

NORTHLANDER

NORTH COUNTRY REGION

Volume 37 Number 9

PORSCHE CLUB OF AMERICA

October 2014



IN THIS ISSUE:
Women and Cars
NCR Golf Outing
...and much much more!

**“Striving for success
without hard work
is like trying to harvest
where you haven’t planted.”**

-David Bly



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We are looking for members interested in keeping this club going. Past administrations have done the hard work - they have built a strong and varied program with ever greater participation from the membership.

We are growing each and every year. Any member, whether active, affiliate, or associate can help out. If you have any interest in helping out this great region, please contact Matt Romanowski - matt@jraplastics.com

Thank you!

NCR



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NORTHLANDER

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Volume 37 Number 8

PORSCHE CLUB OF AMERICA
September 2014

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The regular article and Advertising closing date for the Northlander is the 1st of the month preceding the publication month. See page 41 for advertising rates.

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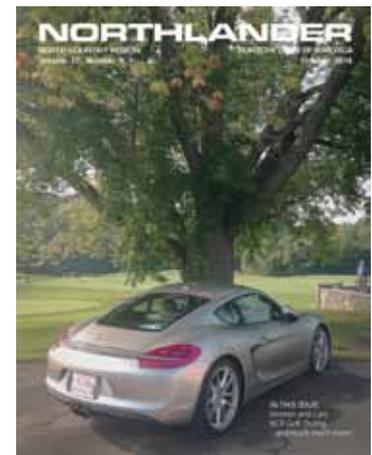
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On the Cover

Rich and Marilyn Willey's new ride located at Cochecho Country Club in Dover NH at the NCR Golf event sponsored by Porsche of Stratham. Photograph by Hank Cowles



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CALENDAR

NCR Calendar or Events

October

- 4- NER Autocross
- 9-10 NCR DE Spring is a Long Time Coming
- 17-19- NCR Get-a-way Weekend
- 26- Harvest Ramble

November

- 6-9- PCA Escape to Magical Orlando
- 8- NCR Annual Banquet

December

No Events scheduled



EDITORS' DESK



Seriously... October???

Fall season is some of the best driving. Be sure to hit the beautiful scenic routes of NH, ME, VT, and MA. As usual don't forget to stop and take a picture to send in to Northlander. Enjoy the driving season before that silly white stuff starts to fall.

Email: northlander@ncr-pca.org



Carved in 2013 by Robbie Leonard





Matt Romanowski **Wide Open**

It's happening. We always knew it would happen, but it was always in the future. No one thought it would be this early. I certainly didn't. The heat is on in our house and it's only the middle of September. It's only the radiant heat in the bathroom floor, but it's still heat.

It only took one or two cold mornings with the windows open to make the tile really cold on bare feet. When we remodeled the bathroom, we splurged and put an electric radiant heat mat under the tile. It's one of the best things ever. Sometimes in the middle of winter, when my feet get really cold and I can't get them warmed up, I'll just go in the bathroom and stand there so they are heated up. The floor doesn't get super hot at 80 degrees F, but it's enough to be very nice. I don't know if our next house will have any radiant floors, but I can hope!

Luckily, I can say that the garage heat hasn't been turned on yet. On warm days, the garage stays too warm if anything. Though pretty soon, it will be cold in there and the heat will be on. Hopefully by then, it will be someone else's garage and we'll be in our new home.

With the cold weather comes the end of our driving season. The last DE is October 9 and 10, probably right after you get this Northlander. If you can get away from work, even if you're not participating, come on up to NHMS to see the event. I'm sure you'll be in awe of what all the wonderful Porsches can do.

Not long after that on October 17-19, we'll be having our Get-A-Way Weekend in Bethel, Maine. Jeff Torrey has worked up another great event with good drives, dinners, and time to socialize. I won't be there, as our daughter will be less than a month old. I will be looking for pictures though. It's great to see the photos posted on the club's Facebook page and website.

Just a week after the Get-A-Way Weekend, Judy Hendrickson has put together a great leisurely drive starting in Nashua and finishing in Amherst at LaBelle Winery. Though Nashua and Amherst border each other, this drive will take you through Hollis, Brookline, Mont Vernon, and much more. I know Judy is excited about the drive, so I'm sure it's one not to miss. I think we might have to load up the car, car seats and all, to get out for this great event.

After that, NCR is done driving for the year! It seems like just a month or two ago I was writing about our season kicking off. The good news about the winter driving break is that we'll have a number of great events. The Annual Banquet is November 8th at Cochecho Country Club, in Dover NH. The planning is underway. This year we are reducing the time spent on awards and prizes to allow for more socializing and dancing as we have hired a DJ for the evening. Please join us to cap off the 2014 season.

Also in process are the winter tech sessions. I don't want to announce any of Bob Futterer's plans too early, but the initial reports are that we will have an amazing series of new tech sessions. Check our calendar at www.NCR-PCA.org for more details as the winter approaches.

By now you should have received a ballot to vote for the 2015 officers. The Nominating Committee has done their usual terrific job of identifying candidates, but you are also able to write in other nominees. Please return your ballot as indicated so we can announce the officers at the banquet.

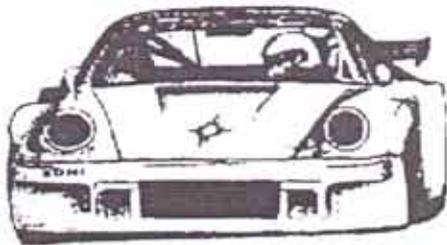
Time is running out, so if I haven't seen you at an event this year, please get out to one of the remaining events and say "Hi!" I look forward to meeting people and enjoy all of my NCR friends.

PorscheFest 2014

Clinics

A tech event for the
New England Porsche owner

Seminars



Maintenance clinic

Saturday, 11-1-14
8:00 am to 5:00 pm

183 Faltin Drive
Manchester, NH



Track set-up

PorscheFest is a day dedicated to the Porsche enthusiast. This event will be a gathering of local shop owners and Porsche enthusiasts. The event is being hosted by Dick Horan and Precision Imports Porsche service shop. Precision Import's shop is fully equipped with all the latest tools and equipment needed to repair and service all models of Porsche's.

The seminars and clinics are an important mechanism for the tech minded and track enthusiast to get involved and learn about both service and track events. PorscheFest is designed to give Porsche enthusiasts the latest info on both street and track. It's your chance to get together and discuss common service and track issues and share solutions to many common problems.

This is our first major event of this type, so we are limiting it to 65 entrants. The registration fee is \$60.00 and includes both the meal and a manual covering past tech sessions.



