

NORTHLANDER

NORTH COUNTRY REGION

Volume 37 Number 4

PORSCHE CLUB OF AMERICA

May 2014



IN THIS ISSUE:

Make-A-Wish 2014
Road Atlanta
And Much Much More....

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Thank you!

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Make-A-Wish registration to begin a spectacular day...



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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 40 for advertising rates.

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On the Cover

The cover shot was taken by Ivy Cowles with her iPhone at the April Make-A-Wish event at New Hampshire Motor Speedway. Yes..I know it is not a "Porsche" but certainly a stunning car nonetheless.



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CALENDAR

NCR Calendar or Events

May

4- NCR Spring Tour

10-11- NER DE at NHMS

10- Car Control Clinic

18- Porsches at Panera Bread

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/ Tech Session

15-21- Porsche Parade

23-24- NCR DE - Lime Rock Fun Days

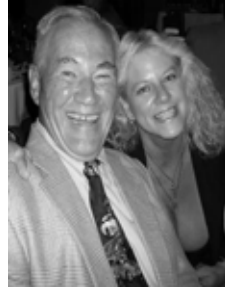
28- NCR Autocross

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 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

Thank you to everyone that took part in the 2014 NHMS Make-A-Wish event. It was another successful, wonderful event. It would not be possible without all of you. Thank you again from the bottom of my heart.





Matt Romanowski **Wide Open**

You asked, we listened! Thanks to the 130+ members who took the time to fill out the survey we put out to you. As a result, I know that myself and a number of other Board Members have had great conversations and emails about the club with different members. There has been a lot of great feedback about what you, the members, want from the club.

In our last Board Meeting, we dedicated over half of the time to poring through the results to see what we could find. Dick Demaine and Rich Willey put a lot of time into breaking the results down different ways to see what was common, what was different, and what we can do. With some good conversation and lots of consideration, we came up with the top three things we think will make a big difference for our membership.

The first thing we are going to do to help everyone enjoy events better is to try and have name tags available to everyone at events. This was one of the universal things that came through in the survey. While we always think of ourselves as a friendly group, seeing someone's name and being able to introduce yourself becomes much easier when you have a name to do it with. And, if you're like me, you forget names quickly, so it makes the remembering part a little easier.

Second, we are going to work to have quarterly member appreciation dinners around the region. We saw many different ideas of how to do this, and the solution that we came up with was to have some dinners that should be convenient to members in all areas. This should let folks get out to an event, make some friends (with name tags!), and have a great social time. Watch the calendar and website for more details on this as we get the dates and locations worked out and published.

The final thing we heard was that people need plenty of notice for events. With busy lives pulling us in different directions, it helps out when you can plan for things. We are going to do our best to make sure all events are published at least 2 months ahead of schedule. I can understand the frustration and annoyance people get when they miss an event that they are interested in because they didn't get enough notice.

I'm sure there will be more that comes out of the survey, but those are the initial action items. We'll keep everyone updated on further analysis and decisions that come out of the survey as we determine them.

Getting to what is going on in the club, we have started our season with a great first DE and Charity Laps. I don't know the final tally on the donations to Make-A-Wish, but just by the smiles that were seen, the event was a great success. Word around the track was that it was one of the best yet! Our goal this season is just like last year's - to raise over \$10,000 so we can provide a full wish to a child. I hope you'll come out to some of the other charity events throughout the year at Porsche of Stratham for the Car Show and follow up with Ivy on the Charity T-Shirts. I'm sure there will be more articles in this Northlander about this wonderful event.

I'm disappointed that I will miss the Spring Rally that Jeff Torrey has put together. I know there has been a lot of planning put into this event and Jeff has a great day planned. Seeing the RSVP list growing since the first announcement, it's going to be very well attended. I hope there are lots of pictures and a great wrap-up article so I can hear about all the great things I've missed.

I hope to see you at an event this summer. Come up and say Hi!

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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

May 2014 Northlander - New Members and Anniversaries

New Members:

David B. Geller
Sam Fischer
Hollis, NH - 2010 Boxster

David N LaPrade
Cheryl LaPrade
Wilmot, NH - 2013 Boxster S

John Ornell
Portsmouth, NH - 2013 911 S

Robert V Paolini
Grant Paolini
Dover, NH - 1962 356

Dimitris Savalas
Daniel Zogg
Salem, MA - 1980 911

Member Anniversaries:

1 Year

Michael P. Blackman
Gabrielle Blackman
Kittery Point, ME- 2013 911

Barbara E. Bragdon
Wilton, NH - 1994 968

Karen L. Crowell
Canaan, NH - 2013 Boxster S

Mark Geil
Heidi Geil
Rollinsford, NH - 1987 911 Carrera

Member Anniversaries:

