

NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 39 Number 8

September 2016



IN THIS ISSUE:

A very wet Autocross #3

Zone 1 Autocross

Porsche wins WEC Nurburgring

Porsche Art

And Much Much More...



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NCR-PCA WIN 2016 ZONE 1 AUTOCROSS





NORTHLANDER

NORTH COUNTRY REGION
Volume 39 Number 8

PORSCHE CLUB OF AMERICA
September 2016

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Statement of Policy

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

The regular article and Advertising closing date for the Northlander is the 1st of the month preceding the publication month. See page 38 for advertising rates.

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On the Cover

This photograph taken by Ivy Cowles is Peter Rice's 1969 911 Coupe at the MAW show at Porsche of Stratham.



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CALENDAR

Date	Day	Time	Event	Location
Sept 3	Sat	7am-5pm	NCR AX	Devens
Sept 20-21	Fri-Sun	7am-5pm	NER DE	Palmer

Hold the date

NCR Annual Banquet November 5th 2016.

More info next month.

www.ncr-pca.org



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EDITORS' DESK



Are they back?

Yes...but just for a short visit.

David -- Ivy and Hank have a busy month ahead and asked me if I could handle a month of *Northlander*. I had to think for a minute because a big part of me being editor was to have Tracey there with me. While I was thinking Tracey sent me an email to say she would be available to help me. Just like the old days.

Almost like the old days ... my fingers had to re-learn the software we use and I had to re-build my file system ... but it all came back. Within a day or so it has become just like the old days and that includes the humor and camaraderie which flows between us here at *Northlander*. To be complete we just need that mad round of emails we do on a Friday afternoon ... and as I write Friday is just a day away.

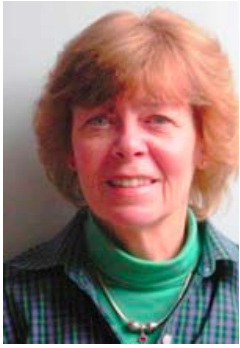
Tracey – I couldn't just leave David to his own devices editing *Northlander*. And although we haven't been editors for several years we have worked with Ivy as silent partners, crossing t's, dotting i's and making sure every month is packed with photos. It was only natural that we "take the wheel" until the Cowles have settled.

Since stepping down as co-editor I became editor of my local Jaguar club, so I'm still quite intimate with the publishing software. I can pick David up if he falls into some formatting hole. But we are only as good as editors as the material we're given. I am asking all members to help us continue creating NCR's award-winning newsletter by submitting material and/or photos. It can be a lengthy technical article or a simple photo of your P-car taken on a scenic drive or vacation. We'd like to hear from you, and members enjoy seeing other members' cars and experiences. Feel free to submit to:

northlander@ncr-pca.org

Building *Northlander* each month is a rewarding experience. NCR is looking for a new editor or editors. If you have an interest in taking on this position please contact Ivy.

MEMBERSHIP



Laura Futterer

New Members:

Daniel Bakis
Merrimack, NH – 2014 Boxster

Jens Griem
Hede Griem
Nashua, NH – 1991 911 Carrera 2

Walter Lunsmann
Harvard, MA – 2009 911 Carrera
Transfer from Northeast – Joined PCA 06/04/2012

