizing an ice cream run, planning a dinner, or anything else people want to share. The amount of work needed for each of these events can be tailored to what is available. Things like an ice cream run are very easy to put together. A quick call to the ice cream shop to make sure they can handle 20 cars, a flyer for the website and *Northlander*, and things are off and going! Other events like rallies take some more work, but anyone with an idea for a good drive can put one together.

Part of this plan is also that we are going to try not having rally, concours, social, and tech chairs for 2014 and let different members help out with all of these events. Rich, the VP, and I are going to help anyone who is willing to put on an event with the administrative and organizational aspects of the events. I think with some help from experienced members, people will be able to put on quality, fun events without too much work.

For social events, Carolyn is still interested in helping with some events, but is not able to commit to putting on the years worth. In years past, we've had some really great social events that have been suggested by, and organized in part, by lots of different folks. Things like wine tastings, car collection viewings, and open houses at various businesses have been very popular. If you know of anything that folks might be interested in, please let us know. Many times the idea is harder to come by than actually putting on the event!

We are also going to mix things up with the Advertising Chair and plans for 2014. The Treasurer, Lisa Roche, is going to handle the invoicing and collections. We are going to change up the payment plans, which I will be getting in touch with the advertisers about in the next few weeks. I think this is going to streamline the process for the club and make it less manpower intensive going forward. It should also make things a little easier and more transparent for our advertisers.

So, start watching the *Northlander*, www.NCR-PCA.org, and the club Facebook page (yes, we have one!) for announcements on upcoming events and opportunities to help out in 2014. While these will be some pretty big changes for the region, I think they will ultimately get some more folks involved with running events and having a wider group of members helping out. Sometimes we forget that NCR, and PCA as a whole, is a volunteer organization, and without the volunteers there wouldn't be a club.

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Ivy and Hank Cowles

Happy New Year Everyone.

I hope your year is filled with peace, love, health, and happiness!

There will be a few Northlander changes in the coming months, one of which is a combination issue for February and March to be published March 1.

A little New Year Poem for you!

Roses are Red and Violets are Blue

I hope that 2014 has a new Porsche in store for you!



MEMBERSHIP



Janet Quintero

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

New Members:

Charles Fosberry
Leigh Fosberry – Affiliate
Stoddard, NH – 1979 911 SC

John Grisham
Littleton, NH – 2014 911S

Member Anniversaries:

1 Year

Steve Boyle
Hampton, NH – 2012 Panamera

Arnold McCalmont
Hollis, NH – 2009 911

Alfred Sanel
Bedford, NH – 2013 911

2 Year

Bob Kuepper
Concord, NH – 2012 Panamera

5 Year

Christopher Weiss
Eaton, NH – 1969 912

15 Year

Ron Juozokas
Michael Juozokas - Affiliate
Derry, NH – 1986 944

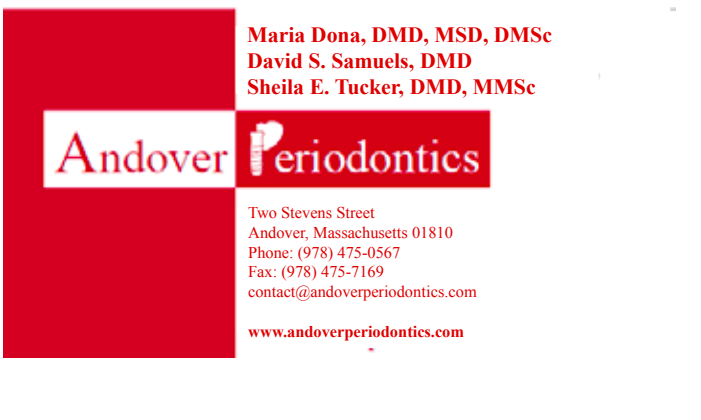
Steve Robbins
Patricia Robbins - Affiliate
Concord, NH – 1989 964 C4

20 Year

Michael Shevlin
Monique Shevlin - Affiliate
Portsmouth, NH – 1986 911

25 Year

Pete Petersen
Linda Petersen - Affiliate
Wells, ME – 1988 944S





Rich Willey **Where The Rubber Meets The Road**

“We should consider every day lost on which we have not danced (ed. with a road) at least once” - Nietzsche

Musing#1

Sledgehammer- For some of you, Sledgehammer may take you to the song of the same name by Peter Gabriel. (A very good song - BTW). But it takes me to October 26, 1988. Tim Good at Callaway (cars not clubs) had been working on a twin turbo Corvette grocery-getter that could also go fast. A venerable pushrod V8 mind you! Primarily working on aerodynamics to achieve his dream, he was doing things such as relocating an oversize air box and then creating inlets and outlets in a sealed front sub-frame to get the air to the turbos without obtrusive plumbing everywhere. In mid October 1988, he drove it west from Old Lyme CT, to a proving ground/test track, (I think it was GM's in Michigan) to try out his design. The test engineers at the track thought he was crazy and refused to provide any more help when Tim felt it should do more than the 200 MPH they quickly accomplished. On Oct 26th at about 3:30 in the afternoon, John Lingenfelter took it to 254.6 MPH. It had air conditioning and a radio! Tim drove it home to CT after the test! This was almost 20 years before Veyron burst on the scene at \$1M+ to do the same thing. They only made one of these modified C4 Vettes and it is for sale at a Mecum auction in Florida.