Zachary J. Kidd
Rochester, NH - 2009 Cayenne

Skip King
Gilford, NH -1979 911 SC

Scott Knightly
Durham, NH - 2009 Boxster

Mark Lim
Britni Bolduc
Sanford, ME - 2013 981

Philip J. Lynch
Winnie Shepherd
Litchfield, NH - 2013 Boxster

Keenan J. McDermott
Hampton Falls, NH - 1987 944 Turbo

John Peters
Jennifer Peters
East Kingston, NH - 1989 911 Carrera

Robert J. Sculley
Merrimack, NH - 2013 Boxster S

Willard W. White
Kathy White
Hollis, NH - 2013 911 Carrera

2 Year cont'd

Robert A. Bonanno
Judith B. Bonanno
Sunapee, NH - 2012 911 Carrera

Corrine A. Vitolo
Rye, NH - 2013 Panamera

10 Year

Paul D. Bowler
Linda Bowler
Dover, NH - 1968 911S

John C. Conlon
Stacey Conlon
Wilton, NH -1986 911 Carrera

Darryl Coplan
Warner, NH - 1970 911

Thomas G. Duby
Enfield, NH - 1983 911 SC / 1987 944

Continued on page 28

May 2014



Rich Willey

Where The Rubber Meets The Road

“Nothing is foolproof to a sufficiently talented fool” – Unknown author

Musing#1

Hubert L. Brundage was born in 1911. His early days are un-chronicled but from 1950-1955 he had an undistinguished SCCA and endurance racing career piloting Simcas, MGs, and Panhards before switching to 356s. He also raced VWs; I expect as a result of Hubert having the local “V-dub” dealership which he opened in 1953. But Hubert wasn’t racing “Bugs”. He created Formula Vee by building an open-wheel frame and putting in a reversed VW engine/transmission to create a mid-engine formula car. By 1957 he was one of six Porsche importers in the US and built a very successful business. His untimely death from a motorcycle accident in 1965 deprived him of witnessing his company’s ultimate successes, which happened at the hands of Peter Gregg and Hurley Haywood. You see, Hubert’s company is Brumos Porsche, which started as BRUndage MOtorS.

Musing #2

Shadow! The name evokes a sinister, evil notion of the unknown. Perhaps you think of that mystical crime fighter of 1930’s comic book lore, Lamont Cranston. “What evil lurks in the heart of man?” But when I hear the word Shadow I think of Don Nichols and Universal Oil Products teaming up to challenge the all dominant McLaren orange elephant cars in the early 70’s Can-Am races. (FYI, McLaren was honored at Amelia this year, and all their winning Can-Am cars were displayed side by side.) The first Shadow in 1971 had very small wheels and tires to reduce drag (it didn’t work because the driver sat bolt upright). It was a go-cart with an 800HP big block. Subsequent models were more competitive but never conventional. By 1974 with Jackie Oliver driving, they were the dominant Can-Am car, although mostly because the entries from McLaren and Porsche had withdrawn from the series. Shadow even made an ill-fated effort in Formula 1, from 1973-1980 with limited success. Perhaps their most infamous result was that Peter Revson died in an F1 Shadow while testing at Kyalami in South Africa when an incorrectly machined titanium ball joint failed. If by chance you ever see a Shadow Can-Am car you won’t forget it. In my estimation, one of the most beautiful and mystical race cars ever built. I saw one run at WGI back in the day.

Musing #3

Watched the Bahrain Formula 1 race. Finally some real racing and overtaking. And the drag reduction system actually makes a difference. Cool! However, the turbo V6 sound does not stir the soul like the wail from the former V8s and V12s.

Magnus Results

GT-D class was not included in the Long Beach race in April.



Mark Watson **MY SPIN ON THINGS**

It's April 15th as I start this month's article and I'm still on a high from our opening event at NHMS. Your DE Team was on high alert because a mere week before the event was scheduled, we didn't know whether the track was going to be open. We had to wait until noon on the 4th of April to receive conformation from NHMS Management that there had been enough snow melt that week to have the track ready to open. What a relief – to be able to finally move forward with final preparations for not only our 2014 Season Opener (posting worker and garage assignments and student / instructor pairings) but to finalize schedules and plans for our Make-A-Wish activities and for our track dinner at Loudon Country Club. In addition, at one of our Board meetings, Jay Gratton had suggested that we consider locating the green drivers in one portion of the paddock to help them get to know each other. At our planning meeting, we thought Jay's idea had merit so we all agreed to run the experiment to see if they liked being together both on and off the track. I spent a few hours figuring out how to identify a green driver and how best to show them where to park in those few minutes of chaos that occur during signing the waivers and driving into the paddock to unload the car. A bit of green ribbon handed out at registration and placed under the windshield wiper should easily identify a green run group driver to someone (need a volunteer) standing by a sign with a couple of green arrows direct and point out the general area to park and we had a plan. Kristen Larson volunteered to help direct traffic in the morning, and local arts and craft store had the ribbon, the materials for a waterproof sign, peel and stick lettering, green plastic sheets and an easel to hold the sign. They also had plastic sheets in yellow, blue, white, black and red...hmmm; so why not use the other side of the sign to make a 'on track and staging' sign which we could use during the actual DE event. OK- buy some more stick on lettering, find some 'hooks' so we could rotate the run group colors to match the track schedule and what was happening real time. Two plans from one basic idea – I liked it!! I suddenly realized - that's a lot of lettering to get lined up and centered on the sign in just a couple of evenings but I have all my 'stuff' for mounting photographic prints at home and I have a few skills, so let's go for it (FYI – bought a second plastic sign board just in case things went poorly....).

Saturday arrived and we were treated to a beautiful day, warm temperatures, sunny and a terrific group of drivers. The MAW activities were the best ever (congrats to Ivy, Jay and the rest of the team) and Toni out did herself with the Track dinner. We managed to get the green drivers to one area in the paddock despite some inconsistent use of the green ribbons and the unfortunate fact that Kristen needed to drive home in the morning to retrieve a forgotten item leaving me to direct traffic. It was actually kind of neat to 'greet' most everyone as they entered the paddock area and to welcome them to the event. Plus, I can now add that skill to my resume and list of duties for the Track Chair. The 'on track and staging' sign was doing pretty well until the wind picked up and blew the easel over taking it out of commission for the rest of the day. But I would say that the day went extremely well; no accidents, smiles from all the MAW participants and an excitement that the driving season had started.

