

NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 38 Number 6

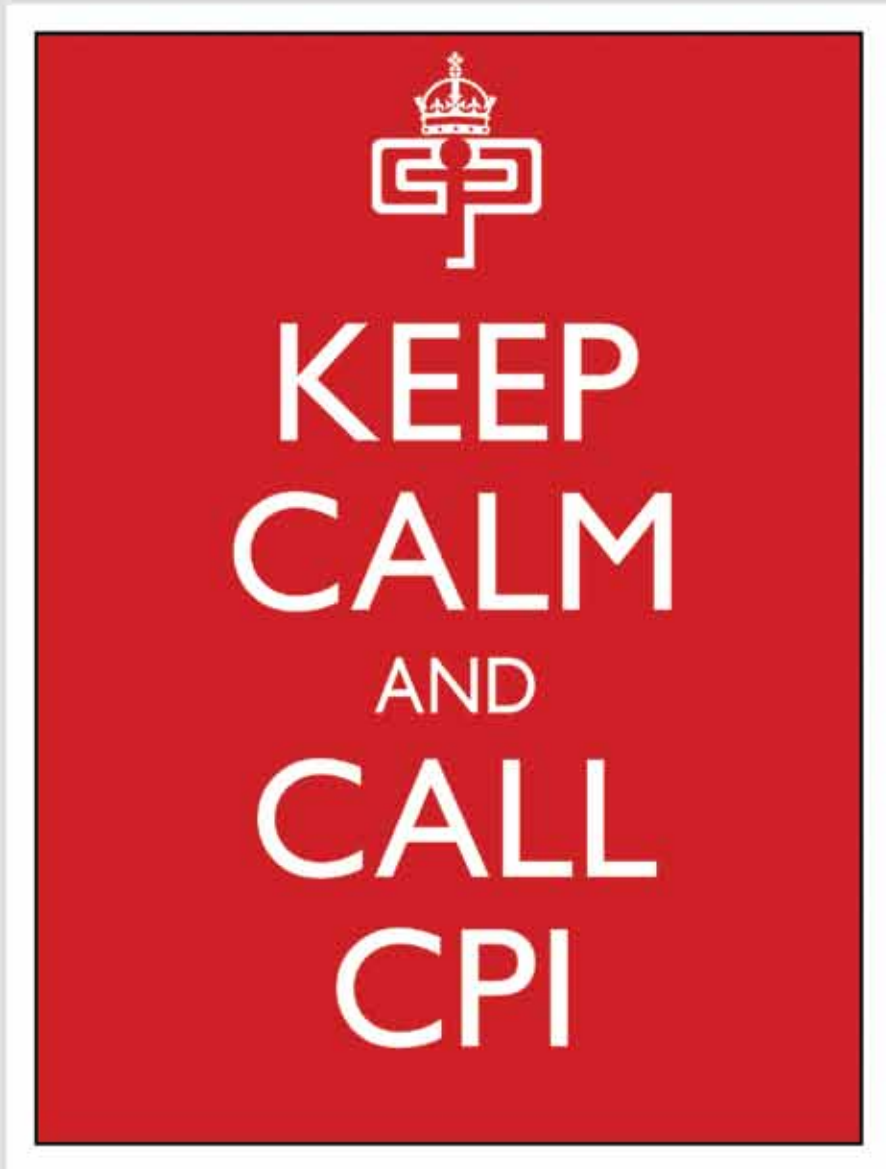
July 2015



IN THIS ISSUE:
Unbridled Excess
Le Mans 2015
And...Much Much More

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HEAR YE! HEAR YE!

CALLING ALL PORSCHEPHILES

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

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

Thank you!

Come see what we are all about...

NCR

If you are thinking about a board or chair position let us know...



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Statement of Policy

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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 34 for advertising rates.

NORTHLANDER

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PORSCHE CLUB OF AMERICA
July 2015

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space planning  interior design

On the Cover

These pictures were taken by David Churcher while attending the 2015 Le Mans. Full story inside this issue.



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CALENDAR

NCR Calendar or Events

July:

07/05 NCR Autocross Event #3 7am

Devens Contact: autocross@ncr-pca.org

07/06 NER Mont Tremblant DE

Circuit Mont-Tremblant at 7am Contact : trackchair@porschenet.com

07/14 Board Meeting Location : Lui Lui - Nashua 6pm Contact: president@ncr-pca.org

07/19 Sunday, July 19, 2015 NCR Rally/Tour
Ebenezer's Pub Tour.. Starting Location: TBD

August:

08/01 Saturday, August 01, 2015 at
NER Autocross Devens MA

08/02 NCR Autocross #4 Devens MA at 07am
autocross@ncr-pca.org

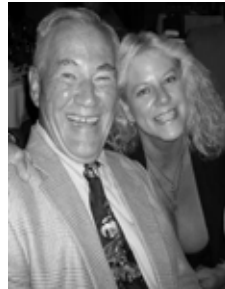
08/08 DE Palmer Motorsport Park (contact de-
registrar@ncr-pca.org)

08/11 Board Meeting Location : Lui Lui -
Nashua 6pm Contact: president@ncr-pca.org

08/22 & 08/23 Zone 1 / NCR Autocross #2 @ Ft
Devens, 90 Fitchburg Rd, Ayer Ma, 7am. Pre-
registration required.

www.ncr-pca.org

EDITORS' DESK



We hope that you are taking time during the beautiful weather to get out and enjoy the cars. But most importantly to enjoy the people. May you have a safe and happy 4th of July. Happy Independence Day!

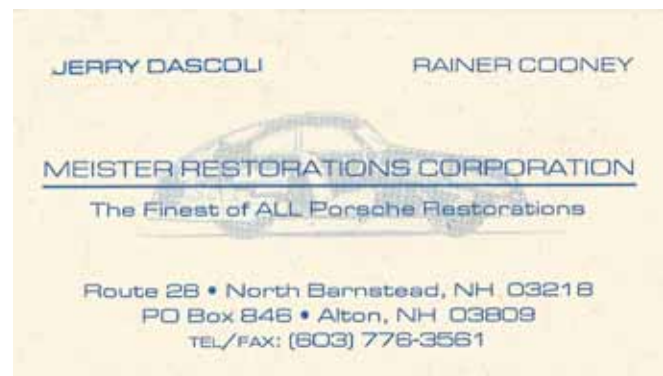
Another note written to Northlander...