Engine clinic

Sponsored by Dick Horan and Precision Imports

To register call

Patrick at 603 624 1113

Buffet Lunch
11:45 to 1:00



Registration

Ends

October 25th

Have a question,

Email Bruce at
porschetechn@comcast.net

See a 4 wheel alignment
being performed



**Jeff Torrey**

Rally Time

There are two events scheduled for the Fall season. Fall in New Hampshire offers the best weather for driving and we have some of the best driving roads around. Our events are scheduled after Columbus day. The tourists will be long gone. Traffic will be light and we will be taking the roads less traveled. On the schedule we have our annual Fall Getaway weekend. As part of the event on Saturday we will be taking a scenic tour of the Sunday River region on the NH / ME border. If you can't get away for the weekend you're welcome to drive up for the day and join us on the scenic drive. Later in the month Judy Hendrickson will be hosting her Harvest Ramble. A scenic tour of Hillsborough county in Southern, NH. Detailed information on these events are outlined below. Regards, Jeff Torrey

NCR Fall Getaway Weekend – Friday October 17th, 5 pm to Sunday October 19th, 11 am
This years Getaway Weekend is a two night stay at The Bethel Inn, Bethel, ME.

Friday October 17th to arrive at the Inn. Dinner Friday night will be a casual affair in the Tavern downstairs at the Inn. Cocktail reception at 5:00 pm in the Tavern.

Saturday morning breakfast buffet in the main dining room. At 10:00 am we will be departing for a scenic driving tour of the Bethel / Sunday River Region on Maine. Lunch will be available in the Tavern after the tour. Saturday afternoon to relax at the Inn. Including a heated pool, spa, sauna, gym, hiking trails, golf, or you can browse through the shops in the village of Bethel. Saturday evening will be a formal dinner in the main dining room at the Inn. Sunday morning breakfast in the dining room. Check out is 11:00 am. Head for home.

I have negotiated a two night stay double occupancy for \$ 532.00 . This package includes your room, two breakfasts, your dinner Saturday night, and includes all taxes and fees. Please contact the Hotel directly to make your reservation. The phone number at The Bethel Inn is (207) 824-2175. The sooner the better. Please mention "The Porsche Club" when booking your room. A 50% deposit will be charged when you book your room.

Harvest Ramble - Sunday October 26th, 2014 at 11:00 am

Here is your chance to discover some hidden back roads of southern Hillsborough County.

We'll take a leisurely back road drive through parts of Nashua, Hollis, Brookline, Milford, Lyndeborough, Mount Vernon, Amherst, Merrimack and Bedford. We'll start at a reasonable hour permitting those from afar to gather without having to leave home at O-dark thirty. We'll travel past and perhaps stop at one of the many wonderful farm stands along the way so you can get your pumpkin fix or other farm fresh fruit and veggies. We'll then end for a late lunch before everyone heads home.

No gimmicks, no questions to answer, just a pleasant drive on a (hopefully) sunny fall day. A modest fee per car will be collected to offset the cost of printing directional materials for the ramble (\$5-\$10 probably). Sound like fun? Put it on your calendar and let me know by Monday, 20 October 2014 if you plan to attend so I can let the restaurant know how many to plan for and how many sets of instructions to print.

The starting point is McDonald's at 3 Northeastern Blvd., Nashua NH, with the ending destination of The Labelle Winery Bistro, 345 RT 101, Amherst, NH (www.labellewinerynh.com). Order off the menu, separate checks for everyone. Check out their menu, you won't want to miss this one. If you can't make the Ramble but would still like to join us for lunch, that's OK as well. Just let Judy know if you plan to do the latter as well as if you're going to join us for the Ramble.

E-mail me by Monday, October 20, 2014, at jh993@comcast.net with the number participating if you plan to attend the Ramble and lunch or just the lunch. Contact Judy Hendrickson, 603-881-7576, jh993@comcast.net

MEMBERSHIP



Laura Futterer

October 2014 Northlander - New Members and Anniversaries

New Members:

George Burnet
North Hampton, NH - 2006 911 Carrera S

John Duffield
Meredith, NH - 2015 Cayman

David Gladstone
Norwich, VT - 2008 911 Carrera S

Catherine Howard
Dover, NH - 2003 Boxster S

Lin Lancaster
Nashua, NH - 1999 Boxster

Craig Longsderff
Manchester, NH - 2002 911 Carrera

Paul O'Neil
Manchester, NH - 2007 Cayman S

Robert Sawyer
Laconia, NH - 1985 911 Carrera Targa

Bruce Traumuller
Bristol, NH - 2013 911 Carrera C4

Member Anniversaries:

1 Year

Jeffrey P. Montgomery
Londonderry, NH – 1990 911

Member Anniversaries continued

James R. Scarborough
Susan Scarborough
Wolfeboro, NH – 2010 911 Turbo

2 Year

John P. Bachhuber
Bedford, NH – 2009 911 Carrera

Gregory W. Wood
Chip Wood
Marlborough, MA – 1985 944

5 Year

James Bullivant
Keri Bullivant
Jericho VT – 1974 911

Michael A. Gratton
Biff Gratton
Warner NH – 1993 911 C2

10 Year

Charles E. Vadakin
Anne Vadakin
Rye, NH – 1989 944 / 2011 GT3 / 1970 914
1967 911 / 1968 911

20 Year

Peter J. Griffin
Bridget Fleming
Portsmouth, NH - 1995 911 Carrera





Rich Willey

Where The Rubber Meets The Road

Who is Mr. Bib?

What was the barefoot girl doing in Bruce Springsteen's "Jungleland"?

Musing #1

Formula 1 has been in existence as a racing series since 1950. During those 64 years, only 3 teams are still participating today with the same ownership for any extended period of time. #1 with over 880 contiguous appearances since the very beginning is no surprise -Ferrari. #2 is McLaren with 755 contiguous races since 1966. Then Williams at #3 with over 710 races since 1969. While there are other stalwarts such as Lotus at over 570 races since 1958, all had periods where they did not participate for one reason or another. Teams which had good runs were typically owned by one person such as Tyrrell (Jackie Stewart was their ace) with 466 and Brabham (owned by Black Jack himself and then Bernie Ecclestone with notable champions such as (Nelson Piquet) at 408. Such powerhouses as Honda, Toyota, and Renault pale in comparison. Porsche is in the books with 20 races from 1957-1962.

BTW: Modern F1 cars have a number of tire options. Soft, Super Soft, Normal tread compounds, but the tire that intrigues me is the full wet tire. Pirelli's full wet tread pattern is designed to push water out from under the tire, thus improving traction. These tires, remove over 1000 gallons of water a minute from under an F1 car. 1000 gallons a minute!!!!