Sunday was a bit different, it rained most of the morning (thank goodness for the waterproof sign on the easel now anchored by a 5 lb ankle weight). I noted in the logbook that of the initial 8 spins, 7 were in turn 12 (north chicane sequence). Needless to say, the cold, wet conditions pointed out the need to slow down and how important smooth steering inputs as well as transitions from throttle to brake and back to throttle are when grip is marginal. No accidents and hopefully some good reminders of what DE is all about – learning to be a better driver and how to handle your car in all conditions. The weather cleared up after lunch so we ended the day dry but still a bit on the cold side. We had a great season opener thanks to all of you who participated. We are starting to think about our next event and to make plans for how to make NCR's DE program better and more enjoyable for everyone. Please remember that our goal this year is to increase our driver participation so we can continue to offer driving events at NHMS, Lime Rock and new tracks like Thompson Speedway Motorsport Park.

Continued on page 20



Check out Akira's new wing....A wet and rainy Sunday for the NCR Autocross #1 at Devens



Yup...wagons too.. - a sneak peak at the NCR AX #1, more to come next issue



Judy Hendrickson **LOOKING BACK**

Our material this month comes from the May 1994 issue and the April/May 2004 issue. Both issues were loaded with very good material. Deciding on what to reprint was very challenging.

The May 1994 issue brought back many fond memories — the excitement of the first test drive of the new 911 (Type 993), our decision to order one and take delivery among fellow Porscheophiles during the Zone 1 trip to Germany that October, how close the region got to winning the membership contest and the use of a 993 for a month, the upcoming Motorsport Weekend and Lake Placid Parade. What an exciting year 1994 was. For reprint from that volume will be Porsche Places VII — about the Porsche Museum back then and a Tech article on shock absorbers that puts things in terms everyone can understand. While today's Porsche Museum is nothing like the one described in Porsche Places I think it is good to Look Back at what it once was. It makes the new museum all the more special.

From the April/May 2004 issue is an article that captures that special thrill of Porsche ownership. I wish I had read this more thoroughly last month as it is a good plug for the Make A Wish Charity Laps that occurred April 12, 2014 at NHMS. Please note that the car of Steve Robbins article left his hands to an owner in California, only to return to NCR in the hands of Jack Saunders and is now BACK in the hands of Steve. Some love affairs just never quite end. Perhaps it will inspire you to have a "special" experience with your Porsche at one of our events this summer — we hope so.

From Volume 17, Number 3, May 1994



Why is this Porsche-Person Smiling?

Photo by Doug Hendrickson

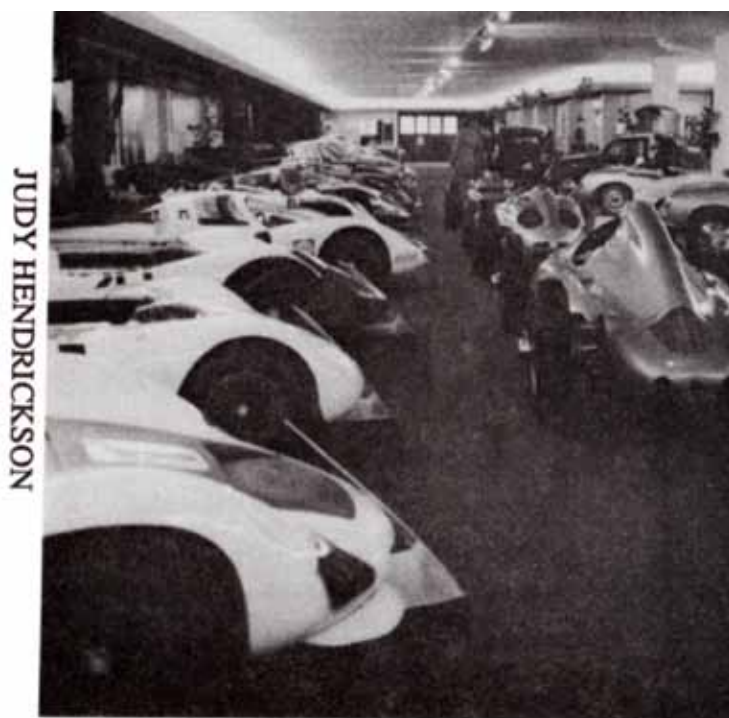
PORSCHE PLACES VII THE PORSCHE FACTORY MUSEUM

by DENNIS BURNSIDE REPRODUCE BY PERMISSION ONLY

The Porsche Museum lies on Porschestrasse near the factory complex in Zuffenhausen. Normally, displays of 50 Porsche designed cars dating from 1922 grace the single floor museum. Exhibits include the first 356, an 1100 HP, 230 mph type 917 and a 1922 Sascha. The first 356, which Ferry tested on Katschberg Pass and the Grossglockner is, for me, the most interesting exhibit though a 1950 356 given to Ferdinand Porsche at Scholss Solitude holds plenty of memories.

The museum is open weekdays only, from 9 to 12 and from 1:30 to 4.