Stan wrote:

I wanted to thank you for publishing that article about my first HPDE. Your captions were great and it was another thoroughly enjoyable edition of Northlander.

Your efforts are greatly appreciated!

Stan Holz



MEMBERSHIP



Laura Futterer

July 2015 Northlander - New Members and Anniversaries

New Members:

Rachel Baker
Westford MA - 2008 Cayman S

Bob Cairns
Londonderry, NH - 2007 911 Turbo

Jim Daley
Kingston, NH - 1988 911 Carrera

Tim Finnerty
Hingham, MA - 2015 Cayman

Ross Gott
New London, NH - 2011 911 Carrera S

Edward W. Huminick
North Salem, NH - 1959 356

Michael Murray
Amesbury, MA - 1976 911 Turbo

Carl Schulz
Brookline NH - 2004 Boxster S

Trent Toensing
Lyme NH - 2015 Boxster

1 Year

Don Blackden
New Durham, NH - 2010 911 Carrera S

Louis Chance
Seabrook, NH - 2001 Boxster S

Curtis Finney
Jackson, NH - 1985 911 Carrera

Matthew Holian
Peterborough, NH - 1986 911 Carrera / 1988 911 Carrera

Marcelo Mizuki
Nashua, NH - 2014 Cayman

Ken Morley
West Lebanon, NH - 2001 911 Carrera 4

Matt Steele
Cohasset, MA - 1997 911 Carrera

2 Year

Jerrold Arons
Paula Arons
Hampton, NH - 2014 Boxster

Paul Myron
Martha Myron
Contoocook, NH - 2011 911 Carrera

John O'Connor
Michaela O'Connor
Concord, NH - 2014 Cayman

Joseph Tortorelli
Danvers, MA - 2014 Cayman S

5 Year

Gerd Domajnko
Wolfeboro, NH - 2011 911 Carrera S / 2011 Cayenne S

Roger Freedman
Alex Freedman
Wellesley Hills, MA - 1987 924S / 2006 Cayman S

Michael Lucci
Debbie Lucci
Londonderry, NH - 2000 911 Carrera

Thomas Pelton
Carmen Pelton
Brookline, NH - 2004 911 GT3

10 Year

Robert Gastaldo
Elvira Gastaldo
Winslow, ME - 1999 911 Carrera

Anthony Pournaras
Valerie Whitman
Pelham, NH - 1988 911 Turbo

15 Year

James Bertelli

Heidi Bertelli Dietrich

Lincoln, NH - 2005 Carrera GT / 2005 Carrera GT /
2011 911 Turbo / 2011 911 GT3 RS / 2005 Carrera GT

Robert Cushion

Melissa Cushion

Manchester, NH - 1973 914

Mark Ettinger

Denise Borrelli

Kennebunk, ME - 1986 911 Carrera

20 Year

Robert Pickul

Rebecca Pickul

Claremont, NH - 1977 911 / 1984 944

30 Year

Immo Christoph

Anne Christoph

New Boston, NH - 1985 / 911 Carrera

Please notify the membership chair: membership@ncr-pca.org if you have changed your home or email address.



PRESIDENT



Matt Romanowski - Wide Open...

I'm writing this surrounded by boxes. We've sold our house and are in the midst of packing. The house part is going pretty well, but I'm dreading heading out to the garage. I have the classic 8 million aerosol cans including mostly empty paint cans, lubricants, and lots of specialty sprays like Zyglow (crack check), battery post protector, mold release, and many others. The mostly empty paint will go the way of the dump, but the others will fill many \$1.25 boxes from U-Haul!

The crazier part than moving out of our house is that we don't have a new one yet! We've rented an apartment in North Manchester. Our goal for it was to be nice enough that we wouldn't hate being there, but not so nice we wouldn't want to leave. I think we've attained that goal. We'll have a pool, garage, central A/C, washer and dryer, and a movie theater!

The one really great thing about moving is that I'll get to plan my dream garage. Our next house has to have enough land to build a nice detached garage. My mind has been running wild with options of what to build. Visions of F1 garages, Lista tool boxes, paint rooms, and a healthy dose of ideas from the forums at Garagejournal.com have left my brain in overdrive thinking of the possibilities.

I have figured out a couple things that will definitely be included. The first is LED lights. Even if we get a house that already has the detached garage, I will replace the fluorescent lamps with LED bulbs. There are some very reasonable bulbs available that put out far more light with a whiter tone. There will also be a stainless steel teardown bench. This will be a great spot to take motors, transmissions, and anything else that leaks when you take it apart. There will also be lots of shelving so when a project is underway, there is plenty of room to put things.

Besides moving and looking for a new home, I'll have a busy summer with NCR events. Unfortunately our Lime Rock Park DE event was cancelled by the track because they are doing some paving on the track. The good news is that we still have a great schedule of autocross events, rallies, and some more DE events.

Also in the works is an amazing Annual Banquet. Toni Surdam has taken on the task of putting together a banquet for the ages. I can't give away all of the plans,

but I can say it's going to be at the McAuliffe-Shepard Discovery Center in Concord, NH. With some great displays, including a XF8U-2 jet, Redstone Rocket, and Mercury capsule, it might be hard to focus on the banquet activities! I can't wait for this event and I know it's going to be terrific.

With all of this coming up, I hope to see you at an event soon, whether it's a social event, autocross, DE, or the annual banquet that will be here before we know it. There is something for everyone, so come out, make some new friends, and have a great time with your Porsche.



VICE PRESIDENT



Jeff Torrey - Just around the corner...

2015 Tours and Rallies

Sunday July 19th Ebenezer's Restaurant and Pub

Save the date! Sunday July 19th NCR-PCA has a luncheon date scheduled at Ebenezer's Restaurant and Pub, 44 Allen Road, Lovell, Maine. Ebenezer's is hailed as the The Best Beer Bar in the United States (5 years running), and many suggest it's the best beer bar in the world. Their website and the reviews can be seen here: <http://www.ebenezerspub.net/Reviews.html>

Prior to our luncheon we will be touring the area to include an up, over, and back drive on Hurricane Mountain Road. Details to follow.

* Please contact me as soon as possible to sign up, I need a head count for lunch. Our seating for lunch is at 12 noon on the screened porch.