Musing #2

Recently I started reading some magazines that I just stumbled upon and have since subscribed to. Grassroots Motorsports and Automobile. The latter features a column by Jean Jennings, a truly enlightened car-ophile. Here are a few tidbits about 2013 which I excerpted from the latest edition of *Automobile*. GM now has \$42B in cash. The City of Detroit is \$18B in the hole and declared bankruptcy. Toyota, Chevy, Ford, and Ram now all offer \$50,000+ pickup trucks. Infiniti, Acura and Lincoln all launched heavily marketed new designs and lost market share, while Maserati, Jaguar and Porsche refined existing designs and grew share. Ford sold 4.7M vehicles to gross \$110B dollars while Mercedes sold 1.7M vehicles to gross \$117B. Tesla has a higher market cap than Hyundai. These folks passed on. Phil Remington, auto engineer/craftsman extraordinaire, who worked on everything from Lance Reventlow's Scarabs to Old Shel's Cobras to the Nissan Delta Wing. Amar Bose, acoustics pioneer who also designed active suspensions. Hal Needham, director of the movies Smokey and the Bandit and Cannonball Run.

Musing #3

Speaking of good reads, I have been reading the four BS Levy books, which comprise “The Last Open Road” series. They chronicle a fictional coming-of-age character growing up in New Jersey in the '50s, who wanders into the auto mechanic trade at a local gas station. Subsequent books expand on his adventures as he begins repairing Jags and MGs for the local “sportycar” owners. What really intrigued me is that Levy, who is a semi-pro racer, includes real racers, (think Fangio, Moss, Hill, Gurney) and very detailed accounts of fictional trips to real events, such as the Sebring 12 Hour and SCCA events at Elkhart Lake, Bridgehampton, Thompson, and Watkins Glen. While reading them in sequence helps, you can pick up any of them and enjoy the story.

Musing #4

We all know that Rolls Royce produces one of, if not the finest luxury sedans and touring cars in the world. And that perfect leather interiors are one of its trademarks. But did you know that RR only uses leather from bulls? Why? Because cows give birth which produces stretch marks and we can't have stretch marks in our Roller's seats, can we?

Musing #5

Battista was born in the 19th century but made his mark in the 20th. There were a lot of older brothers and sisters as

continued on page 12...



Mark Watson **MY SPIN ON THINGS**

I promised you that as soon as we had our 2014 DE Schedule firmed up, I would let you know. Well, we have dates from our traditional tracks - New Hampshire Motor Speedway (NHMS) and Limerock (LRP) and I am really happy to let you know that we also added a weekend event at Thompson Speedway Motorsport Park (TSMP). TSMP is located in Thompson, CT, near the Massachusetts and Rhode Island borders and has a long racing history of both oval and road course events in the New England area. We are really fortunate to be one of the first Porsche Club Regions to drive the new road course. Go to thompsons Speedway.com to get some more information on the track. We will post additional information on the NCR DE web page as it becomes available.

The Northeast Region also has been busy working on their track schedule. They still have a few tentative dates but I have listed them in the yearly DE schedule so you can start to make plans.

Our combined schedules are listed in the following table and I'll keep it updated if anything changes. Your NCR DE Team will be meeting this month to continue our planning with the goal of making 2014 a DE season that you will find challenging, fun and safe.

I am planning on taking a break next month so don't look for **'My Spin On Things'** but keep your eyes on the DE website for new information.

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 & 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	Paddock Party
July 7, 8 & 9	Mt Tremblant	NER	Tentative dates; Concurrent with Blues Festival
August 02 & 03	Thompson	NCR	Be one of the first to experience the new track
August 12 & 13	NHMS	NER	
September 09 & 10	NHMS	NCR	Garage Party
September 26 - 28	Thompson	NER	
October 09 & 10	NHMS	NCR	Season Closer and Track Dinner
October 17, 18 & 19	Watkins Glen	NER	Tentative dates

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

*NER and Zone 1 event registration will continue to be on clubregistration.net

Attention all DE and AutoX Participants Read Your Auto Insurance Policy Carefully

by Judy Hendrickson

We all have insurance on our cars and think we are covered for anything untoward that may happen to it apart from "racing". Well, maybe not. For some time now insurance companies have been tightening circumstances under which they cover your vehicle. Initially, language started appearing in policies that exempted vehicles if operated on a racing surface (track normally used for racing events). Thus, while your car might not be covered when operated at a DE event, it would be covered at an autocross or rally.

I just received my renewal policy from USAA (United Services Automobile Association) and discovered new wording beginning in the definitions section:

"Driving contest or challenge:

1. A competition against other people, vehicles, or time; or
2. An activity that challenges the speed or handling characteristics of a vehicle or improves or demonstrates driving skills, provided the activity occurs on a track or course that is closed from non-participants."

This definition would now include not only DE but AX as well. So far, the type rallies NCR puts on are not included in this exclusion.

The policy then further stipulates in its EXCLUSION sections for all coverages (Liability-Bodily Injury/Property Damage, Medical, Uninsured Motorists and Physical Damage [Collision and Comprehensive]) that it will not cover/pay for "any vehicle while being operated in, or in practice for, any driving contest or challenge."

So, read your policy carefully, discuss coverage with your agent. If your agent indicates you are covered for DE and AX, get it in writing. Otherwise, unless you are prepared to self-insure for DE or AX type events, investigate and secure so called "track insurance". There are a number of companies out there that provide such coverage for specific events and they are surprisingly affordable given the cost of Porsches (new or used). The national PCA website (www.pca.org) lists one such company, but there are others (check out links from Motorsportsreg.com and clubregistration.net). Don't be uninformed or surprised about your coverage or lack thereof if the unthinkable happens to you.