Musing #2

I can't remember if I mentioned this before (I'm old and too stubborn to go back through prior VP columns to see). So if I did, oh well! www.Comediansincarsgettingcoffee.com is a site featuring Jerry Seinfeld driving neat cars while going for coffee with fellow comedians. One episode features a Gmund. (Ask Judy what that is.) Each episode has some of the funniest off-the-cuff stuff you have ever heard. Carl Reiner, Mel Brooks, Don Rickles for the older reader. Chris Rock, Tina Fey, Jay Leno and Louis CK are in newer episodes. Each clip is about 15 minutes and you will wish they were longer. In the newer episodes, ya gotta get past the Acura commercial, but it's worth it.

Musing #3

Traps or Hides. This is what law enforcement calls hidden car and truck compartments, used to transport illegal firearms or drugs. With the ever more sophisticated automotive electronics, thieves are now creating Hides which are only accessible by a series of electric signals. For example, turn the AC to max, move the electric driver's seat full up then full down, move the passenger's side mirror as far left as possible, and presto, the taillight of your Silverado pops open to expose a hide in the rear fender. As of now six states have passed laws which prohibit the creation and use of Hides and allow for the prosecution of the vehicle owner as well as prosecution of the people who build the Hide even if no contraband is found in the Hide. Such a person is serving a 24 year sentence.

Musing #4

How old are your tires? When were they born? I know you maintain the correct tire pressure, rotate them every 5000 miles (unless the front and rear sizes are different), check the sidewalls for any cracks or scrapes, and know how to check for remaining tread life with a penny. Right? But do you know when they were made? That date is right there on the sidewall. It is a 4 digit number usually preceded by 3 letters in an oval indentation on the tire. The first

Continued on page 23



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Judy Hendrickson **LOOKING BACK**

Well, the parts arrived for the Talbot mirrors. All is back in operation. Berthold Langer returns from Germany for a visit, bringing the long missing fuel pump back – rebuilt and like new – for SIX. Now to get the pump installed, new tires mounted/balanced/aligned and the annual/12K mile service done and she is back in operation for at least the next two months – let’s hope the weather holds off for at least that long. And Chiquita is back together in time for the September NHMS DE. Let’s hope the motor break in goes well.

Your author has had a little work done as well, cataract surgery is now complete on both eyes and I’m seeing like a 20 something. Woo hoo!

As to this month’s installment of Looking Back. As mentioned previously there were no summer 1984 issues. Both the October 1994 and 2004 issues were jam packed again with good articles. I settled on one from each issue, one is a Technical article that will have meaning for both old and new cars and the other one reflects the camaraderie and helpfulness of NCRs members.

From Volume 17, Number 8 October 1994



Caravanning thru the Notch,
Photo by Doug Hendrickson

TECH TIPS

BRUCE WHITTIER, Tech Chairman

WHY IS RIDE HEIGHT SO IMPORTANT?



Many people ask me, "What's the difference if the ride height is off by an inch one way or the other?" My answer is always the same. Ride height influences many things. It can have an effect on handling, ride quality, tire wear, and braking. It can also have an effect on the aiming of your Porsche's headlights.

STILL DON'T THINK IT'S ALL THAT IMPORTANT, READ ON.

Recently I had a 930 Porsche come to the shop with a bad brake-pulling problem and it would drift to the right on the highway. The shop that sent the 930 to us had done a good job of checking the brake system and the front suspension system for any problem that might make

this 930 act this way. After many hours of hard work, they decided to have a different set of eyes look at the problem. Often in the repair business, shops will work together when problem cars pop into our lives and by doing this the customer gets two professionals for the price of one.

The first thing I did was to park this 930 on a flat area and look at the front for side to side ride height. The front looked good. Next, I checked the rear side-to-side ride height and noted that the right rear was low. A quick check with my yard stick confirmed that my eyes were right and the right rear was $\frac{1}{2}$ " low.

Up on the lift goes the 930 and I reset the right rear torsion bar to correct the ride height problem. With the ride height set, it was time for a road test. What have I done! It now pulls to the left under braking and to the right when driving on the highway. Time to get back to the shop for some serious investigating.

Back at the shop, I had a check done on the past records and we also checked to see if the 930 had ever been in an accident. We found nothing that helped in our search for the cause of the pulling problem. All service work had been done by one of the best independent shops in the New England area, and they had never performed any major suspension repairs.

Sometimes all that's left after the books and all the machines have failed to help is the professional technician's "What if mode". With my mind in a "what if mode", the only thing I could come up with was a weak rear torsion bar. SO back up on the lift and out came the right torsion bar. It looked great with no sign of a problem. Next I removed the left rear torsion bar and it too looked great, but it did tell me what the problem was.

Somehow in the past when the 930 was still in Germany or even at the factory, someone had installed a 25 mm Carrera torsion bar on the left side and a 26 mm Turbo torsion bar on the right side. With these two different torsion bars in the rear of this 930 Porsche some very strange things can and did happen when driving. At this point, I reinstalled the right torsion bar and replaced the left torsion bar with the correct 26 mm torsion bar, reset the ride height at all 4 corners and sent the 930 out for a 4-wheel alignment. When I picked the 930 up at the alignment shop and test drove it, I knew we had a winner. It drove perfectly and under braking there was no pulling.

Now that I have showed you what ride height can do, you might ask, "How can ride height cause so many problems?"

Ride height is the distance between the road's surface and a set point on your Porsche's bodywork. Usually this point is the highest point of the wheel opening of the fender. The ride height is determined by the torsion bar or spring rate of stiffness, torsion bar or spring load, and wheel and tire size. If the torsion bars have a different rate of stiffness, then you can end up with a problem like the 930 customer had.

You don't really need specs to check side to side ride height. Measuring ride height at the same point on both sides of the body with your Porsche on a flat surface will tell you if one side is lower than the other. A $\frac{1}{4}$ " to $\frac{1}{2}$ " difference is usually acceptable.

Uneven ride height side to side is usually caused by a weak torsion bar or spring depending on the model of Porsche you have. It also can be the result of a poor repair or a factory mistake. If you have a difference in the side-to-side ride height of more than $\frac{1}{2}$ " I would investigate it to determine what's wrong. When a Porsche's ride height is off, any or all of the following symptoms may be present when driving your Porsche:

1. Front wheel castor out of spec.
2. Front or rear camber out of spec.
3. Increased tire wear.
4. The suspension bottoms out.
5. Excessive body-sway on the highway.
6. Nose diving under braking.
7. Instability at highway speeds.

If you have any questions about ride height or some other part of your Porsche, please give me a call at (603) 622-3876.

NOTE: the above number is from 1994 and may no longer be current.