Admission is free though a superb hardcover guidebook, a must for every Porsche fan, isn't. After visiting the museum, take your Porsche on a fast spin on the autobahn, North to the Ludwigsburg North exit.

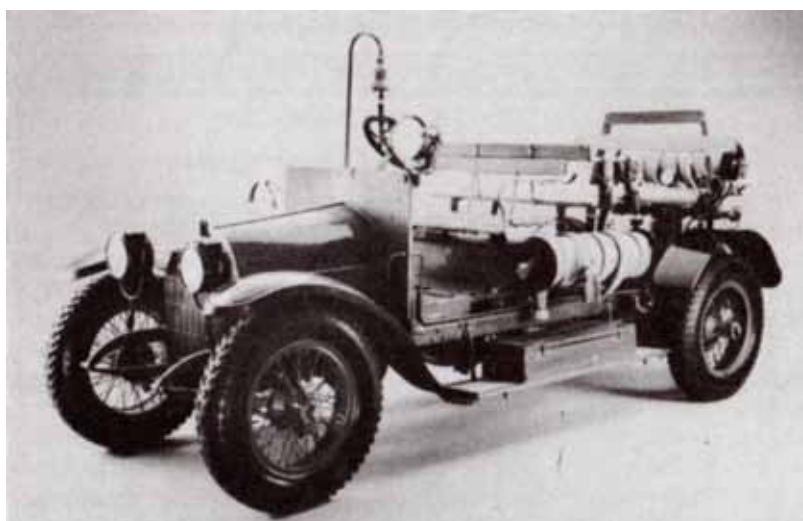


JUDY HENDRICKSON

Porsche Museum - 1982

Take a left and follow the signs to "Einkaufzentrum" which means literally "One Sell Center", i.e., the closest thing the Germans have to the obscene malls which take up much of America's landscape. You can park your car in the large, American-type parking area without it being stolen - or at least you could a year or two ago.

The main store in the complex is Breuningerland - you'll find everything from Steiff stuffed animals to Mephisto shoes. If you continue on past the complex you'll spot Porsche's export building on the left. Here cars are prepared for export, and you'll find displays of Porsche accessories.



PORSCHE AG

The following cars are usually on display in the Porsche Museum: -

1912 Austro Daimler Fire Engine
1922 Austro Daimler Sascha racer
1924 Austro Daimler ADM 1 Phaeton
1933/34 Wanderer W 22 Sedan
1947/49 Cisitalia GP car
1948 356 Roadster - the first Porsche
1950 VW Beetle Sedan
1950 356 Coupe-given to Ferdinand Porsche in September 1950
1951 356 lightweight Coupe, No. 356/2-055
1956 356A 1600 S Coupe (56717)
1956 356A 1600 Speedster (82157)
1956 Type 597 Off Road Car (Military Prototype)
1958 356AGS/GT Carrera(150572)
1959/60 Type 718 RS 60 Spyder
1960 356B Super 90 Roadster
1960 Type 718/2 Formula II race car
1962 Type 804 FI race car
1962 356B Carrera GTL-Abarth
1962 356B 1600 Coupe
1963 356B 2000 GS/GT

1964 911 Coupe
1964 904 Carrera GTS Coupe
1966 906 Carrera 6 Coupe
1967 910/8 Bergspyder
1968 909 Bergspyder
1968 908 Shorttail Coupe
1969 908 Longtail Coupe
1969 908/02 Spyder
1969 914/8
1969/70 917 Spyder 16 Cylinder
1970 908/03 Spyder
1970 917 Shorttail Coupe
1971 917 Shorttail Coupe
1971 917 Longtail Coupe
1971 917/20 Coupe
1972/74 917/30 Experimental
1973 917/30 Spyder
1973 911 CarreraRS 2.7
1973 911 CarreraRSR
1974 911 RSR Turbo/2.1
1976 935 Coupe
1977 936 Coupe
1978 935/78 Coupe Moby Dick

Next time we'll travel to the Daimler-Benz museum, which holds several Porsche designed cars, and try to wrap up our visit in the Stuttgart area.

AND

TECH TIPS

BRUCE WHITTIER, Tech Chairman

Suspension - Part 2

Selecting the Right Shocks

Selecting the right shock for your Porsche can be a very difficult task. With so many types of shocks on the market today, finding the right one for your driving needs may take some investigating before you purchase your shocks.

There are two questions to ask yourself when you are ready to purchase a set of shocks. First, do I need adjustable shocks for my driving needs? Second, if I buy adjustable shocks will I take the time to adjust them? With adjustable shocks you can set the damping and rebound rates for the type of road surface you are driving on. Trying different settings is the key to fine tuning your Porsche's transient handling response. The shock valving needed for a smooth parking lot autocross is very different than the valving needed for real world bump filled roads.

Your shocks must be compatible with the springs and torsion bars used on your Porsche to work effectively. The shock controls the rate of weight transfer, and this means it controls the transient handling. Stiffer shocks mean quicker weight transfer and better response. It is best to have the front and rear transfer rates the same. If you have different transfer rates front and rear, you will affect the balance of your Porsche.

Setting Into a Turn

When you enter a turn the tires assume a slip angle. This generates a force. This force reacts at the roll center of the car, causing weight transfer and body roll. The quicker the weight is transferred, the quicker your Porsche will take it's set into a turn.

The shock absorber controls how quickly the weight is transferred and it influences how quickly your Porsche takes it's set. The faster your Porsche takes a set, the faster you will be in that turn up to a point.