DE is right around the corner.....

continued from page 9...Where the Rubber...

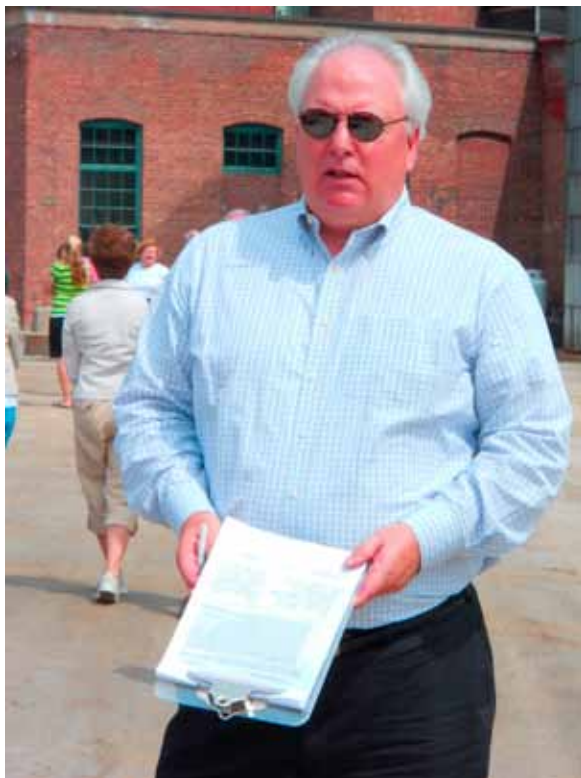
Battista was the youngest son of 11 children. Not particularly well educated, he went to work at 12 years old in his older brother's garage known as a Stabilimenti Industriali or industrial establishment. He had some acumen regarding car mechanics and this took a turn toward drawing cars and creating designs, sometimes in his head, sometimes on paper. He refined this skill at the garage over the next 25 years and when he was 37 he opened his own company, a Carozzeria, or bodywork. This bodywork was not confined to cars, as his company designed high-speed trains, busses, trams, yachts, and private jets. The Carozzeria had over 2500 employees in Europe, Morocco, and the USA at its peak. But as often happens, the father's skill and vision was not inherited by the son or grandson, although the company remains. The Carozzeria brought us an array of production cars, which for my money, stir the soul like no other. Cars such as the Alpha Romeo Giulietta spyder, the Maserati Grand Turismo, and Quattroporte. But its affiliation with Ferrari brought the truly great designs. Daytona, 365 GT, 308, Testarossa, F40, 355, 550, 360 spyder, 458 Italia to name but a few. What? You don't know this great design house. Perhaps you know it and the founder better by his nick name, which means the smallest brother. Pinin. Yes! Battista "Pinin" Farina.

Just thinking.

Antonio Stagnoli, Giuseppe Scotuzzi, Onofre Marimon, Felice Bonetto, Alberto Ascari, Pierre Levegh, Richard Mainwaring, Eugenio Castellotti, Alfonso de Portago, Edmond Nelson, Archie Scott-Brown, Luigi Musso, Peter Collins, Stuart Lewis-Evans, Harry Schell, Herbert Mackay-Fraser, Louis Rosier, Richard Seaman, Edwin Lawrence, Lucien Bianchi, Jimmy Hughes, Alan Stacey, Chris Bristow, Wolfgang von Tripps, Ricardo Rodriguez, Jean Behra, Georges Berger, Harry Blanchard, Lucky Casner, Gary Hocking, Carel de Beaufort, Bob Mclean, Walt Hansgen, Paul Hawkins, Ken Miles, John Taylor, Lorenzo Bandini, Robby Weber, Jim Clark, Mike Spence, Ludovico Scarfiotti, Jo Schlesser, Bob Anderson, Herbert Muller, Gerhard Mitter, Hans Laine, Bruce McLaren, Piers Courage, Jochen Rindt, Ignazio Giunti, Pedro Rodriguez, Jo Siffert, Jo Bonnier, Roger Williamson, Francois Cevert, Peter Revson, Helmut Koinigg, Mark Donohue, Manfred Winkelhock, Tom Pryce, Ronnie Peterson, Patrick Depailler, Jean-Louis Lafosse, Jo Gartner, Gilles Villeneuve, Elio De Angelis, Riccardo Paletti, Rolf Stommelen, Roland Ratzenberger, Ayrton Senna, Michele Alboreto, Alan Simonsen Not NASCAR, Not USAC, Not CART, Not IRL, Not World Rally, Not NHRA, Not DTM, Not SCCA. Just at professional Formula and Sports Car events, mostly in the second half of the 20th century. I'm sure I missed some. Tragic!

Magnus Racing

It's official. Andy Lally is back with Magnus for 2014. The team received the first Porsche GT America and began testing with the Porsche engineers at Sebring. Patrick Long, a factory Porsche driver, was part of the three-driver effort that ran a 12-hour simulated race. The Daytona 24 is just around the corner and since Brumos is not participating and Paul Miller Racing and Flying Lizard Racing have defected to Audi, Magnus will be the primary Porsche flag bearer in GTD this year. Wonder who Porsche will put in as the third driver?