From Volume 27, Number 6, October 2004



A Gathering of Friends,
Photo: Rand Surgi

DAYTONA TO NEW HAMPSHIRE IN A '69 911

story & photos by Chris Bennet

Thanks to my buddy Bill (Ed. Note: Kallgren, your new editor). I'm having an adventure driving his '69 911E from Daytona to NH.

Wednesday Aug 18th: Arrive in Daytona. Per (the previous owner) picked me up at the airport and took me to the car. I'm not sure who the chubby guy in the green shirt is.

I get lost easy so I had Per draw me a map. I left his driveway and drove for about a



minute. I'm thinking. "I don't remember it being this far from the street when we drove into this development." I stopped at a stop sign to try and figure out what was going on and while I was sitting there Per appeared next to me. "Have you been chasing me all this time or did I loop around.", I asked. Turns out I'd missed a turn and was looping around and around his development. Doh!

Daytona was just recovering from a hurricane. The beach looked nice.

Once I got back to the hotel the car's battery gave up the ghost. Per came right over and we got a new battery. We concluded that Optima's suck. (More on this later.) He also gave me a fire extinguisher and a cooler for the trip. Now **that** is service!

Thursday Aug 19th. Leaving Daytona.



The plan was to leave Daytona and drive to my brother's in Sumter SC. When I stop, the car wants to idle at 4000 rpm. I try calling my MFI knowledgeable friends without success.

At some point I go to pull up the emergency brake or the hand throttle and accidentally pull up the heater lever.

I push it back down but it's too late. It doesn't close all the way. My day becomes even hotter.

When I filled up somewhere in northern Georgia or SC the car wouldn't start. Dead battery. I push it away from the pump down a gentle incline and jump-start it. After this I notice that I was lucky - this country is really flat and that was the only gas station with an incline for probably 100 miles.

I make it to about 100 miles from my brother's and manage to coast part way up an off ramp.

My brother arrives in a couple of hours with a fresh Optima. He has a cool rescue vehicle.



Friday and Saturday: Chillin' with my brother.

Friday we (OK, my brother) figured out that one of the female spade connectors to the regulator had pushed back out of the connector so the field wasn't energizing. (No Power Captain!). The nice color wiring diagram the previous owner included with the car was key to solving this. I take the opportunity to push the heater valve all the way closed and check out the throttle linkage for binding. I notice the engine is remarkably dry.



Saturday the brothers Bennet worked on figuring

out the high idle. I found that the micro switch wasn't working and my brother was able to repair it. That helped some with the popping but the idle was still on the high side.

My brother noticed that the linkage between the throttle linkage and the MFI pump was such that the pump wouldn't fully turn off. We adjusted that and the idle seemed OK now. We'll see if it works once it gets really warmed up.

Sunday Aug 23rd: Back on the road again.



Here I am leaving my brother's. He ran down the driveway and gave me my camera back before I really left.

The car is running great. It still wants to idle at 2000 and snaps and pops a little but that's better than idling at 4000 rpm like before. It's a cool day and the temp gauge doesn't reach 100 centigrade until

afternoon.

It looks like it is going to be a boring day - and a boring trip update. I'm actually hoping to get pulled over by the cops so I can take a picture of it. That would spice things up.

I consider stopping someplace "interesting" for lunch. The earlier billboards for this place said "Great Food".



I stop at a Cracker Barrel store to get another book on CD and when I come out the car won't start. I check the battery and it is fine. I push the car backwards up the slight incline of the diagonal parking space, let some cars drive around my nose and then push the car back into the parking space to start it. I'm thinking "If I don't hit the brakes in time I'm going to cream the front spoiler on the curb at the end of the parking space." The car starts.

I drive down the street to a Burger King and park the car. I try to start it and it won't. I push start it again and park it out back where there is more room to push start it next time. I check battery voltage and charging.

Ironically, now that I want it to idle at 2000 rpm to test the charging system, it wants to idle at 1100. I get it close with the hand throttle. I call my brother and pick his brains.

I eat my lunch and study the wiring diagram. I push the car and start it. I'm getting pretty good at it now.

I drive over to the gas station, park on an incline, grab a drink and come out. It starts fine. I drive to the pumps, gas up and it starts fine again. I'm thinking it is an ignition key switch problem or one of the starter relays. I don't have enough hands to start the car and check the relay voltages at the same time.

With an idle of 2000 rpm there has been no way to check the oil. I've been watching the oil level gauge all week and I've detected a change in its bouncing level so I think it is safe to add some now. Remind me to put oil in the car in the morning.:-)

Aug 24th:The final push (start) home.

The friend I'm staying with in Virginia (right next to DC) has a truck that's not working so well so we spend sometime working on it in the morning before I leave. We go to the store for oil and a mirror and I put in a quart.

I don't leave until almost noon.

I stop at a rest stop and when I come out the car won't start. I take the opportunity to tap the starter relays and retry. No dice. I push start it and resume my journey.

I hit traffic at the George Washington Bridge and inch along for an hour while the temp gauge climbs. This was the hottest it ever got during the trip. I think the plugs are loading up so whenever I get the chance. I let it clear it's throat with a burst of throttle like some demented ricer before I hit traffic again.



I make a few more stops and one more push start on the way home. Fortified by Mt Dew and food that should have a Surgeon General's warning on the label I push on.



Once my book on CD ends I drop some acid and the Little Red Porsche and I speed on through the night towards home.

The End

Author's footnote: Optima Batteries - They Don't Suck. My brother is responsible for the maintenance for all of the Air Force's trucks and heavy equipment for the Middle East. Before that he was responsible for a fleet in England. He switched his whole fleet there (343 vehicles) to Optima's as their batteries died. He didn't have any failures with the Optima's.

Here is the key though. When an Optima "dies" and you connect it to a charger it will look like an open circuit. A "normal" battery would peg the meter (like a short) under the same conditions. He found that by leaving the "dead" Optima on the charger for several hours it would slowly revive and then take a charge. He estimates that he has revived around 50 batteries this way.

NOTE: While we don't see Chris or Bill too often these days (work and family demands) both are still valued members of the NCR community. Bill took over Editorship of the Northlander with the November 2004 issue serving a couple of years in that position.



Zone 1 Autocross

by Joe Kraetsch photographs by David Churcher, Jennifer Webb, and Richard Viard

North Country Region hosted the PCA Zone1 autocross once again at Moore Airfield on the old Fort Devens in Ayer, MA. The weather was excellent and our timing equipment worked well. It was a great event. 56 drivers showed up from all over Zone1 including 16 drivers from North Country—the most from any region. In the end, we took away six first place finishes, five second places and two third places. We also won the Region Challenge Trophy for the third year in a row and both Men's and Women's Fastest Time of the Day trophies. Congratulations to Scruffy Lefebvre for Men's FTD and to Suzy Kelley for Women's FTD. The complete results are posted on our website. Thanks to all the staff and members who helped make this such a well run and enjoyable event for everyone.