It is possible for a Porsche to take a set too fast. It is important that you, the driver, feel the car taking a set. This allows you, the driver, to sense the approaching limit of traction in time to react. Remember, what may be the fastest shock absorber rates for your Porsche may overpower you as a driver. You, the driver, have the last word when it comes to setting the shock rates for your driving needs.

Weight Transfer and Handling

If one end of your Porsche transfers weight more quickly than the other, then one end of your Porsche will reach maximum cornering force sooner. The end with the quicker weight transfer will reach maximum cornering first. The end with the slower transfer will have less traction than the end with the quicker weight transfer.

You are looking for a rate of weight transfer that is the same front and rear. By varying bump and rebound settings front and rear, you should come up with a good handling balance.

Remember, be patient, take the time needed to write down each setting before you try it. After you try a setting, note what change it made in your Porsche's handling. See you at the track

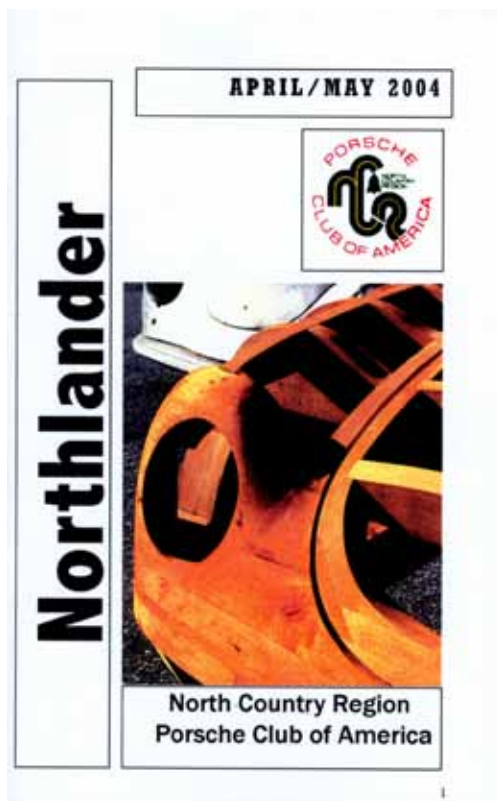
Solving Those Handling Problems

Problem	Solutions
Understeer	Check front tire temperatures. If OK, stiffen the rear antiroll bar. If front tire temperatures are too hot, soften the front antiroll bar.
Oversteer	Check the rear tire temperatures, if OK stiffen the front antiroll bar. If the rear tire temperatures are too hot, soften the rear antiroll bar.
Corner Entry Understeer	Front shocks are set too soft in bump resistance. Excess front toe-in, on the track.
Corner Exit Understeer	Rear shocks are set too soft in bump resistance. Front shocks set too stiff in rebound.
Corner Entry Oversteer	Rear shocks are set too soft in rebound. Rear ride height is set too high.

Corner Exit Oversteer	Rear shocks are set too soft in rebound. Rear wheels have toe-in.
Suspension Bottoms Out	Springs or torsion bars are too soft Shock absorber bump rate is too soft. Inadequate ride height.
Straightline Instability	Low tire pressures. Too little positive castor. Shocks set too stiff for bumpy track surface.



From Volume 27, Number 2, April/May 2004



Cover: Photo of the wooden buck used to make the first 356 body parts.



PCA Zone One 48 Hours of Watkins Glen June 6, 7 & 8, 2014

The Zone 1 48 Hours at Watkins Glen began in 1974. Continue the tradition and join us for the 40th consecutive year on June 6, 7 & 8. Watkins Glen International is the continuation of a road racing tradition dating back to 1948, when sports cars raced on the 6.6 mile course through the village of Watkins Glen. The permanent road course was built in 1956 and has remained the home of a great racing tradition for 55 years.

→We plan to add an extra hour of track time on Friday and Saturday, which means the track will be open until 5:30 PM in order to maximize track time.

→We will allow for expanded passing in the Instructor Run Group throughout the weekend.

→PCA National Instructor Training will occur on Friday for those who qualify with a referral from their region's chief instructor.

→Friday is still instructor day, however all drivers in the white (intermediate), black and red run groups will be accepted to drive on Friday. The intermediate group will be given four driving sessions on Friday.

→The Zone will host a Saturday evening cocktail hour and dinner.

→A form of Zone 1 swag will be provided to all registrants who attend.

Don't miss the Friday evening track walk available to all registrants. Saturday and Sunday will be run in the traditional DE format with the track open until 5:30 PM on Saturday.

We will also allow for early trailer drop off beginning Thursday evening from 6-8PM. There will also be camping at the track from Thursday through Saturday for those who are interested.

For more information regarding this and other Zone 1 PCA events, please visit <http://zone1.pca.org>. Registration for the event will open on April 15, 2014. To register for the event, log onto www.clubregistration.net For further information, contact your local track chair or email the registrar: Lou Dauerer at Zone148Hoursreg@gmail.com.

Pricing:

Green & Yellow (Sat & Sunday): \$295

White & Black (Friday, Saturday and Sunday): \$395

Instructors & Instructor Candidates (Friday, Saturday and Sunday): \$250

Porsches at Panera Bread Café

What: A gathering of Porsches and other sports cars or sports sedans, where owners can talk cars, share stories, meet old friends and make new ones. This is NOT an antique car show, street rod gathering, or concours. Just sports car enthusiasts getting to share their passion for their cars. If you know of someone who has an interesting sports car or sedan, invite them to bring it and share with like-minded enthusiasts.