Fall Getaway Weekend September 11-13, 2015

The Essex Resort and Spa, Essex, Vermont

Lodging for 2 nights in a Traditional Room

Hors d'oeuvres Friday Evening

Your 2 continental Breakfasts

Buffet dinner Saturday night

Full use of the facilities

Package includes all taxes, fees, and gratuities

Single Occupancy – \$510

Double Occupancy – \$599 / couple

The weekend will include a driving tour on Saturday. We will be touring Route 2 in Vermont, exploring the islands of Lake Champlain.

Please call the resort directly to make your own reservations. Mention NH Porsche Club: Essex Resort and Spa 800-727-4295. A deposit of \$255.00 (single) or \$299.00 (couple) is due at the time of reservation. Cancellation fees: Prior to September 4th – \$20.00 / after September 4th will result in the loss of your deposit.

*Please book your room as soon as possible. September is high season at the resort. The hotel will sell out, and rooms will only be held up to August 10th.

Any questions can be directed to Jeff Torrey Rally@NCR-PCA.org





Save the Date
Saturday
November 7, 2015

Explore the Stars
at the
NCR Annual
Banquet

McAuliffe-Shepard
Discovery Center
Concord, NH
www.starhop.com



2008 Porsche RS60 Spyder Boxster S, #321 of 1960, 6sp manual, GT Silver over Red with Black top, 21k miles, Sport Chrono, BOSE, Heated sport seats, 19" wheels, Xenon lights, full leather interior, sport tuned exhaust, 303HP! \$38995



2012 Porsche Cayman R, 28k miles, 6sp, \$82k MSRP Bose, Heated Seats, Navigation, Painted seat backs, painted wheels, Bluetooth, fully serviced, 2-owner, like new \$59995



2014 Porsche Cayman S, 6sp manual, 19k miles, Bluetooth, heated and ventilated seats, 20" wheels with fat tires, bi-xenon adaptive headlights, dual power sport seats and more! 1-Owner, exceptional condition. \$61995



2006 Maserati GranSport LE, 23k Miles, 2 owners, full options, and serviced. \$110k MSRP, 400hp Ferrari derived V8! \$38995

**Call Jason at 617-676-7000
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425 Canal St.
Lawrence, MA 01840**



Judy Hendrickson **LOOKING BACK**

While we have had our ups and downs with the temperatures lately we seem to finally be moving into warm weather. If the intermittent hot spells are any indication, this summer will be as hot as this past winter was cold and perhaps as devoid of rain as we were covered in snow. Yes, welcome to the extremes that accompany climate change.

The Romanowskis and I just returned from the Zone 1 48 Hours of Watkins Glen. A phenomenal 3 days of driving. The weather cooperated with only a couple hours of off and on showers late in the afternoon Friday. Saturday and Sunday were perfect driving weather. Matt and I both got in some very good laps. A bigger crowd this year than last but still tons of open track time. The Glen will close down after the Sprint Cup race this year for repaving. It will be a whole new learning experience next year with all the old reference points gone. If you haven't been in a long time or never, this is an excellent event to attend. Lots of great folks from all over the Zone and some from without. Tons of track time and lots of good instruction. We head for NER's Mt Tremblant event in early July, another great track and event not to be missed. Here's hoping Chiquita continues to be the reliable girl she has been.

No further issues for 1985 until the Fall issue which will be covered later this year.

The July 1995 issue had extensive coverage of Motorsport Weekend, an NCR multi-event weekend consisting of Gimmick Rally (Meredith & Lakes Region) and Autocross (Laconia Airport). There was also a good bit of event promotion for the upcoming Vermont Teddy Bear Ramble and the Buff on the Ruff Concours/Lobsterbake to be held at Tory Pines Golf Resort in Franconia, NH. Our Editor, Doug Hendrickson, had been in the hospital since the first of June and there was much thanks extended to the membership for helping me get the Northlander out that month. There was also mention of something I had forgotten: Doug had received personal Get Well wishes from Dr. Ferry Porsche and Ilse Nadele (Porsche Clubs coordinator for the factory). These had apparently been arranged by Brad Allen and our late friend Harry Robinson. What an extended family of PCA friends! It was also announced that we had sold our '79 911SC Targa to a veterinarian in MA (AKA Ron Hirschberg) whom has since become a very active NCR member. He no longer owns

the Targa, but it is still in the MA area and is seen tooling around now and then with the TYP356NE group.