Zone 1 Autocross Class winners. Do you recognize anyone?



Nothing could go wrong with this crew checking things out



Stunning Zone 1 Trophy

Autocross #5 - Wounded Warrior Event

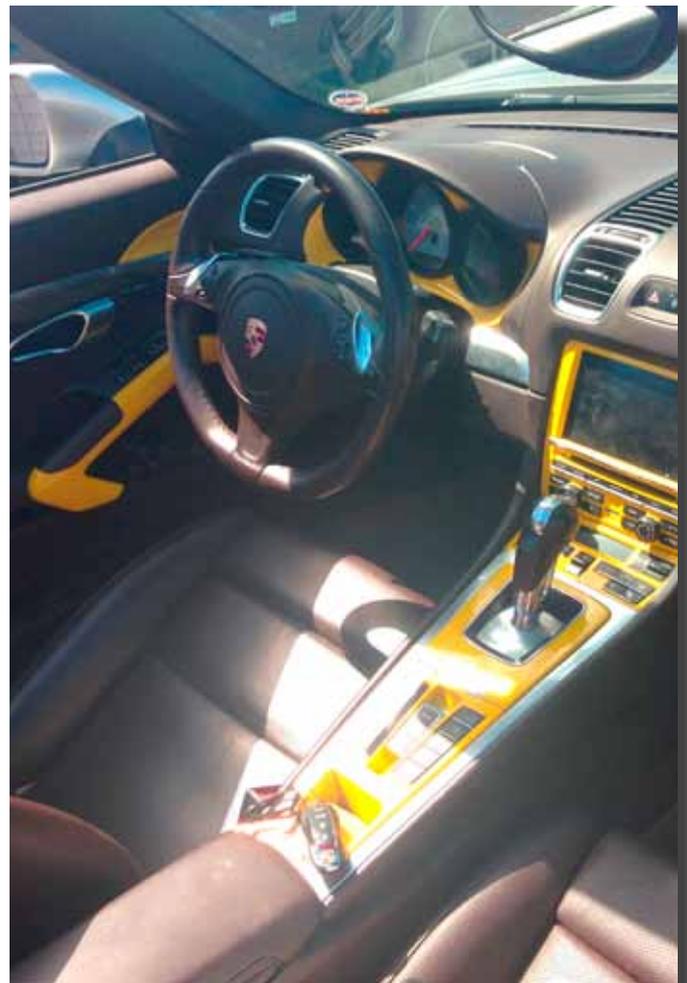
Photographs by Ivy Cowles and Richard Viard



What a great turnout - photograph by Richard Viard



Judy and Joe discussing the days events with WW participant



Nice trim.. nice color



All smiles in the mirror..



Edgar, Judy, and Hank keeping out of the sun



Happy faces after some great pizza

Women and Cars by Rich Willey

One of the reasons I started reading Automobile magazine was that I looked forward to reading Jean Jennings's colorful column each issue. She has been writing, editing and in general involved with various car mags forever and as the chief muckety-muck she published Automobile in a style all her own. But I open the September 2014 issue to find Mike Floyd staring at me. The owners of Automobile have installed Mike as the new editor-in-chief and Jean is as they say in the trade – out. Then I discover that she is a judge on a TV reality show set in Detroit, MI about budding auto designers. I tune in. Ugh. It is unwatchable

However all is not lost. Jean has a website Jeanknowscars.com and it is worth checking out. She reviews new cars, sometime irreverently, asks readers to weigh in on various car subjects, and she has blurbs on interesting stuff in the car world. Here's one.

Kaylin Stewart just turned 16 this past summer. And like most Cali sixteen year olds she couldn't wait to get her driver's license. To cruise to the mall? Or to the beach? Not so much. Kaylin wants to join the 2club. Which is what you ask?

It's the group of drivers who have gone 200+mph at the Bonneville Salt Flats. Kaylin has been hanging there for a few years and last year was a gal-Friday for the Jessup race team. Jessup are those folks in Maryland who rebuild and remanufacture engines. They happen to own and race a highly modified Ram pickup and offered Kaylin a drive this year if she got her street license and then a competition license. The SCTA (Southern California Timing Association) the folks who run Bonneville Speed Week each August, has rules ya know. You must be 16 to get a comp license to try for 2club membership (18 if you want to go 275 MPH or higher). By the end of July, Kaylin was set to go. But as the saying goes "the best-laid plans of mice and (wo)men oft go astray"



This is the SCTA timing and scoring trailer at Bonneville a few days before speed week. Yes, that's water. Torrential rains left over a foot of it on the salt flats. Speed week had to be cancelled as the salt was never going to be hard enough to run.

Kaylin's endeavor is now on hold but she is not idle. There are only 20 or so women in the 2Club and Kaylin, who intends to study film making in college is attempting to raise money to produce a video/movie about those women. <https://www.indiegogo.com/projects/chasing-200>

Bottom line is I applaud her efforts and hope more women, young and the more experienced, get seriously involved in car stuff. We'd love to have more women participants in our Driver's Ed and Autocross events. Judy, Lisa, Mary, Pam, Ann, Tanya, and others will provide you with terrific mentoring, great role models and then a run for your money when the checkered flag drops.

BTW Everyone needs a Pit vehicle at Bonneville because the heat is intense, so you are not walking very far. When I saw this one from 2013 Speed Week, I had to share it.



Horseless Stagecoach at Speed Week.

Powered by an Olds Tornado engine and trans mounted in the rear, with zoomie headers, treaded Hoosiers, and controlled by a B&M shifter. Love the wing. Now that is a pit vehicle.



Continued from page 10

two digits refer to the week and last two are the year. So 0512 means the tire was made in the 5th week of 2012. This is important because some of those great deals you are offered by a buddy of a buddy could be old tires which have been stored in god-knows-where or sitting in the sun in a showroom window. Tires older than say 6-7 years are not a good bet, even if they look new especially if you do not know how they have been stored.

Magnus Results

Update on Road America. Unfortunately Magnus' problems multiplied as after the race it was determined that Andy did not do his mandatory one hour driving stint because of the penalties the team received and repair time. He missed by 18 seconds and IMSA refused to waive the rule which they had the right to do. Bummer! So he got no points and is now down in 7th in the standings.

VIR

IMSA rearranged the field again running a two heat LMP2 race and a separate GTLM/GTD race. Sometimes its driving prowess, sometimes strategy, sometimes just luck. This time Magnus started at the back of the field due to electrical issues, despite qualifying 7th. Running short on fuel, Magnus opted for an "emergency" pit stop under yellow (you can't pit until the officials declare the pits open), and had to pit again two laps later for a driver and tire change. Trying to go the distance without another stop, in order to pass cars that had a two stop fuel strategy and had to pit under green, all went for not when a late race caution allowed all those competitors to make their second pit stop under yellow. Magnus finished 6th.