When: Sunday May 18, 2014, rain date Sunday May 25th 2014. Arrive around 7:30AM and leave by 9:00AM.

Where: At the Panera Bread Cafe, Rte. 125, Plaistow, NH. Take the Rte. 125 North (toward Plaistow) exit #51 off Rte. 495. (this exit is half way between Rte. 93 and Rte. 95. Travel about 1.5 miles keeping the Mobil station on your left. Panera is in the Cedar Brook Shopping Center on your left at the traffic light just past Haffner's gas station.

Logistics: There is no pre-registration and no cost. Just show up if the spirit moves you.

FYI: The owner of Panera in southern NH is an NER member and has graciously offered each participant a free beverage in support of this gathering.

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. 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

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!!

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 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!!

Mark

2014 NCR, Zone 1 and NER Drivers Education Schedule*

Date	Track	Host Region	Comments
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	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



NCR DE opening day April 12th at New Hampshire Motor Speedway - red sure goes well with blue

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V8 Thunder Roars at Make-A-Wish Event

by Ron Hirschberg - Photographs by Dick Demaine, John Dunkle and Ivy

The weather was stellar, the cars absolutely beautiful and the kids truly inspiring. One didn't have to be in the pit area to know there was something different about what was happening on the track. It was not the screaming exhausts of GT 3's, the sound of turbo spooling up or the exotic high pitched exhaust of Cayman R's. It was like a scene out of decades past when Carroll Shelby first dreamed of pairing a lightweight British sports car with an American V8 to take the world of racing by storm. In the case of the New Hampshire Motor Speedway on April 12th of this year it was the kids (and the parents) of the Make-A-Wish organization that took the rumbling laps down memory lane and they couldn't have been happier.

For the past several years the local Cobra group (mostly Factory Fives built by their drivers) have turned up at our North Country events in various numbers to support our number one charity. Our efforts toward raising funds so that children who have had obstacles in their lives that most of us can't imagine can be granted a wish are rewarded with the smiles on the faces. This year, with nearly fifteen Cobras in attendance, the smiles were rampant. And the drivers.....they had the second biggest smiles. Having known several of these guys for a number of years I can guarantee that this event has made their season. From the throaty exhausts rumbling down the front straight to the "tasteful" and controlled burnouts before entering the track and the stellar organization of the part of the Make a Wish crew one couldn't have asked for more. This event has grown each year and those of us who have attended in the past know how difficult it is to run. With a crew of volunteers helping kids, parents, and any other takers buckle in (and avoiding burns on the side pipes) it was handled with near perfection.

So how do we better this event for next year? It won't be easy. This year's perfect weather (really? In early April in New Hampshire?) coupled with a record amount of funds raised and the sheer giddiness of all in attendance the bar has been raised high. Hoping for better weather is fruitless. Wishing for bigger smiles is unreasonable. Running the event even more smoothly is unlikely to happen. The only hope in besting this year is by having even more Cobras next. That and Ivy getting her ride in at least each one or two or three.

To leave you with a quote from one of the many emails I received thanking us for "allowing them to participate" is the following:

"I've been donating to the MAW Foundation for the past several years through my employer but I've never had any direct connection with them until this event.

The very first little girl I took for a ride around the track was Katy. She wasn't more than maybe 6 or 7 years old and she was so excited and kept telling me that the car was the most awesome race car and how she loves race cars and going fast.

Halfway through the second lap, and after saying that this was an awesome race car again, she looked at me and said "this is the best day of my life".

I'm so glad I got the opportunity to help make that little girl's day so special. It's a day I'll always remember. "

Ron Hirschberg helping the excited rider exit the stunning Cobra...what a day





Not sure who is having more fun, the drivers or the kids taking the rides....



Mark showing his passenger a fun time



What can be better than this smile????



I think she is ready to start throwing the flag for Nascar, well done...



The expression on his face says it all....Thank you Russ

Continued from page 9

May Member Anniversaries cont'd:

Antonino Iorfino
Chocorua, NH - 2003 911 Turbo / 2009 Cayenne / 2011 911
GT3 RS

Berthold Langer
Nashua, NH - 1999 Boxster

15 Year

Bruce R. Blakeley
Land O Lakes, FL - 1999 Carrera

Allan MacGillivray
Brian Springman
Mont Vernon, NH - 1983 911 SC / 2003 Boxster

Douglas McIninch
Nancy McIninch
Bedford, NH - 1993 911 RSA

Harry H. Viens
Kathleen E. Viens
Center Harbor, NH - 1996 911 Carrera



25 Year

Blair Talbot
Russell Talbot
Rochester, NH - 1973 911 / 1987 944 / 1974 914 1.8



This picture taken April 8th by Nancy Broadhead - can you see the trailer? Hard to believe our first event was held April 12th....

A Visit to Road Atlanta by Harry Robinson

Place: Road Atlanta Braselton Ga.
Time 0930 hrs.
Date: 04/15/2014

That Tuesday morning will remain engrained within me to my grave; I was granted the opportunity to get behind the helm of the Porsche 918 Spyder, the most recent supercar from PAG. There were a number of us present, all employees of PCNA along with Porsche Centre employees nationwide.