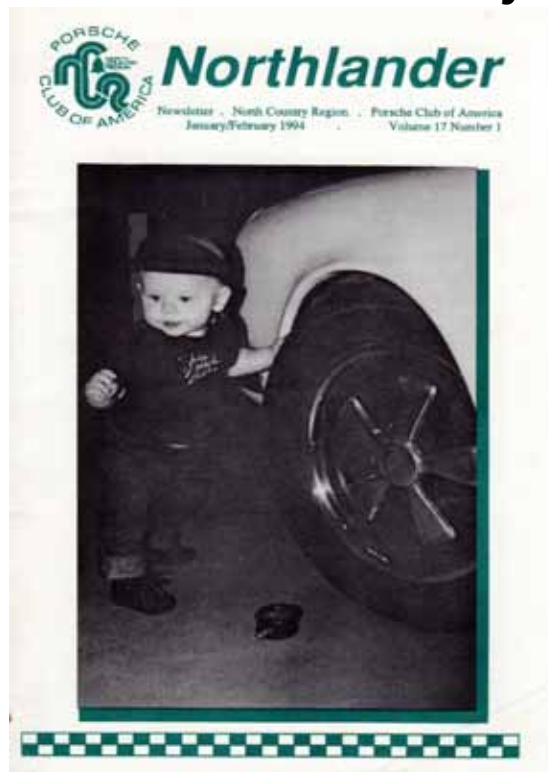


Judy Hendrickson **LOOKING BACK**

In 2014 we look back at 1984, 1994 and 2004. 1984's first issue was a Winter '83-84 issue and the articles clearly indicated writing was going on sometime in March or April so I will wait to cover that issue. 1994's and 2004's first issues covered January/February with 1994 continuing Dennis Burnside's saga on the Porsche Family. I will include 1994's article here and leave February's coverage to 2004. Coincidentally, in reading this article I discovered that my trip to Germany will have me staying in the same town as the Porsche Family home described by Dennis. I see an additional mission beyond my scheduled visit to the factory and museum.

Well, time did not permit my searching out the Porsche home at 48-50 Fuerbacher Weg during my visit, but Germany provided many memorable moments that I will share with you next month. While I was gone I was able to keep in touch via my I-pad mini and received a very interesting email and link to a YouTube article on E-10 (Ethanol) gas and the news that the EPA has approved E-15. As you may recall when E-10 was first introduced there was a flurry of articles about how bad it was for our older cars. Even AAA has issued warnings about its use. In Germany E-10 has only recently been introduced and you can still get gas without it (about .05 Euros higher than E-10 gas). German automakers have warned that use of E-10 in cars not designed to use it will void all warranties. So, beware of E-15 if it is sold in the US, and realize than using E-10 gas will have an impact on your maintenance routine if your car was built before E-15 became available. Certain automakers here have also indicated use of E-15 will void warranties. Watch and pay attention to the information in this video at (<http://www.youtube.com/watch?v=ceW9Nc1hVHU>).

From Volume 17, Number 1, January/February 1994



Cover Photo: First Place – "Portrait" Entry (Russell Talbot)
in Porsche Graphics '93 Photo by Barb Talbot

PORSCHE PLACES V

Stuttgart II, Porsche House, 48-50 Feuerbacher Weg

By DENNIS BURNSIDE (REPRODUCE BY PERMISSION ONLY!)

In the last installment, I had the Porsche family moving from Wiener-Neustadt and staying at Stuttgart's Marquardt Hotel while (their new house was being built at 48-50 Feuerbacher Weg [Feuerbach Alley] in Feuerbach), a small suburb overlooking vineyards and Stuttgart Center from the North. In his 1989 *Cars Are My Life*, Ferry Porsche does not mention the Marquardt and claims the family stayed in a small house on Parlerstrasse, a residential street that intersects Feuerbacher Weg. I haven't been able to nail down the details yet, but it looks like Ferdinand stayed at the Marquardt until April, 1923, then moved with his family to Parlerstrasse until their new house was ready, probably by September, 1923.

In any case, the Porsches were living at 48-50 Feuerbacher Weg by sometime in 1923. It's not an ostentatious place, looking more like a large New England cape with its two steep-roofed dormers. Hiding behind a low limestone wall, the place is well-landscaped with a secluded, shaded, but small, front yard complete with a small pond and statues.

Ferdinand Porsche sketched the plans for the house while Prof. Bonatz completed the project with some help from Fritz Scholar; 1 As is common in Germany, the house is made of insulated concrete block covered in white stucco. Wooden houses tend to burn, and partly because Europe is not exactly bulging with trees.

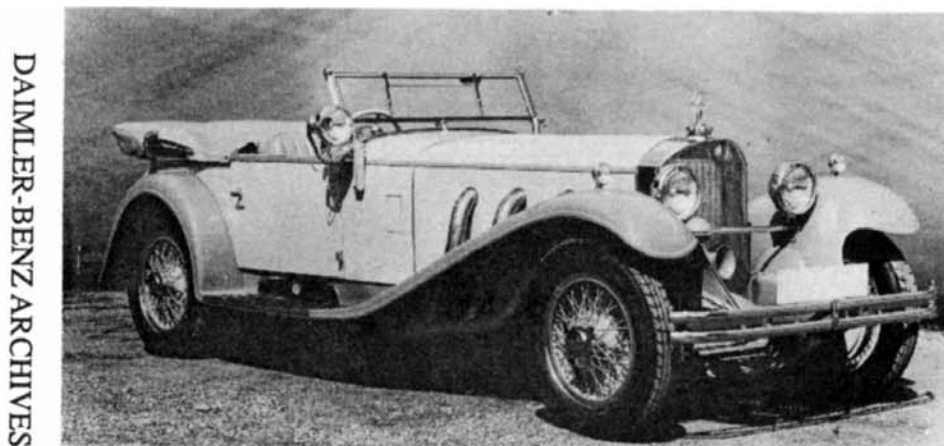
The attached two car garage between the main house and smaller guest house is hallowed ground for VW fans as the first bugs were built behind the large white doors. Porsches have lived on Feuerbacher Weg between 1923 and 1928; 1932 to 1943; and since 1949.