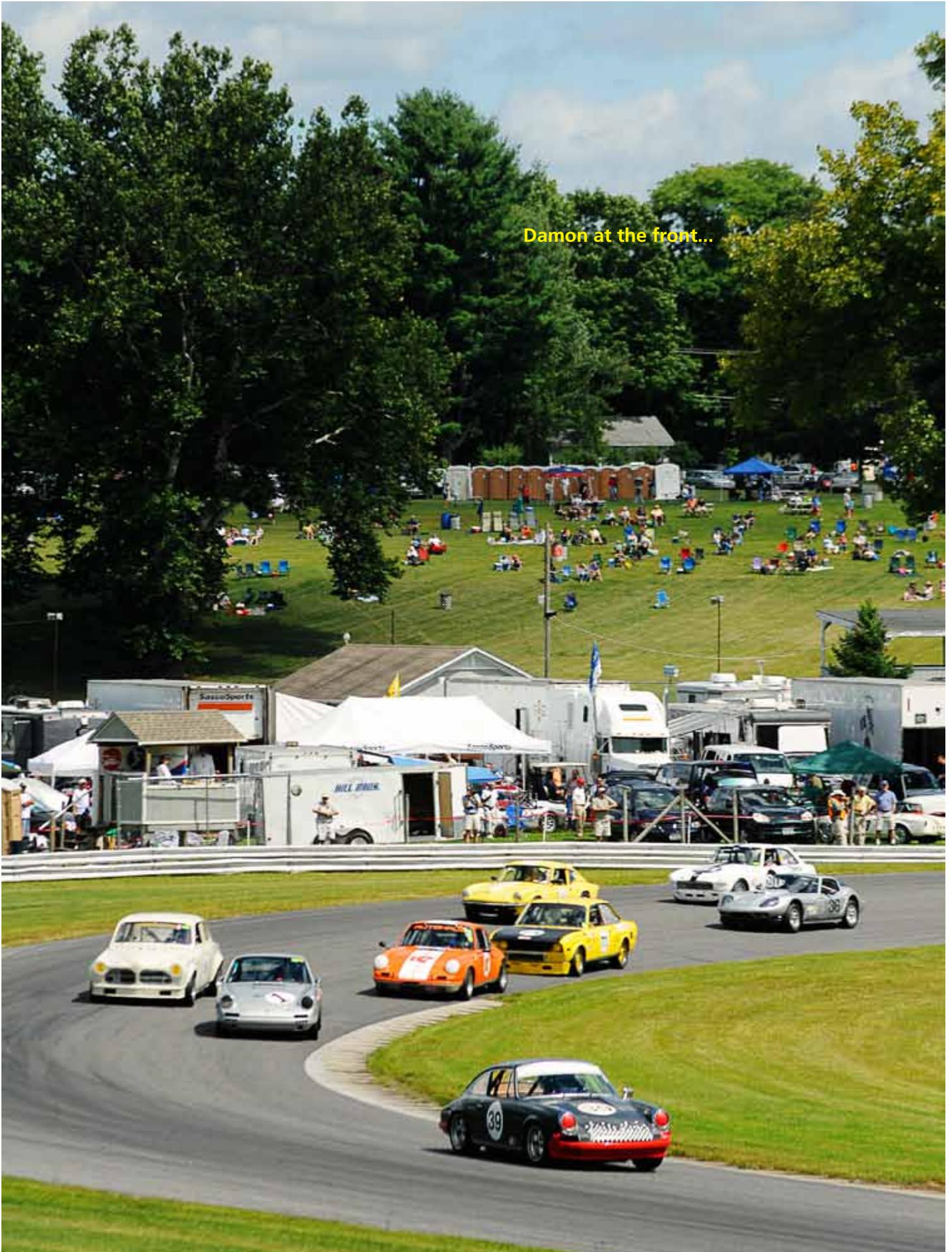
COTA

Finally there were IMSA rules changes which favored Porsches. Notably they were given a weight reduction while Ferrari and BMW had an increase; a difference of 35 kilos. Along with some aero changes and excellent pre-race testing, Magnus owner John Potter and Pro Andy Lally drove a strong race to finish 2nd. Although winning the series is doubtful, look for a good finish at Road Atlanta to close the season.

Mr. Bib is the name of the Michelin Man. Bib is short for bibendum which roughly means "it's time to drink". Michelin was going for the notion that Michelin tires "drink up" the road. I expect the MM would have a different name today if the NTSB or DOT had its way!

Springsteen's barefoot girl was "sitting on the hood of a Dodge, sipping warm beer, in the soft summer rain" Can you close your eyes and be there? It seems like yesterday!





Damon at the front...

NCR September DE

and Rich Willey

Photographs by David Churcher



How many Porsche guys does it take to find a brake fluid leak?? Photograph by Rich Willey



Girl Power...



Mark giving advice with his wealth of knowledge.. photograph by David Churcher



At the speed of light... photograph by David Churcher

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North Country Region's Annual Banquet

Saturday, November 8, 2014

Cochecho Country Club

145 Gulf Rd, Dover, NH

| | |
|--------------|-------------------------------|
| 6:00-7:30 PM | Socializing and Hor D'oeuvres |
| 7:30-8:30 PM | Dinner Buffet |
| 8:30-10:00PM | Socializing and Dancing |

We will have a limited number of door prizes and awards to allow for more time to meet new members and catch up with dear friends.

Hor D' oeuvres

Italian Antipasto
Crab and Spinach Dip
Assorted Fruit

Dessert

Apple Streusel w/ice cream

Buffet

Garden Salad
Roasted Italian Vegetables
Rosemary and Lemon Bliss Potatoes
Sirloin Tips
Baked Haddock
Chicken Florentine

Bread, coffee and tea

Please return the following form with check made out to NCR-PCA, to Richard Willey, 16 Cogswell Ln, Atkinson, NH 03811, by no later than October 17th, as we have a firm cut-off on attendees count.

Member Name _____ PCA # _____ Region _____

Address _____

Tel# or email _____ Spouse/Guest Name _____

Total # of attendees _____ x \$ 45.00each Total amount enclosed \$ _____

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NCR Golf Outing

by Hank Cowles

The first annual NCR/Make-A-Wish Golf outing was held on Tuesday, September 2 at Cochecho Country Club in Dover. The event was well attended, weather was spectacular and all had a grand time. Over \$1000 was raised for Make-A-Wish.