From Volume 18, Number 6, July 1995



The Falls at Mill Falls Inn

Photo: Dave Gill

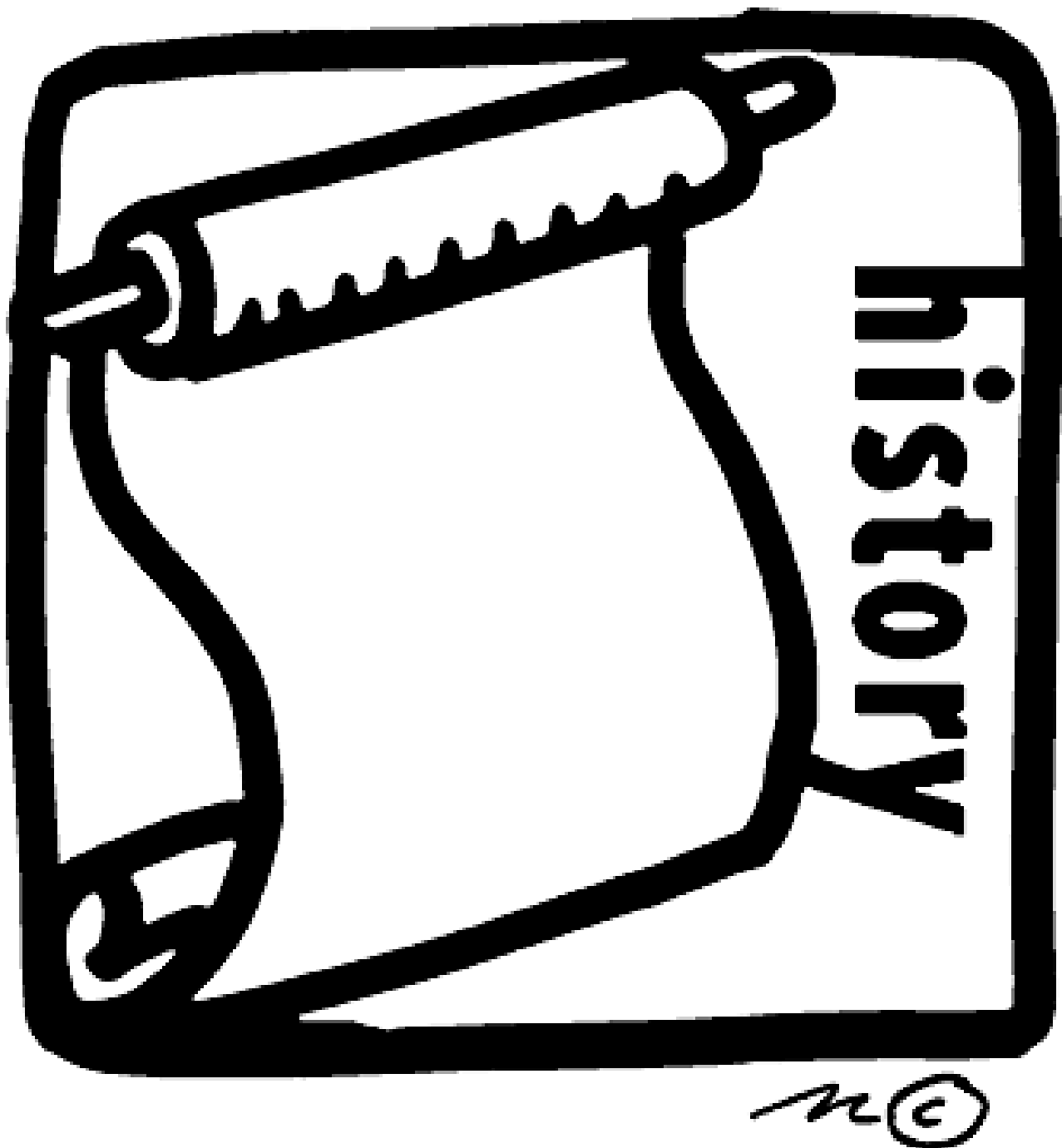
From Volume 28, Number 7, July 2005



Awaiting a Break in the Rain

Photo: David Churcher

This issue had articles covering the Make A Wish DE event, a first time AXer, a profile on Joe Campisi of Campisi Motors (an advertiser at the time), and the Northeast Exotic Car Show (an event put on by the New England Viper Club and our own - now - VP - Jeff Torrey) as well as the usual standard columns. Apparently, unlike 2015, May 2005 had rain almost every day, but apparently the clouds parted just in time for the Memorial Day DE for Make A Wish.



Le Mans 2015 by David Churcher

If you recall my article last year describing the Le Mans trip with Jack Saunders you will remember I was pretty disgusted with the ACO and the SNCF. This year I am not so negative and of course my mood is much improved due to Porsche's first, second, and fifth places. This year we did not need the SNCF trains, ACO issued us correct parking tickets, and ... we had a plan.

My friend Olivier and I are both experienced project engineers so we know we always need a Plan B. But sometimes even a Plan B can deconstruct and then reconstruct as an unplanned adventure. We call ourselves "deux chats noirs" (two black cats) and therefore we often get to enjoy unplanned adventures.



Pit Lane on Tuesday afternoon

Our plans were to go to Le Mans from our base in Caen (150km each way) on Tuesday for the drivers' autograph session, Wednesday for the open practice, and Friday evening for the open garages. Olivier noticed the wording for the pit walk mentioned "those with a ticket" and indicated this would be a special and additional ticket. "Mais non!" said I. "We have all inclusive tickets." So we visited the ACO office in Caen and indeed, oui, the ACO wanted 500 Euro, each, for a pit walk ticket. If we became ACO members, for a fee, we could get a discount for this year and next year.



Toyota #1...Anthony Davidson, Sebastian Buemi, and Kazuki Nakajima

We opted to pass on the ACO membership figuring between the drivers' session Tuesday and the garages on Friday we would have all we needed. We were not wrong. The autograph session was on pit lane with all drivers out and smiling. Access to Audi, Porsche, and Toyota was difficult because of the long lines of fans. A real party atmosphere and tangible excitement. As you will see from the accompanying photographs I did get close to my fellow Aussie Mark Webber but I was not able to get close enough to say: "Good luck, mate."



Patrick Long, USA

Wednesday we headed back down to Le Mans for the free practice session but with a plan to take a hotel about 50km north of the track and thereby save time and gas. Olivier had found a golf club with rooms for 50 Euro and a restaurant too. Ideal ... we thought ... until we were asked for 170 Euro and the buffet was closing. I am lucky to have a French colleague to resolve such issues and he used French I have never heard before to get a compromise of 100 Euro from Hotels.com and the golf club. C'est la vie, mon ami. But dinner? We ended up in Alençon for a burger and a beer. But this was better than our lunch of Pringles and Red Bull. And the drive to Alençon gobbled



Mon ami, Olivier Koen

up most of the distance savings we had planned. It was a day of adventures highlighted by being at The Porsche Curves to see the LMP1 cars zip through the curves. The speed of the Porsches, Audis, and Toyotas is incredible. When one sees a GT3 being passed as if it was standing still there is a reference point for the speed of the LMP1. The Nissan Nismo first struck me as a doubtful design even though it is a Ben Bowlby project. I was wrong ... the Nismo is front heavy and keeps its front driving wheels on the ground while going through the curves almost as fast as their LMP1 colleagues.



Porsche 919# 17, Timo Bernhard, Brendon Hartley, Mark Webber...leading for a while but second after a penalty stop

Thursday we did a side trip to Mont St. Michel. This is a trip I missed last year but I was determined to make this time around. It is a magnificent building and I think I rate it along with the Pyramids ie: a must see but once in a lifetime is enough. And food? We were into baguette sandwiches for lunch but for dinner Olivier had a plan. He knew of my liking escargot so we went to a restaurant called "L'escargot Entêté" ("The Stubborn Snail") and I had an appetizer of escargot and frog legs along with a crisp white wine. Magnifique!



After the race...lunch in Metz...almost as good as the frog legs and escargot ..

Thursday evening I had a nice surprise in my email ... Tony and Katherine Gargano were also at The Porsche Curves with a group tour. We exchanged emails and plans to

meet up but such logistics are too difficult to execute. We will meet up back in USA and celebrate the Porsche win.