MERCEDES "S-Types"

During the first five year period, Ferdinand bathed Daimler in glory, first with the 1924 Targa Florio car, then the 1926 200 *Stuttgart*, 3.1 liter 12/55* *Mannheim*, 4.6 liter 8 cylinder 18/80* *Nürburg*, a diesel truck and an aircraft engine.

After Daimler and Benz officially merged in 1926, Porsche had some problems with Benz managers but still developed the 1926 Mercedes 630 24/100/ 140* and, from that, the Mercedes-Benz K Sportwagen, the 'K' standing for Kurz (Short) or, possibly, for *Kompressor*. **NOTE:** The XX/YY/(ZZZ)* notations on the preceding model designations denote Taxable Horsepower | Normal Horsepower | Horsepower with Supercharging.

Porsche used this car to design the 1927 Mercedes-Benz 680 26/120/180 HP'S' (Sport); the 1928 SS (Sportwagen Super) with a 7.022 liter, 160/200 HP engine; and the SSK (Super Sport Kurz) with 27/170/225 HP. Credit for development of S types after 1928 should go to Max Wagner, who built the 1922 Benz Tropfenwagen, and Hans Nibel, who created the 1909 Blitzen Benz and leased Porsche's house after Ferdinand and the family moved out in 1928.



Mercedes-Benz Tourenwagen "SS" 1928

INDEPENDENCE

Unhappy with Daimler-Benz marketing types who were not too pleased with his expensive designs and yet failed to support his idea of an inexpensive people's car, Porsche left Feuerbacher Weg for Steyr, Austria in 1928. When Porsche found that Steyr and Daimler-Benz planned to merge, he left Steyr for Stuttgart where he began his own company on 1 December 1930.

Porsche opened a design office on Kronenstrasse and lived on Schoderstrasse until Nibel moved out of the Feuerbacher Weg house in 1932. As Schoderstrasse is only a few blocks east of Feuerbacher Weg, Porsche seems to have had a definite affinity for living on the heights of Feuerbach.

NSU 32

The garages at Feuerbacher Weg weren't quiet for long as NSU's General Director Fritz von Falkenhayn, faced with a slump in motorcycle sales, approached Ferdinand Porsche (or vice versa) regarding the building of a small car in 1932, Porsche started design studies in August 1933, and sent out plans in December of that year.

The resulting NSU type 32 featured an air-cooled four cylinder 1.5 liter boxer engine similar to Porsche's 1912 aircraft engine. Engines were built by NSU with Ferdinand and Ferry watching in Neckarsulm, about 20 miles north of Stuttgart. Three prototypes were built at Feuerbacher Weg with bodies from Reutter. First test drives, marked by broken torsion bars, were carried out on 27 July 1934. Noisy and with a top speed of about 70 MPH, NSU production was never begun as NSU could not come up with the 10 million Reichsmarks required to get things started.

Only one NSU 32 survived the war, spending most of that period hiding out at NSU's depot in Friedrichsruh, 4 Km north of Oringen and about 50 Km north of Stuttgart. It's now on display at Wolfsburg's VW museum.

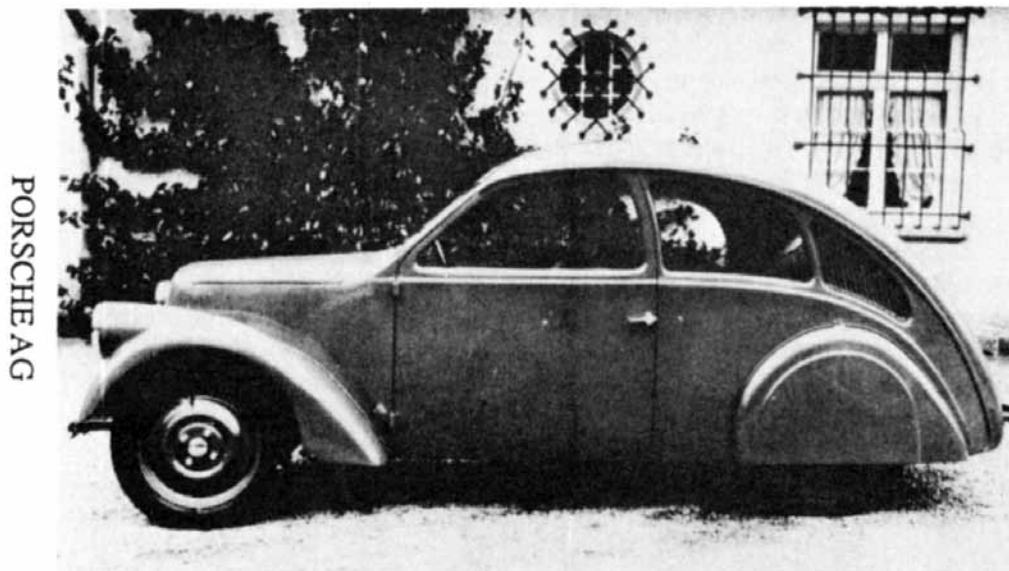


NSU Typ 32, 1934.