The event was something of a coming out party for Rich's beautiful new Cayman S...can't believe he parked it near some of the everyday drivers in the CCC parking lot. Certainly drew lots of looks of admiration, though!



Nice rear...



Rich Willey's stunning Cayman S

Extra special thanks go to our sponsor "Porsche of Stratham" - Michael Nadeau and to Harry Robinson, through whose support the hole-in-one prizes were provided, including a spectacular 2015 Porsche Boxster parked on the 9th tee. (Sadly no one won the car, and Harry had to drive it back to the dealership.) The event would not have been a success without their support. Congratulations to the events winners - Mike Pomeroy and Mike Roy! Nice job guys!



Rob and Roxanne ready to T off..



I did not see a hole in one here..

Additional thanks go to John Harris of Golf and Ski, Greenland, for providing closest to the pin prizes, to Tim Loch, pro at Cochecho for his hospitality and support, and to Dean Fournier, a great guy and fellow member at Cochecho, who was unable to participate but made a generous gift to Make-A-Wish nonetheless.

We are already in the early stages of planning for the 'Second Annual' next year, so hit the range and get ready for another fun and worthwhile outing! Be sure to look for the event on the 2015 calendar.



Hole in one car donated by Porsche of Stratham... I tried hard to win but the tree just did not help the cause



Cochecho Country Club Pro Tim Loch announcing the winners



First groups having a great time



All the stories began about how they were only 1 inch away from the hole...



Wait... is that a Porsche on Rob's back?



Rich is thinking he might want a convertible as a second car...

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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 |
| Zak's Auto | New Hampshire | (603)943-7682 |
| 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 |

For Sale:

Email us for your mart items.. we would be happy to list them

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

Unimog for Porsche

Restored 1970 Mercedes Unimog fully restored with 10K miles and 1K hours. 3Way dump Bed. 24 speed trans.

Interested in trading for 911 930 or other interesting car. Let me know what you have. I'm located in Keene NH.

Looking to get 38,900 OBO for the Unimog willing to use cash to make up differences either way. Thanks Gary 603 357 2484 grautoworks@yahoo.com



For Sale:

2000 **Harley** -Anniversary Model - Fat Boy

2006 **Harley Sportster** XL 1200R - inquire within for photographs and additional details.

603-742-4000 Hank or Ivy

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



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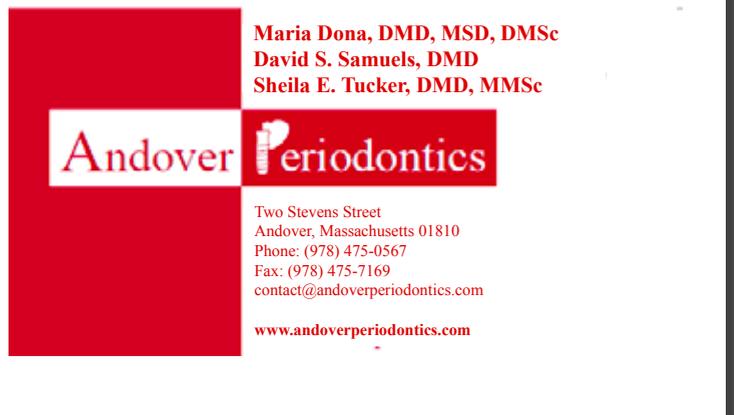
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914 6cyl conversion package – 2.7L engine, complete with wiring and FI. Has had valve cover and fan upgrades. Include correct tach. Package also include most parts to do 914 conversion: new vellios aluminum oil tank, new correct flywheel, new bulkhead 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

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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Call for 2015 NORTH COUNTRY REGION OFFICERS AND CHAIR MEMBERS

Ivy Cowles, 2014 Nominating Committee Chair

Isn't it just amazing how fast summer goes? It is time to start the search for those who will continue to lead and shape the future of our Club.

Kristin Allen, Steve Allen and I are serving as the 2014 nominating committee and our task is to find and interview qualified candidates for the four elected offices of NCR: President, Vice President, Secretary and Treasurer. The only qualifications for office are that you must be a member in good standing with PCA / NCR and you must have a strong desire to help shape the future of the club. For Treasurer, we also ask that you have demonstrated skills with accounting related programs, e.g. Quick Books.

This note is to solicit suggestions that you might have for candidates for these elected positions. The current list of positions for the elected offices are:

| Office | |
|----------------|-----------------|
| President | Matt Romanowski |
| Vice President | Jeff Torrey |
| Secretary | Nancy Broadhead |
| Treasurer | Lisa Roche |

We will accept and review any names you might have for the various committees that are vital to the Club. These are appointed positions so we will pass the names to the President for further consideration.

The open Chair positions are as follows: Advertising Chair, Goodie Store Chair, Northlander Editor, Rally Chair, Concours Chair, and Social Chair.

Please contact Ivy by October 10th if you are interested in serving or nominating someone for one of the elected positions (or if you have a suggestion for any Board position or Committee Chair):

Ivy Cowles ivy@ConsumerProfilesinc.com 603-742-4000 (work) 603-767-6461

Nominee Statements and Ballots will be circulated to the membership for final voting in October. Election results will be announced at the Annual Meeting / Banquet in November.

Thank you for your ongoing support and participation in this important process.

Ivy Cowles – NCR Nominating Committee Chair – on behalf of Ivy, Steve, and Kristin

Harvest Ramble, Sunday, October 26, 2014



You may have enjoyed the colors of northern New England when you partook of this year's -NCR Fall Get-A-Way to the Bethel Inn in Bethel, ME, OR maybe not, but here is your chance to discover some hidden back roads of southern Hillsborough County.

We'll take a leisurely back road drive through parts of Nashua, Hollis, Brookline, Milford, Lyndeborough, Mount Vernon, Amherst, Merrimack and Bedford. We'll start at a reasonable hour permitting those from

afar to gather without having to leave home at O-dark thirty. We'll travel past and perhaps stop at one of the many wonderful farm stands along the way so you can get your pumpkin fix or other farm fresh fruit and veggies. We'll then end for a late lunch before everyone heads home.

No gimmicks, no questions to answer, just a pleasant drive on a (hopefully) sunny fall day. A modest fee per car will be collected to offset the cost of printing directional materials for the ramble (\$5-\$10 probably). Sound like fun? Put it on your calendar and let me know by Monday, 20 October 2014 if you plan to attend so I can let the restaurant know how many to plan for and how many sets of instructions to print.

The starting point will be the McDonald's at 3 Northeastern BLVD, Nashua, NH and the finish will be The Labelle Winery Bistro, 345 RT 101, Amherst, NH (www.labellewinerynh.com). Order off the menu, separate checks for everyone. Check out their menu, you won't want to miss this one.