Race over for Ferrari 51...but no...he came out again

Friday we were on the road early heading to Le Mans and picking up new sleeping bags and other needed items for our camping at Beausejour (Porsche Curves) camp ground. Next year we will be wise and pick up a few more items like paper towels, other paper necessities, and more food to offset relying on track food. Most of the Le Mans fans are campers and they take their camping seriously. We slept in Olivier's Renault Laguna station wagon and used the provided facilities. We will be smarter next year. :-)



The best pâte in Caen ...a diet staple for photographers

The open garages session was a treat. Getting there by public transport from Beausejour was another adventure. We were part of a large crowd of fans and all of us anxious to see what was happening. The drivers were at this point in time in the Le Mans city center for the parade. Mechanics were busy preparing the cars. The quiet calm of all the garages amazed me. Less than 24 hours to the start

and no hint of panic or stress.

Saturday 3pm we were at the first of the curves waiting for the three Porsches to lead the pack through the first lap. There are not many things in life which can provide an equivalent thrill to the start of the Le Mans 24-hour race. Not Indianapolis. Not Nurburgring. And certainly not Formula One.



Porsche 911 at the Porsche Curves

I won't describe the race here because I am sure anyone reading this story was probably glued to a TV throughout the race. Suffice to say we watched from the hill at the curves for as long as we could and I held my breath for 23 hours. With an hour to go the results looked clear but then this is Le Mans and things can go wrong as we saw for a Ferrari and one of the Nismo cars. There came a point where we could calculate Porsche would not be caught if they did not break or have an off. We heard on Radio Le Mans that with two laps to go Dr. Ulrich from Audi was walking down pit lane to the Porsche garages with a big smile. At that point I was checking my Nikons had battery power remaining and plenty of photos left ... but on the last lap, what, the Nikon will not focus! No ... it was just a tear in my eye.



Mark Webber at the autograph session



Patrick Dempsey, USA



Porsche 919 #19, Earl Bamber , Nico Hülkenberg , and Nick Tandy in the lead and heading to the win



Porsche 919 #18, Romain Dumas, Neel Jani, and Marc Lieb



A future Porsche driver...

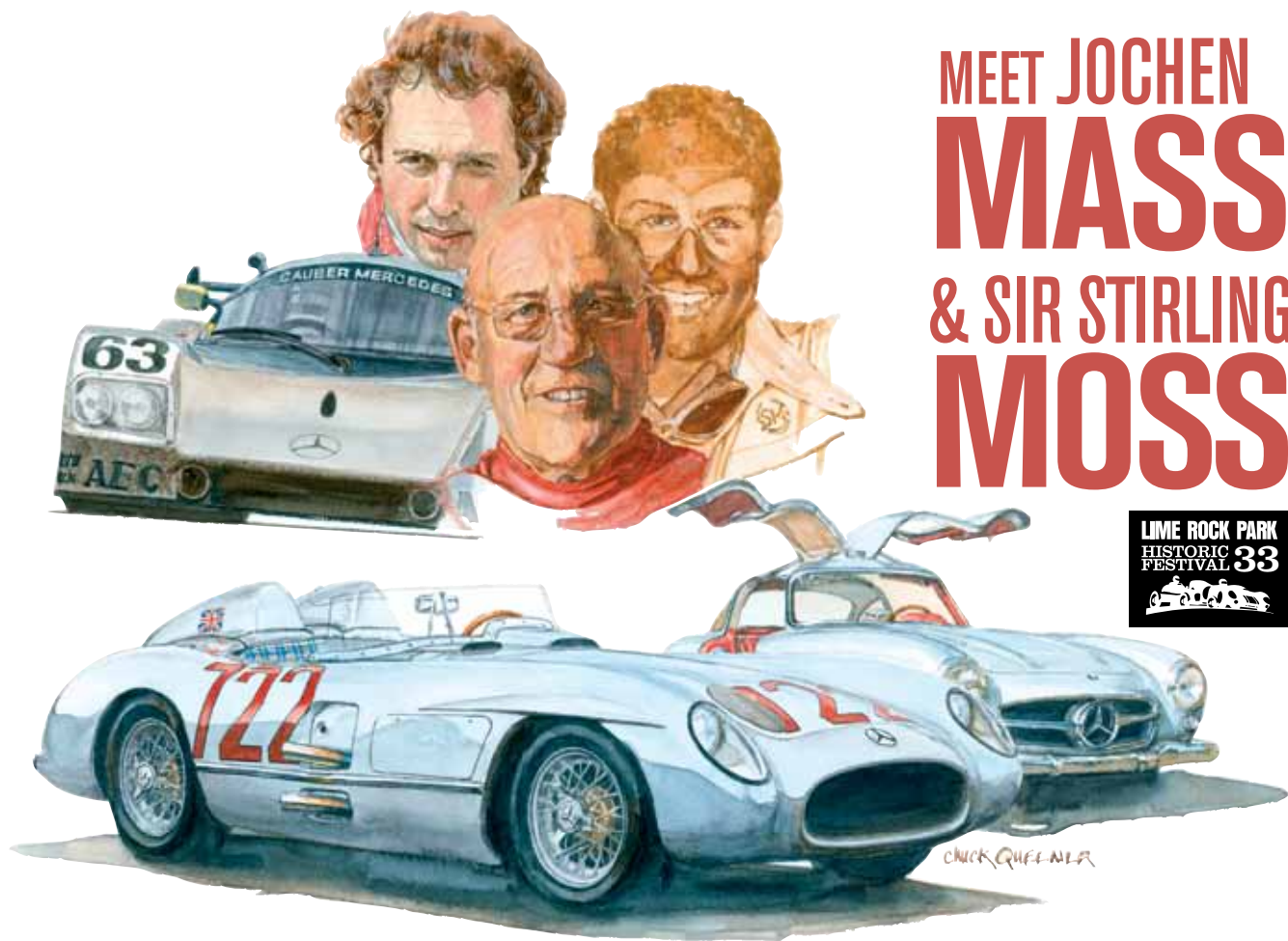


Team G -Drive LMP2 #26, Russian entry, Roman Rusinov, Julien Canal, and Sam Bird



911 attacking a Ferrari

LIME ROCK PARK HISTORIC FESTIVAL 33



MEET JOCHEN
MASS
& SIR STIRLING
MOSS



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Le Mans #2 Porsche of Stratham... Photographs by Michael Nadeau and Mark Ettinger



Michael Nadeau of POS at the 2nd annual Le Mans race viewing and Tech session



A day filled with great conversation and great fun



Mark Ettinger.. beautiful car



Tech session also held during the event at POS



Some of the attendees all eyes on the TV while others were out viewing some of the great cars on the lot at Porsche of Stratham



Now which one should I choose???



All smiles for #46



911 Turbo... yes please



Great shot



Porsche of Stratham



Thank you Porsche of Stratham for another great event.