ZÜNDAPP 12

While working on the NSU project, Porsche's design firm built another small car for another motorcycle manufacturer, Zündapp of Nürnberg. The five cylinder, star-shaped engines were built at Zündapp's Nürnberg facility; the bodies by Reutter in Zuffenhausen, and assembly, as far as I can tell, on Feuerbacher Weg - at least one of the three prototypes had its picture taken there when it was completed in March 1932. Porsche kept one of the type 12 's, but it was destroyed during a 1944 bombing raid.

Since Zündapp, like NSU, decided not to manufacture Porsche's car - *motorcycle sales picked up for Zündapp* - it would be up to a powerful and dangerous man to produce the successor to these cars, both of which are quite similar to the VW Bug and vaguely like that ultimate VW, the 911.



Zündapp Typ 12, 1932. At Feuerbacher Weg

VW

Porsche had barely settled into his old house when Hitler became Chancellor on January 30, 1933. Hitler lost no time in looking for someone to build an inexpensive people's car, a pet idea since 1924 when he read Henry Ford's books in Landsburg prison. Der Fuhrer was given three possible designers: Joseph Ganz, Edmund Rumpler and Porsche.

As the first two were Jews, and since Porsche had designed many of the Mercedes-Benz cars Hitler loved, Porsche was selected to build the VW. Hitler and Mercedes-Benz salesman Jacob Werlin met with Porsche at Berlin's Kaiserhof on 17 January 1934, to discuss Porsche's people's car. According to historian Nitske, the meeting was prompted by a long letter from Porsche to Hitler.

Hitler wanted a 100Km/hour car with seating for four because "We can't separate the children from their parents." Fuel consumption was to be no more than one gallon for 30 miles, and the engine was to be air-cooled as most Germans lacked heated garages. Hitler set the car's price at 900 Reichsmarks, about \$215 - the price of a good motorcycle in those days, and \$50 less than Americans paid for a new 1925 Ford Model T roadster.

Porsche built three VW prototypes, type 60's, in 1935. Using two lathes, a drill press, milling machine, grinder and twelve men, Porsche assembled two cars, a convertible and sedan, in the double garage at Feuerbacher Weg. Daimler-Benz, even with Hitler putting on the heat, was reluctant to develop what they saw as competition, so Porsche had to make do with his garages. *Don't ask me where the third prototype was built -I'm still trying to figure that one out.*

The three prototypes were followed by three more, series V3 cars, also built at Feuerbacher Weg, but VW's weren't the only big doings on Feuerbacher Weg in 1935. After Ferry Porsche married Dorothea "DoDo" Reitz, a native Stuttgarter, on 10 January 1935, Ferdinand gave the new couple a whole floor in his house. On 11 December 1935, another splendid event graced Feuerbacher Weg - the birth of Ferdinand Alexander ("Butzi") Porsche, the man most responsible for the model 911 though the car can trace its pedigree to the old man, Ferdinand Porsche.

Ferdinand turned his three series V3 prototypes over to the German government for testing on 12 October 1936. Ferry Porsche led other engineers in putting 50,000 Km on each of the cars between 12 October and 22 December. The cars were tested in all conditions, but particularly on the twisting steep roads of the Black Forest southeast of Stuttgart.

By May 1937, another thirty VW prototypes, Types 38, were built, but not at Feuerbacher Weg. These cars were assembled by Mercedes-Benz in Unterturkheim, then delivered to newly-built Ludendorf Kaserne in Kornwiesheim, a town five miles north of Stuttgart. Unfortunately, all of these cars were destroyed on orders of the government in 1942.² In 1938, another thirty Bugs, this time with doors opening forward, were built at the new Porsche factory, now Werk 1, in Zuffenhausen.

The Porsches remained on Feuerbacher Weg until 1943, although Ferdinand and Ferry spent much time at Wolfsburg's military vehicle test facilities and at Hitler's headquarters. In 1943, the family moved to Zell am See, Austria as bombing raids on Stuttgart were becoming increasingly deadly. Porsche's house was damaged by bombers who were being shot at by friendly folks in the adjacent house - anti-aircraft personnel with control over 88mm and 105mm anti-aircraft guns, some of which were positioned on the Killesberg, a hillside below and north of Porsche's house. Living in Stuttgart in 1943 seems to have been about as peaceful as living in certain American cities today.

In 1949, Ferdinand was allowed to return to Germany, in a VW with Ferry and Kaes. It was while living at Feuerbacher Weg that he spent the last months of his life, dying at Stuttgart's Marien-Hospital on 30 January 1951. On February 5, his body was taken to Zell am See where he rests today.

Ferry Porsche still lives on Feuerbacher Weg, though I suspect he spends more time in Zell where I once spotted him in his four-door 928. The house is only about ten minutes from Zuffenhausen where many customers pick up their new Porsches. Much of the drive is uphill as the house sits on very high ground across from the Messe, Stuttgart's exposition facility where something always seems to be going on. The Messe is adjacent to Höhenpark Killesberg, a garden area which was used for the first of the *Bundesgartenschauen* (Federal Garden Shows) after WWII.