A damp day with grey overcast skies welcomed us as we exited the coach from the Elan winery resort, founded by none other than Don Panoz of Motorsport fame. Mr Panoz campaigned the visceral and aggressive Panoz sports cars years back in Petit LeMans. Although not present during this event, I remember him well. As a guest back in '97 @ Sebring with Porsche and the GT1 team, Kathy and I were able to meet team owners and drivers. A true gentleman. The Elan is a winery as well. I highly recommend a stay.

We started off with a couple of laps in new type 991 Turbo S; 911 Turbo's are and have been my fave Porsche sports car. the new 991 is phenomenal. Finally able to leg it out, we realized " what we are dealing with!!" Bring it on as I exited the Guards red 991 at pit; behind me the liquid blue 918 lurked, awaiting my arrival. I was accompanied by Mr Nicholas Edwards, a Briton from London. He is one of a few Certified 918 Spyder drivers worldwide. We instantly bonded. He drove off first, accelerating solely on E power. YIKES! 0 -95 MPH in like 3 secs! then, the mid engine growl of my FAVORITE V8's in the world kicked in and off we GO!

Road Atlanta is surrounded on both sides of the track with concrete retainers; a polite warning from Nick: "now Harry, I want to keep my job and we really need the Spyderys around for awhile!! " We switched seats pit in. Climbing in, a 3 gauge array awaits. Typically Porsche has used five set. Not here. A rotary knob to my right near the helm allows for five different driving modes. The single wiper crisply removes the mist we have today. I eyeball the red HOTLAP button. Nick alerts me, yes, we will energize this mode. Mr Solo, light speed please!!!

4 wheel steering, lightning fast transitions with PDK, brakes beyond my expectation. And acceleration that seriously challenged many a girlfriend I have had in my life!! OK. text Abbrev> O M G!! I felt completely secure, confident and animated. With combined rated HP output of 903 with both electric machines engaged , the 918 Spyder is..... Porsche Pure. As I progress thru my career with them, now nigh 30 years I wonder..... can it get better? What else shall I witness. Be part of? There is NO SUBSTITUTE! see you all over the driving season. Stay tuned Macan up next.



Harry in his glory!



Cap't solo..... Lite speed NOW!!!!



Nice hips...



Pit in, Road Atlanta. 2014 991 turbo S pace car up front



HUGE PCCB ceramics..... Best ever that Harry has used



At speed....



Electric....



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
Continental Automotive Repair Service	New York	(845)356-2277
Auto Union	Vermont	(802)223-2401
Green Mountain Performance Co.	Vermont	(802)775-3433
Eurotech	Vermont	(802)660-1900
Rennline Inc.	Vermont	(802)893-7366
The Metric Wrench	Vermont	(802)751-8577
Heads Up Motorsports Inc.	Vermont	(802)886-2636
The Auto Master	Vermont	(802)985-8411
Zak's Auto Industries	New Hampshire	(603)943-7682

MART

2003 996 C4S, Coupe, Silver/Black, 58,000 miles, 6 speed, completely stock, many factory options (Sport exhaust system, Xenon headlights, full leather interior, power leather seats, Bose sound system, sunroof, 18" Turbo wheels, and more), no body work, clean interior (no smoking), always kept in garage, new OEM catalytic converters (both banks), professionally installed Alpine navigation system, Dension iPod adapter (digital connection to OEM radio), need new tires soon, excellent condition. \$34,000.

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



SALE: '80 Mazda RX7 alloy wheels (2) with snow tires \$250 ... DavidChurcher@comcast.net, 603 799 4688

2007 Porsche 911 GT3, Meteor Gray Metallic -- 23,495 miles -OMP HTE drivers racing seat w/halo, OMP WSC passenger seat, original Alcantara seats included, RSS bolt-in roll bar, Halon fire extinguisher, Schroth racing harnesses (red), GMG world challenge front intake grills, 19" Porsche wheels with new Toyo Proxes R888 tires, 19" OZ Racing wheels with Hoosier R6 (10 heat cycles), slotted front & rear rotors, new Pagid racing brake pads (yellow in front, black in rear), K&N air filter, Rennline track mats; I also have the original floor mats. Featherlite trailer, less than 1,000 miles.

Title in-hand for car and trailer. Asking \$85,000 for both.

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

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

2001 Cabriolet with Hardtop: It's time to find another good home for mom's baby. We purchased this vehicle in 2004 with 472 miles on the odometer. It's been stored in the winter at Blair Talbot's and has all maintenance records. It now has 69,000 miles.

Options list: Lapis Blue Metal Exterior - Savannah Beige Interior - Metropol Blue Top - Leather Sport Seats - Technic Package - Heated Front Seats Package - Leather Sport Seats - 3-Spoke Steering Wheel Metropol Blue Floor Mat - 18" Sport Classic Wheels/Tires - Sport Seats Painted To Match Porsche Crest in Headrest - Flared Rocker Panels - \$26,500 - Phone: 603-560-4911



2005 Boxster S: Silver, with a number of nice accessories and in great condition. About 20,500 miles. For additional info please call Bert Jordan @ 781-820-5475



Sun Sport tire trailer - holds 4 tires and has diamond plate tool box, spare tire and custom hitch that will work any 1997-2004 Boxsters,996 and probably on newer model Boxsters and Caymans with some modification. Wiring has been completely redone in the last 6 months and wheel bearings also have been repacked. Asking \$450 - Email to Steve at SLR944@AOL.COM or call 508-653-1695





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HELP! WE NEED VOLUNTEERS:



PORSCHE CLASH

At The Glen

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May 30st - June 1st, 2014 Watkins Glen International, Watkins Glen, NY

There is no better way to help support Zone 1, than by volunteering for this year's Clash at the Glen Club Race. Held at one of the best and most historic racetracks in the country, the Clash brings together club members for 3 days of fun and exciting racing, which you can be a part of. Volunteers are what enable us to put on one of the best club races in PCA. We encourage you, your family and friends to register as volunteers for this year's Zone 1 Clash at the Glen Club Race. Below are the areas and descriptions of where we need you to volunteer!