Sharing thoughts about the race and about Porsches

Porsche of Stratham

Unbridled Excess by Danielle Badler

I've been thinking a lot lately about unbridled excess.

What got me started were news reports about the spring art auction season in New York, where a record was set for the most expensive work of art ever sold at auction... a Picasso painting called *Les Femmes d'Alger (Version "O.")* for \$179.4 million.

That was followed by the most expensive sculpture, Giacometti's *L'Homme au Doigt*, which went for \$141.3 million.

According to the e-newsletter Quartz, the dizzying prices are being driven, at least in part, by Asian and Russian billionaires... and tactics by the auction houses to offer price guarantees to the owners.

Quartz says us mere mortals shouldn't worry. Only a small, closed club of super-rich can play. And the bidding is a way for them to boost their "prestige." Or, put another way, it's a way for them to say to each other that theirs is bigger than yours, or mine or anyone else's.

The money, itself, really doesn't mean anything. Which is hard to fathom. But it's not unlike Jeff Bezos spending \$200 million to buy the Washington Post. I mean, he wrote a check.

No, Quartz points out that the real shame is that the higher the prices go, the greater the likelihood that the paintings will vanish into private homes or, heaven forbid, secure warehouses... rarely to be seen again... which is why the artists made them in the first place.

It's not unlike the collector car market, is it.

I recall reading about Ralph Lauren's Bugatti Type 57SC, about how, if they run it for longer than, maybe, a few minutes, the engine has to be completely re-detailed.

How much longer will we see a Ferrari 250 GTO actually moving under its own power? Or even see one at all? If the market rate for one today is plus or minus \$50 million, and climbing, how much longer until they, too, will be sequestered in giant safes?

Or a Bugatti Royale? Or any blue chip classic? And if that's the start of the trend, how soon will it trickle down to your run of the mill Gullwing? Or 427 Cobra? Or 917? No, beyond a certain point, classic cars in private collections will be locked away, just like paintings, in private warehouses. Waiting for another oligarch with unlimited funds to come along and move it to their private warehouse.

What a shame.

But then there's this guy, Paul Bailey. He's a Brit. First he bought a McLaren P1. Then he drove it to pick up a Ferrari La Ferrari. And then, together with his wife, he drove over to pick up a Porsche 918 Spyder as well.

That's right, all in the same day. The trifecta of modern supercars.

And he videotaped the whole thing. How do I know? I watched the video, through MotorAuthority, which got it from SupercarDRIVER.

And the guy provides a commentary on the video, about the similarities and differences between the vehicles, and what it's like to be behind the wheel.

According to MotorAuthority, Bailey and his wife were co-owners of a communications company that they sold for north of \$40 million.

Yeah, that's not pocket change. But it's hardly enough to raise a paddle for a 250 GTO, or a Picasso.

The article says Bailey "does his best to share (his cars) with the world in videos like these. Bailey is also a member of a group that raffles off rides in his cars, and the money supports worthy causes."

Well, that's special. But why do I have this vague discomfort about the whole thing? What am I supposed to think? Jealousy? Envy? Sure, he's giving back, but aren't his actions a bit over the top?

And, speaking of over the top, take the annual fund-raising dinner for the Robin Hood Foundation in New York.

Do you know about that event? Each year it sets a record for the amount of money collected for a "worthy cause" in one night. Because the audience is all hedge fund gazillionaires, people who can write a seven or eight figure check and not think twice about it. So bully for them.

I had a brush with it all, a few years ago. I was walking along and I saw... no, I heard this sound, I turned, and there it was, a Bugatti Veyron, in motion. I followed, on foot, and saw that it was pulling up to a hotel.

By the time I got up to the car, triple black, there was no driver in sight. I asked the doorman, who was driving? I fully expected the name of some sports or rock celebrity.

But he shrugged. He answered, this way, exactly, "Just some guy who went on into the hotel."

What do you know. Some guy. Some rich guy.

Article #2 by Danielle

Deja Vu All Over Again by Danielle Badler

Oh sure, we all do it at car shows, ogle perfectly restored examples of rides we remember from way back when. We tell nobody in particular, glassy-eyed, that we once had one of these. And on comes a flood of memories, good and bad, all from that murky past.

It's kinda like running into an old romantic love interest, and not knowing what to say. In the background, you can hear "Take Good Care of My Baby," or maybe "Still Crazy After All These Years." Remember the opening line? "I met my old lover on the street last night..."

But this was different.

Here I was, at the annual big show of the season. No, I wasn't showing my 911SC. Too busy with life. But that was ok, because the Porsches were all up front this year, not off in some inconspicuous corner of the great lawn. Lots of Porsches.

I was ooing and aahing, taking in the scene... and, boom, out of the blue, whoa, I stopped in my tracks. There it was. My '03 Carrera Targa. Silver, Boxster red interior. My car. A car I had actually owned, from new.

I made a beeline for it. And I started checking it out. Sure enough, there was my PCA 15-year member sticker. The Porsche sport exhaust. I looked inside. There were the chrome trim rings that I had installed on the instrument cluster.

I read the description on the windshield.

Yes, the M030 sport suspension. Lowered. Porsche sport shifter.

It looked great. Spotless.

Then came the memories... as I said, not of some likeness, not of some facsimile, but of... this car. I started mumbling, to nobody in particular, about how I didn't know if I'd like the color of the full leather interior, and how I got used to it very quickly.

I kept on talking. About how it was very cool to hear and see raindrops hitting the glass roof. How, when you retracted the roof, it acted like a giant rear window dimmer, for the headlights of following cars.

Some guy was staring at me. I didn't care. I told him how the this was the only 911 where the rear window was actually a hatch, because it opened up, which was great for fitting in golf clubs or luggage or anything else.

He asked me the words... why did I sell it?

I kept on... I told him, because it was coming off warranty, and I was nervous. My only incident was when a bolt had broken, and it had pegged the temperature gauge.

But I caught it, I told him, just in time. I switched off the ignition and just rolled to the side of the road, to be flatbedded back to the dealer. They had to order a new bolt from Germany. But they reported no damage.

And with that, I stopped. I turned away. It was time.

Next, I ran into the couple who had bought my next ride, an '06 Boxster S. Really. What, I thought, is going on today?

My car was dark blue, gray top and interior. With an AWE exhaust and B & M shifter, which I thought were both superior to the Porsche factory upgrades.