The shows were used to develop landscaping techniques and to encourage a people devastated by war. The technique seems to have worked as the shows are still put on every other year in a different city, each helping to make densely-packed Germany one of the most blooming countries in the world.

In 1954, over 4500 VW Bugs, each with over 100,000 Km, gathered on the Killesberg, only a few hundred yards from the house of their creator.

d e n n i s

1 Porsche, Ferry, Cars Are My Life

2 Automuseum Wolfsburg literature

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In Memory of Delores Fortier - October 2, 1951 - October 25, 2013

Delores will be missed by her family , friends, and her Porsche Family.

Dolores Fortier

Life Legacy



ROCHESTER – Dolores Ann Payson-Fortier, 62, passed away on Friday, October 25, 2013 at her home after a long illness with breast cancer.

The daughter of Kenneth Payson and Caroline Holmes, Dolores was born on October 2 1951 in Rockland, Maine.

Dolores graduated from Marshwood High School class of 1970. She loved kayaking, traveling, entertaining, and spending time with family and friends. Dolores was the sole proprietor for “That Extra Touch” Cleaning Service.

Dolores is predeceased by her father, Kenneth; her daughter, Michelle Fortier Tillman; and her sister Diana Cunningham.

Along with her mother, Dolores is survived by her fiancé, Jack Richardson of S. Berwick, ME; son Marc Fortier of The Woodlands, TX; one brother, Jeffery Holmes of N. Berwick, ME; one sister, Janet Bellissimo and her husband Peter of Berwick, ME; seven grandchildren, Payson Mitchell, Jazmine Tillman, Tyre Tillman, Marc Fortier Jr., Robbie Fortier, Owen Fortier, Leo Fortier; several nieces and nephews; and close friend Cyndie Chase.

A celebration of life was held on Saturday, Nov. 16, 2013 at 11AM in the chapel of the R.M. Edgerly & Son Funeral Home, 86 South Main Street, Rochester NH.

Arrangements are under the care of the R.M. Edgerly & Son Funeral Home, 86 S. Main St. Rochester, NH 03867, 603-332-0230.

The family would like to give a special thank you to Dr. Barbara Civelo and the staff at Wentworth-Douglass Hospital Cancer Center.

In lieu of flowers, donations may be made in her memory to Amy’s Treat, P.O. Box 2234, Dover. NH 03820. Their website is www.amystreat.org.

Thank
You

Thank You so much for your donation, and the support you all gave Dolores through her illness. The day she had to sell her Porche was emotional but it went to a very good friends' husband, that made her feel better about it.

The Family of Dolores Fortier

Delores - we will all miss you!



Hank, Peter, and Steve loading up the 1970 911 S - Squeeze is headed to the home of Peter Rice - his new owner

continued from page 6 ... Wide Open..

So, in 2014, I ask that you think of a way you can give back to the club. Maybe it's an event idea, organizing something, or just offering to help out at an event. No matter what your participation, it's appreciated by everyone and helps make NCR one of the best regions in all of PCA.

Happy New Year and I look forward to seeing you in 2014!

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A photo from the October Fall Rally - Leigh Kelk having fun

Third Annual NCR Charity Family Event

by Ivy Cowles

Again this year, NCR sponsored two needed families who like many others, were going through rough times due to unfortunate circumstances. These families were and are in need of help during rough times like these as many are.

One family lost a father this year, the other is staying with special grandparents. I would give up any gift if need be just to help out someone out in need. I think that goes without saying for most of us. NCR has been working to grow this program and will look to raise additional funds so we can continue to sponsor less fortunate families in the future. We can give a helping hand, either directly or indirectly, to our friends or neighbors who are experiencing hardship but sometimes that one hand is just not enough.

Wednesday December 4th , Jay, Janet, Biff, Mike, Hank, and myself met at Wal-Mart in Somersworth to begin shopping for the two holiday families chosen for NCR's recipients this year. We had lists in hand just like Santa does which made our trek a bit easier. Biff, Mike, and Janet taking on the kids clothing section while Jay and Hank headed over to the men's clothing section. Wow did we do well with a budget we were given. At one point we gave Hank the task of looking for something for Grandpa and he came back with a Duck Dynasty blanket. It was at that point we knew it was time to put him on cart duty. Jay and Mike were working hard at keeping Hank in line. He was to guard the carts as we filled them. One cart full of clothing and other items and another full of toys and more toys! After our 2 hour visit to Wal-Mart we still had a few items on the list that we agreed to pick up over the next week before our wrapping night. Upon completion of our evening we ended at Uno's Restaurant in Dover where we could relax and discuss our evening of fun along with other Holiday stories. Remember to ask Hank the next time you see him about his shopping experience – LOL. (we gave him the empty cart).

Thursday – December 12th was wrapping gift night for the sponsor families. Helping out with the wrapping were Bob and Laura Futterer, Mike Gratton, Rich and Marilyn Willey, Jay and Jaime Gratton, Janet Quintero, and Hank and I. I know sometimes wrapping can be a bit tedious and boring in fact. But not this night – we found ways to laugh and enjoy the time making the special gifts look even better under the beautiful bright paper and bows. Or that beautiful gift box all sparkling so right. We told jokes, we helped each other with the tape – oh speaking of tape, Hank did not disappear while trying to locate the tape this year. Although he was out washing one of the Porsche's in 19 degree weather. Only Hank..... It was one of those nights, just as Wednesday was, that NCR members came together to help those in need. It just gives me an overwhelming sensation of warmth inside doing things like this especially with great and wonderful friends. I would like to compliment the great wrapping that everyone did – nice job!