Charlie Sayers
Nashua, NH – 2001 Boxster

William Starner
Windham, NH – 2004 911 Carrera 4

September - Member Anniversaries

1 Year

Bryan Bickford
Newmarket, NH – 2008 Cayman S

Thomas McEntee
Amherst, NH – 2016 Cayman

2 Year

Michael Johansson
Laconia, NH – 2011 911 Carrera GTS

Laura Saati
George Saati
Nashua, NH – 2010 Cayenne S

Thomas Bisceglia
New Boston, NH – 2015 Cayman GTS

5 Year

Jason Woz
John McGrath
Woodstock, CT – 2003 911 Carrera

Jean-Paul Rabbath
Boca Raton, FL – 2009 911 Turbo

Emily Young
Penn Young
Sherborn, MA – 1978 911 SC

Michael Holt
Louise Holt
Warner, NH – 1987 944

Neil Schelly
Merrimack, NH – 1988 911 Carrera

10 Year

Christopher Lund
Andrew Lund
Rye, NH – 1987 944 / 2003 911 Carrera

Stephen Lefebvre
Mark Dudek
Assonet, MA – 2007 911 Carrera

Lewis Surdam
Milton, MA – 2003 911 Carrera

Toni Surdam
Sandra Mannion
Milton, MA – 1995 911 Carrera / 2009 911 Turbo

15 Year

Peter Cook
Kristen Cook
Bow, NH – 2001 Boxster / 2001 Boxster

Ed Rene
Holly Rene
Rochester, NH – 1991 911 Carrera 2

20 Year

Judith Boule
Scott Lane
Keene, NH – 1983 944

Gabriel Thomas
Patricia Thomas
Londonderry, NH – 2006 Boxster S

Welcome to NCR-PCA, Jens and Hede



Our “new” Porsche, which is in original condition, is a 1991 Carrera 2 Cabriolet with manual transmission. Our car is black with light gray leather and was very well loved by its previous owner since 1994. The car brings us back to the Porsche world after a 20 year break. In the early 80s we owned a 1969 911T (manual), which we found in a barn with chicken feathers in it and one tired cylinder, and a 1977 911 (with Sportomatic Transmission) and then in the 90s we owned a 1987 928 S4 (manual). These three cars were German models. We’re happy to be back in the Porsche world and look forward to taking part in NCR-PCA events soon.

Jens and Hede Griem
Nashua, NH

NCR and NER DE Schedule - 2016



DE Schedule

October 15-16 @NHMS

NER dates:

September 23-25 @ Palmer



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PRESIDENT



Jeff Torrey - Just around the corner...

Late summer/ arly fall is the time of year we call for officers and chairs for next year. If you are interested please contact the nominating committee, we could use your help. There seems to be a small group of people that manages the club. There is strength in numbers, new people bring fresh and new ideas, and many of the board members could use a break. If you are considering volunteering on any level contact Ivy at northlander@ncr-pca.org (see page 22 for details) and she can talk to you about what is involved based on your level of interest.



VICE PRESIDENT



Bob Futterer - GET 'ER DONE!

I'm sure most of you feel the same as I do, that this summer is just going by way too quickly. This past month Laura and I have not been able to be involved in very many club activities. We missed the 3rd Autocross, Make-a-Wish car show and Palmer DE. Sometimes your priorities don't fall the way you want them to.

I did put a couple of projects aside, I know I should have been working on the 914, to spend a day with some friends that I play golf with, one of them being Wes. Wes has been talking about this mountain that he bought a couple of years ago in Maine, which is about an hour away. It seems he and his son "Elvis" have cleared trees to make a shooting range, next to the small cabin, at the top of the mountain.

So a few of us set out one Sunday morning, guns tucked away, save for the trip, to see what this mountain was all about. Let me tell you a little about Wes's mountain. He bought the top of this mountain in Kezar Falls, Maine, 200+/- acres, from a timber company that could not use it. He then sold some of the standing timber and made most of his original investment back. He now has his own mountain with a garage at the base and a small camp at the very top, overlooking the Ossipee Mountain range, Mt. Washington and too many more mountains to remember. Check out the pictures.

Once we got settled in at the camp, we then headed to the shooting range. What a neat set-up Wes and Elvis built! The range has closer targets for shooting hand guns and 150 yards for rifles. Between the whole group, there was a little bit of everything to shoot. We started with small pistols and a 9mm Sig. Then out came the bigger toys. A couple of 22 target rifles, a 1.7 varmint rifle and I brought my AR-15. Most of the targets were plastic bottles, small 1/4" plate steel silhouettes of animals and a few round steel plate hanging targets. Everyone took turns shooting and trying to outdo each other. When we set up the targets between each round there was very little damage to the metal targets, other than the marks where they were hit. After we brought out the AR, it was amazing how much damage it caused to the little metal bunnies. That thing at 100-150 yards blew holes through the 1/4" steel, that you could put your little finger through. Everyone was amazed at the damage that it did.

Later we had a great cookout and sat around the camp to take in the amazing views, from "Wes's Mountain." This is one place I'd definitely like to visit again!



Rallies and Tours

By Jeff Torrey

Thanks to Bill and Cathy White NCR will be offering members a Fall Getaway to Lake Placid, NY. Announcements have gone out on the Friday email blast. But if you missed the listing here are the details:

Reception will be in the restaurant at the hotel at 5 pm on Sunday, September 18th, 2016.

The Golden Arrow Lakeside Resort, Lake Placid, NY: <http://www.golden-arrow.com>

You must call before September 1st to reserve your room. Mention the New Hampshire Porsche Club when making your reservation.