The last time I saw the S, the couple had detailed it to a fine luster. So I asked them, did they bring it to the show, for the concours competition?

No, they said. They sold it. After an accident.

I was stunned. I felt like a best friend had died.

But they went on. They said it wasn't their fault. They were heartbroken, and decided it was an omen that it was time for a change.

They told me the new buyer made one request — that they swap out the AWE exhaust for the stock unit.

What?

Yes, they said. And they did.

I shook my head. It was as if I, myself, had been accosted. This exhaust had a note that demanded you drive with the windows all the way down, top down, all year long, looking for tunnels where you could downshift and hum along. It had no resonance. Just pure poetry.

And there was special significance. This was the car in which I nearly met my maker, driving up and over Vail Pass and on up to the Eisenhower Tunnel, in early April, in a snowstorm that weathermen had neglected to mention, on summer performance tires.

Was it Thomas Wolfe who said you can't go home again? Well, I would add you can't drive home again, either.

Oh, I walked around. I admired the Ferraris. A Fraser Nash. They had five or so McLarens. A real life Shelby Cobra Daytona Coupe.

It didn't matter. As I walked out the gate, another Paul Simon song was running through my brain, "She Moves On."



Pagid Racing Brake Seminar

by Bob Futterer - Photographs by David Churcher

On May 23rd, over 35 members and guests attended a great tech session focusing on high performance track maintenance on your car's braking system. Hosted by Malcolm Austin, from Series Motorsport, located at 78 Londonderry Turnpike, Unit G3, Hooksett, NH.

The guest speaker was Ian Berwick, from Pagid Racing, who did a great interactive presentation which included the following topics:

- Brake System Physics
- Current State of Brake Systems
- Brake System Components
- Choosing the Most Suitable Brake Pads
- Pad Fade vs. Brake Fluid Fade
- Proportioning Valves



Paul and Jim discussing classic cars

After the presentation, NCR's own Jim Graham, who also helped organize the session, prepared a great barbeque that was enjoyed by all. This allowed for further discussions and questions with Ian and attendees.



Jim cooking up some fine food for all to enjoy

Here are some comments received from attendees:

Fred Bamber: "Thanks. A most interesting and informative session."

David Berman: "I just wanted to say that I thought it was a great event - probably the best tech session I have attended. Thanks very much for organizing this."

John Kaufmann: "It was great! Even though I am pretty knowledgeable about brakes, I still learned a lot. I hope you plan more of these tech sessions in the future."



The group gathered while taking in everything during this fabulous tech session



Ian and Bob discussing the braking system

You can visit their websites at:

www.seriesmotorsport.com

www.pagidracing.com

Thanks to everyone who participated and helped make this tech session a great success!!



It is not all about the cars... but they sure are pretty



What a spectacular presentation



Malcolm is all smiles



Wow... those are amazing



Tech session beauties



Ian discussing the brake system



Rui Moreira / Atlanta GA

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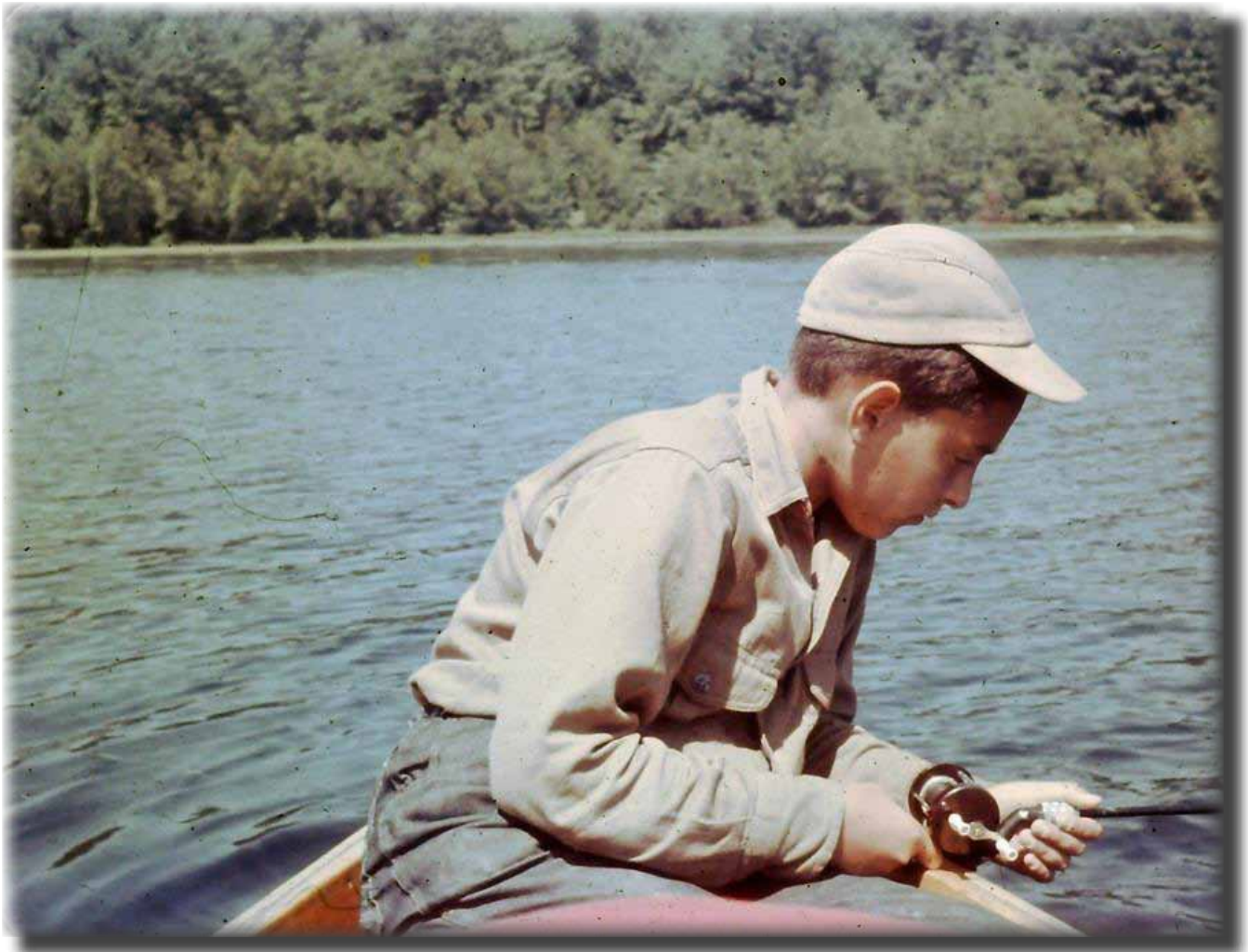
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Rui Moreira spending time in Atlanta (One Porsche Drive)