Jay delivered to our families this year and got to feel that sense of warmth and heartfelt caring for these families in need. The families were so very thankful for what NCR came together to accomplish again this year. It makes you just want to do something special like this every week. Thank you Jay for making the special sleigh deliveries this year.

December is the season of shopping, gift-giving, decorating and festivities. It is the time of year when many tend to be more charitable inclined. Maybe it is because, in the season of giving, we feel drawn to help those who are less fortunate. Or, perhaps it is because there is more advertising by various charities at this time of year. Of course, for some people, it may also have something to do with wanting give all they can give. They may have been at the less fortunate end of the spectrum at some point in their life and know what it feels like to need that help.

Helping out with some form of charity is a good way to make your soul feel giddy, but also a way to have karma bless you with the opportunity to find your muse. Meeting other people whose lives are vastly different from your own can help you see the world from a new perspective and open your eyes to how fortunate you really are!! I say that to myself each and every day.

Seeing the gratitude on someone's face when you help them out is reward enough for those who give, but karma has also decided that these selfless acts should also come with a inspirational bonus. Helping those who are less fortunate will not only make you feel all giddy inside, but can also lead you down many creative paths. For example, helping out at a soup kitchen and getting to know those who depend upon the kitchen for their daily sustenance can help open up your eyes to how fortunate you really are and help push you out to do more of the volunteering whether it be once a year or 10 times a year it is always gratifying.

I know that we can not feed all of the hungry, or clothe all of the naked, heal all of the sick, or even comfort all of the dying. But to help just one can warm your heart for days and years to come. The overwhelming sense of giving and helping out is just so special.

Ask anyone what they think about giving unto others, and most will say that they are all for it. It is just a matter of making the time and effort. Changing someone's life forever can only take a minute of your time or a penny out of your pocket.

Jay and I were commenting in an email about how good we felt after shopping from this act of community service, makes me want to go out there and do some additional good deeds for these families. Aside from just the feeling that you get for doing something special like this, perhaps it will bless us with further opportunity to do more each and every year.

So I implore everyone to find a cause and volunteer either now or in the upcoming years. Because not only will you be helping others, you will be helping yourself as well. There is nothing better than that special feeling inside.

As a NCR member if you wish to join in next year be looking for the email or notes in *Northlander* for the 2014 shopping and wrapping dates. Thank you everyone for all your help in this years third family sponsor event. See you all at the NCR Charity events in 2014. We will make it an even better year if that is possible. I thank you all from the bottom of my heart.



Jay and Mike with some shopping ideas



Biff locating everything on the list while Janet searches for Hank



Not quite what we were looking for Hank



Hank assigned to cart duty



Janet relaxing a bit after a long shopping night



Ivy was checking to see if the fruit juice was ok



All smiles from Mike, Jaime, and Jay



The Futterer's making each little corner perfect



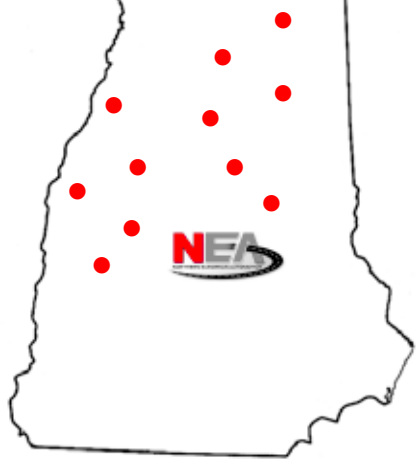
Marilyn giving Rich a few tips on wrapping



The sleigh packed for delivery, the front was full too



John Dunkle took this fabulous shot of their 89 911` C4...the car and the picture are stunning



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Porsche race car by P. Hearsey - ZONE 1 class winner award

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\$60.00/mo.	\$720/yr.
This option will allow the use of page 1 as ad placement and detailed marketing article at least 1 month per year. (May allow for more according to number of ½ page ads placed. ½ page ad - ½ page marketing promo=full page spread. - ¼ page - rotating	
\$50.00/mo.	\$600/yr.
This option will allow the use of ½ page 2 as ¼ ad placement and ¼ marketing promo. This will allow for 2 of the ¼ page ads with marketing promo have to appear in one month.	
1/8 page/Business Card	
\$15.00/mo.	\$180/yr.

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

BTW



For those who did not recognize that cute face, it is Bob Futterer - long time member as well as NCR's Tech Chair.



The 1977 Ice Green 911 S heads to home of new NCR member

NEXT MONTH

Yankee Swap

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

This deceptively "simple" device, containing no moving parts, applies concepts and technologies first employed in the aircraft industry decades ago.

Designed to work in most water-cooled cars the display integrates seamlessly with your Porsche's interior. Installation required is just a few extra hours in conjunction with your next oil change.

While not infallible, it is quite possible that this device, when used in concert with a conscientious maintenance program can help provide the peace of mind and stress relief that has been so elusive to the many water-cooled Porsche drivers afflicted with "WCPDPTSD".

With worldwide demand for this revolutionary new product being as high as it is, we have decided to inventory a number of these units. Please give us a call or drop us a note if you have any questions regarding this or any other Porsche related topic, or if you would like to schedule an appointment to have us install one for you.

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