Be at the McDonald's by 11AM. Restroom and refreshments if you like, a little safety inspection (lights, brakes, turn signals, horn), a short driver's meeting and we'll depart by about 11:30AM.

If you can't make the Ramble but would still like to join us for lunch, that's OK as well. Just let me know if you plan to do the latter as well as if you're going to join us for the Ramble.

E-mail me by Monday, October 20, 2014, at jh993@comcast.net with the number participating if you plan to attend the Ramble and lunch or just the lunch.

Directions to starting point: Exit 4 off US Route 3/Everett Turnpike (**Northbound** - L at top of ramp, R at 3rd Traffic Light onto Northeastern Blvd; **Southbound** - R at top of ramp, R at 2nd Traffic Light onto Northeastern Blvd). There is a Shell station at the corner of Northeastern Blvd if you need to fill up before the McDonald's. Northeastern Blvd bears to right, McDonalds is immediately after the bear right. Meet at the far parking lot to the rear of McDonald's.

AD INDEX

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Inside Front Cover CPI

Inside Back Cover EPE

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 these members they are Tracey Levasseur and Jay Carter dressed in their battalion regiment uniform - great stuff.

Northlander advertising rates:

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|---|-------------------------|
| Back Cover ½ page - Color | \$960/yr. |
| | Inside front cover: |
| Permanent (non-rotating) | \$125.00/mo. \$1250/yr. |
| Inside back cover: Permanent (non-rotating) | \$125.00/mo. \$1250/yr. |
| Full page | \$960/yr. |
| ½ page | \$600/yr. |
| 1/4 page | \$500/yr. |
| 1/8 page/Business Card | \$150/yr. |

Advertising fees are billed and due annually in either February or July. New advertisers may start part way through a year on a pro-rated fee basis. Advertisers are responsible for preparing and providing ad ready copy to the Northlander Editor by the 15th of the month before the month when the ad will begin. Thank you



Rob and Roxanne were the Zone 1 Rally and Concours winners - Congratulations. More next month.

NEXT MONTH

**NCR October Get-A-Way
NCR Harvest Ramble.. and more..**



We are the ONLY Employee Owned Porsche & Audi dealerships in all of New England so we appreciate your support of locally owned businesses!!!

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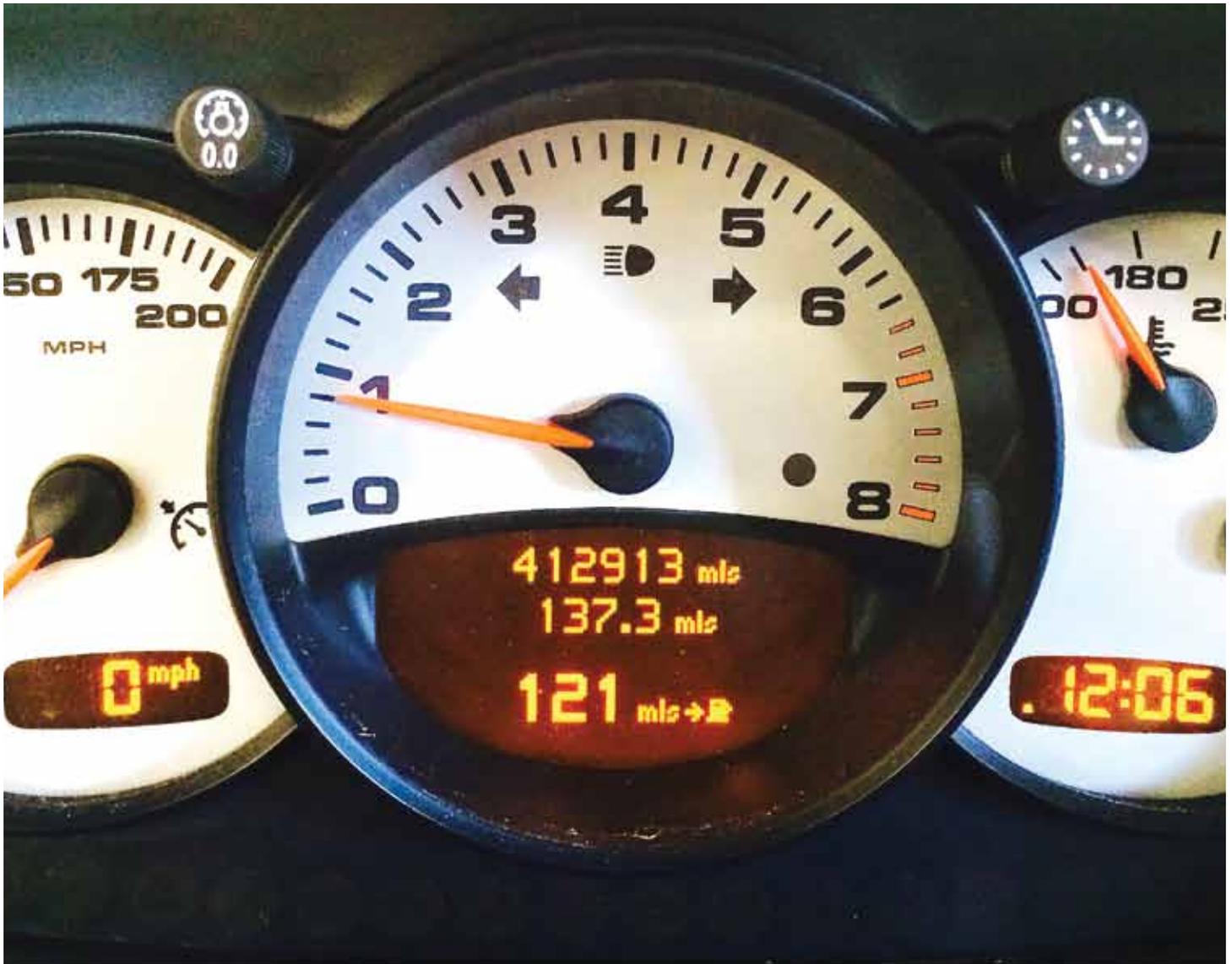
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An ICL Company

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***Must present this advertisement upon entering to claim discount.**



These days, with Photoshop, CGI and the myriad of ways a photograph can be altered, we believe it is very important to occasionally take a moment and appreciate natural beauty...

The above photograph was taken while Tom's 2003 911 turbo was in for routine maintenance. European Performance Engineering has been caring for Tom's cars since 2009... oh, by the way,

Tom's wife's vehicle, a 2004 Cayenne turbo has traveled 310,000 miles... so far.

So, the next time your Porsche, car or truck needs maintenance be sure and give us a call.

My staff and I would be happy to go "the extra mile" with you.



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Volume 37 Number 9

October 2014

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