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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
Autowerkes Maine	Maine	(207)865-6600
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
LDV Motorsports	Buzzards Bay MA	(508) 789-0961
Series Motorsports	Hooksett, NH	(603) 232-5443
G & R Autoworks	Keene, NH	(603)357-3484

For Sale - 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 Contoocook/Hopkinton, NH frank.sanford@us.army.mil

For Sale: 1973 Porsche 914 1.7

One owner since 1977. 135K miles. Body restored in 1995. Good condition. Still runs but needs some work. Asking \$5500 Contact: Kim Scoggins 843-705-6053 Kimscoggins91186@gmail.com



Boxster S - 2004

Black, 86,600 miles, 6 speed, A/C, ABS brakes, power steering, am/fm stereo with CD player (single disc), power windows, power door locks, dual airbags, leather seats. Water pump and thermostat, IMS bearing, clutch/flywheel, rear main seal and alternator have all been replaced in the last 16 months. Routine maintenance (including regular oil changes) done faithfully. Have all records under current (second) owner - female non smoker. Clean Carfax (will share) qualifies for CARFAX Buyback Guarantee. Reason for sale: needed a car with a full size backseat. \$16,300 OBRO DickAnderson114@gmail.com 978-764-0277



Cayman/Boxster and 997 Porsche Parts

Mantis Sport Harness Bar. Fits 2006 -2011 Porsche Cayman and likely fits first and second gen Boxster. Used one year. Price new \$350 (including shipping) Selling for \$200 Will ship if you pay freight. Contact: willr47cayman@gmail.com



Textar front brake pads. Less than 500 street miles. Fit base model brake caliper on 2006-2011 Cayman or Boxster. Maybe older Boxster too. New price \$100, Selling for \$30. Contact: willr47cayman@gmail.com



Porsche 997 right and left rear brake ducts. New, in the original packaging. Suncoast Porsche Part # 997-331-487-03 and 997-331-488-03 Price new \$50, Selling for \$30 Contact: willr47cayman@gmail.com



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. Best reasonable offer, call for further info: Steve at 508-653-1695



Believe it to be 1928 or 1929, Ford Model AA Truck (Barn find) - based on the 6 slot disc wheels (went to 5 slot in 1930). Chassis looks solid, most other parts (fenders, firewall, cab back, running boards, wheels) appear solid with surface rust. Engine would assume original, did not check number. Alleged to have toured US visiting ~30 states as a honeymoon camper by Charlie McKay and his then bride in the thirties. Missing cab top and windshield, and truck bed. \$3000 obo? 603-742-4000 Hank



"Turbo" 17" Wheel and Tire Set. From 1988 911:

4 Rims: Italian 9J x 17 H2 series 60374 and 60474 with Porsche emblem. One has minor scuff. 4 Tires: Goodyear Eagle GT all season; Rear: 255-40 ZR 17; Front: 205-50 R 17. Treads excellent - Set: \$1,000 firm in St George Maine (lovely drive this time of year) 207-372-8288 wmzierden@aol.com





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BTW



In case you did not recognize this NCR member his name is Stan Holz.. great photo Stan

BTW



For those looking for the info on last month's Northlander Photo Quiz....The car is headed south. It is being driven by Tom Soriano from Vermont. A close exam will show some unique graphics on his front fender of his 911 Targa.

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PCA Parade, DE, Autocross.. and much much more...

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It's NOT THE Cars, It's the People.



Congratulations Porsche! Photograph by David Churcher



Come to *Escape to Rushmore* and enjoy Rapid City and the Black Hills for awesome sites and drives October 1, 2, 3.

Escapes are lots of fun!! Zone 10 and Nord Stern are excited to invite Porsches across the nation to come to ***Escape to Rushmore*** in the Black Hills of South Dakota.

- Rapid City, South Dakota, is the ***Escape 2015*** headquarters. When you come here, you have surprising variety in activities, challenging drives, and many things to see and do. You'll have good places to stay, eat and shop, too. Holiday Inn Rushmore Plaza and the City Park adjoin the Civic Center and are headquarters for most activities.
- Mount Rushmore is just 24 miles away; this inspiring patriotic symbol has 60 foot faces of Presidents Washington, Jefferson, Roosevelt, and Lincoln. You can walk around the National Memorial alone or on guided tours. You'll see impressive views of the sculpture that have national and international recognition and reputation and you can take spectacular pictures.
- Crazy Horse Memorial is an internationally-known mountain carving that will be 641 foot long and 563 feet high when finished. You'll visit a representation of Crazy Horse, a strategic tribal leader in the Battle of the Little Big Horn. You can spend time in a beautiful museum of artwork.
- This area has internationally popular tourist geography and you have an amazing range of touring and driving opportunities. You can enjoy significant geography changes from the Badlands in the east to the Black Hills and Rapid City in the center to the natural Devil's Tower in the west.

Here are a few of many things you can choose from when you come to ***Escape 2015***:

- Great tourist attractions, tours, drives and group activities in a limitless variety of geographies with scenic touring and enthusiastic driving in ever-changing geography and on some very hilly, twisty roads
- Eight or more organized drives and activities to select from each of the 3 days
- An informal car show competing in a beautiful park where participants select winners
- Technical classes with leaders from a variety of Porsche backgrounds

With everything available in the Black Hills area and Rapid City, this ***Escape*** offers you lots of opportunities in socialization, tourism and challenging driving.

Find more and ever-changing information on the escape2015.pca.org website. Registration will open in July shortly after the Parade in French Lick, Indiana.

Put Escape 2015 on your calendar now and come to the Black Hills October 1-3.

Jim & Arlyce Lillegaard, Co-Chairs
[lillescape15@gmail](mailto:lillescape15@gmail.com)

**Porsche Club of America – North Country Region
Porsche of Stratham
Annual Car Show to benefit the
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Bring your family and invite your friends to cast their vote for some of the finest sports cars in the area.

Saturday, August 29, 2015 from 11:00 to 1:30 – rain or shine (registration opens at 10:30)

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For more information contact:

Social@ncr-pca.org or Vice-President@ncr-pca.org



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. We'll be happy to go "the extra mile" with you.



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