- Registration:** This takes place at the Registration building, on the northwest corner of Watkins Glen, outside of the track. Everyone must stop here and get a wrist band to get into the track. Registration involves ensuring everyone signs the waiver. This is a very busy place Thursday afternoon and Friday morning.
- Garage Admin:** This is the Administration of the race. Driver registration, hot pit passes, pullovers, copies, radios, race results from tower are faxed here for copying and distribution. Volunteer assignments and paperwork are also handled here and every volunteer must sign in every day!
- Tech Inspection:** The job here involves working with the National PCA Technical Scrutineers. Cars are weighed, checked over for modifications, or problems. This is done in the first bays of the garage.

- Timing & Scoring:** Although the race is timed and scored with computers and in-car radio transponders, a paper trail is also needed. Volunteers here write down the car numbers as they pass the start/finish line. This is done from the top of the tower where you can see most of the track and you are inside.
- Grid:** All the cars are "parked" along the grid prior to the start. The person at the start of the grid tells the drivers their grid number. People along the way direct drivers into their grid position. This job starts BEFORE the race; you need to be at the grid at least 15 minutes before the start of racing! This position is LOUD and you also need to be alert for moving cars.
- Enduro pits Monitor:** The job here involves working for the National PCA Scrutineers to insure safety in the pits during the enduro. The National Scrutineers will hold a meeting and review what they want this group to do. *This group only works on Sunday.*

- We ask that volunteers sign up to work for a full morning or afternoon session. The more sessions you sign up for the better the reward.
- Work any three shifts and receive a Zone 1 Club Race jacket or \$30 Gas Card.
 - Work Thursday afternoon and receive a free ticket to dinner Thursday night.
 - Work both sessions on Friday and receive a free ticket to dinner Friday night.
 - Work both sessions on Saturday and receive a free ticket to dinner Saturday night.
 - Work one session only on Sunday and receive a Zone 1 Club Race gift.
 - Work both sessions on Sunday and receive a Zone 1 Gift Certificate and a Zone 1 Club Race gift.



Scan QR Code To Register

To register online using Motorsportreg.com please visit <http://tinyurl.com/qamom9r>
Please contact Jennifer Webb at jenniferbischoff@hotmail.com with any questions about volunteering.



PORSCHE CLASH

At The Glen

VOLUNTEER REGISTRATION FORM

May 30th - June 1st, 2014 Watkins Glen International, Watkins Glen, NY

Name: _____ PCA Region: _____
 Address: _____ Email: _____
 _____ Phone: _____
 City: _____
 State/Province: _____
 Postal Code: _____

Emergency Contact Information

Name: _____
 Phone: _____

Are they the track with you? Yes No

Have you volunteered at a club race in the past? Yes No (If no skip the next question.)

What positions have you work previously? (Please select all that apply)

Registration Garage Admin Tech Inspection Timing & Scoring Grid Enduro Pit Monitor

What sessions can you work? (Please select all that apply)

Thursday May 29th Afternoon/Evening	Friday May 30th Morning	Friday May 30th Afternoon	Saturday May 31st Morning	Saturday May 31st Afternoon	Sunday June 1st Morning	Sunday June 1st Afternoon
---	-------------------------------	---------------------------------	---------------------------------	-----------------------------------	-------------------------------	---------------------------------

If you selected three or more session please choose a jacket size or a \$30 gas card
 S M L XL XXL or \$30 Gas Card

Please return the completed form before May 15, 2014 to
 Aaron Ambrosino
 Zone 1 Club Race Registrar
 13 Delta Way
 Clifton Park, NY 12065
zone1clashregistrar@gmail.com

To register online using Motorsportreg.com please visit <http://tinyurl.com/qamom9r>



Scan QR Code To Register

AD INDEX

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Outside Back Cover Mallard Insurance	

If you wish to advertise in Northlander please contact: Matt Romanowski, President@ncr-pca.org

All advertising fees are payable before the advertisement is placed in Northlander.

BTW



For those who did not recognize this cute face it is NCR member Steve Allen. What a great picture - he still looks the same.

Northlander advertising rates:

Back Cover ½ page - Color		
	\$96.00/mo.	\$1152/yr.
Inside front cover: Permanent (non-rotating)	\$125.00/mo.	\$1500/yr.
Inside back cover: Permanent (non-rotating)	\$125.00/mo.	\$1500/yr.
Inside front/back cover: Rotating full page ads	\$90.00/mo.	\$1080/yr.
Both of these options will receive the second page 1 month per year as a marketing article. (ea: 2 page spread)		
Full page - non-rotating	\$85.00/mo.	\$1020/yr.
½ page - rotating	\$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.



Bob giving thumbs up and ready to go...

NEXT MONTH

First Spring Tour and NCR AX #1

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.



NORTHLANDER

Volume 37 Number 4

May 2014

Laura Futterer
218 Cranberry Meadow Rd
Berwick, ME 03901

Change Service Requested



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