Reservations phone number: 800.582.5540

Group Name: NCR - Porsche Club of America

Check in: Sunday, September 18th, 2016

Check out: Tuesday September 20th 2016

Nights: 2

Room Types and Rates

Standard lakefront room = \$159 per night

Specialty room = \$199 per night

*** There is no meal plan. We can choose use the facilities at the resort or patronize some of the other restaurants in the area.**

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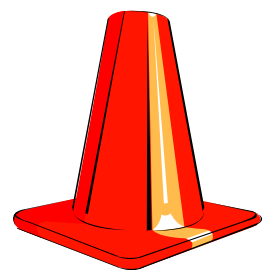
Autocross 5 date

9/03/16

Autocross 6 date

10/8/16

**Mark your calendar...
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Judy Hendrickson **LOOKING BACK**

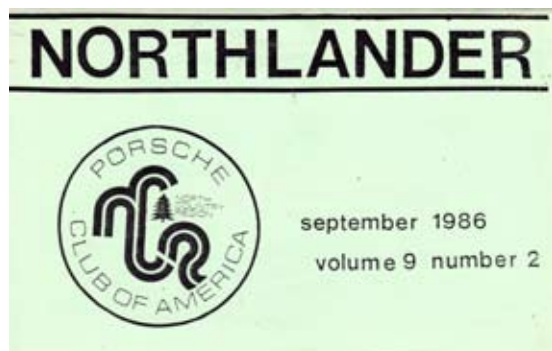
Well, turned out the alternator was not the problem with Chiquita after all, only a broken wire. BUT a new battery (old one was 5 years old) and a new starter were required to get things going again. Although \$40 non-Bosch starters prove to be just what they are worth, dying after the first day at Palmer. Not to worry a push start is all she needed. A proper Bosch starter has been ordered and we will hopefully be all set for 3 days at Watkins Glen with CVR Aug 19-21. Hopefully I will have a positive report for next issue.

The Pathfinder proved to be a good tow'er handling the job with ease to and from Palmer.

I was finally able to get the trailer into Camper's Inn in Merrimack for a long needed check over. In addition to needing the wheel bearings repacked it turned out that the magnets on the electric brakes had embedded themselves in one of the drums necessitating the drum and brakes be replaced. Note to self: do not allow so many years to go by before getting the trailer checked over.

We have three issues to review this month, but while the articles were interesting they mostly dealt with current events so I will just summarize some of the more interesting tidbits from all three issues

From Volume 9, Number 2, September 1986



The NCR checking account had decreased from \$3499.85 as of 2/5/86 to \$2,176.79 as of 9/23/96. However, the Club's money market account now had a balance of \$5383.47 thanks to a transfer from the checking account of \$2500.00. Money market accounts were actually earning some interest back then.

Folks were still basking in the afterglow of the 1986 Porsche Parade held in Portland, ME, that summer, but efforts were afoot to break Vermont off from North Country to form the Green Mountain Region.

The list of new members contained some now familiar names:

Don Barnes, who would later become an NCR President.

Ken Brown, who would later buy Pine Hill Automotive from Michael Grishman.

Bill Hutchens, Jr, who would later move on to Florida to head up Everglades Region, but return to NH and North Country Region.

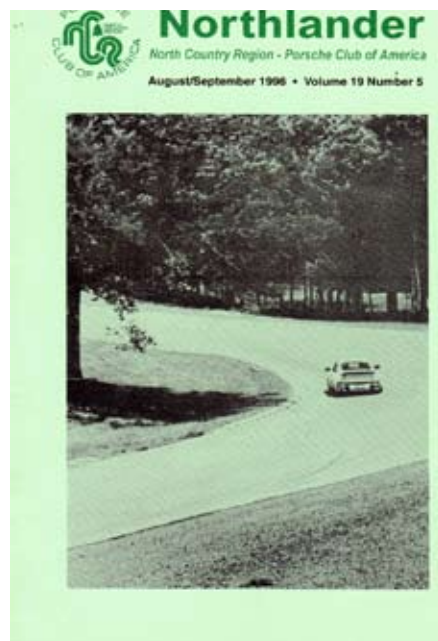
Dan Witmer, formerly of Porsche of Nashua and still a member of North Country.

The annual dinner was being advertised. Ironically, it was being held at the Stoweflake Inn in Stowe, VT, where the final vote would be taken to spin off Vermont for Green Mountain Region. A sign of how prices have changed: prime rib dinner was only \$18.75 tax and gratuity included and rooms were \$51 for one night or \$83 for two nights. Granted, pricing was special thanks to the General Manager of the Inn being a new NCR member. Also rates for DE back then were VERRRY affordable: CVR was only charging \$80 for two days at Lime Rock with a discount to \$60 for a second driver of the same car. No such discounts these days and fees can run \$289 for just one day at Lime Rock.

Zone 1 would be holding its FIRST autocross that October. The event would be at the Drop Zone in Galeville, NY, an old airfield, then used for parachuting. Now a two-day event held frequently at the old Ft Devens Airfield and hosted by our own crack autocross team, back then it was just a one-day event.

Porsche Cars North America had announced the 1987 prices. From a low of \$19,900 for the newly introduced 924S to the top of the line 928 S-4 at \$58,900, 1987 prices represented an 8.6% jump over 1986 prices. A 911 coupe went for \$38,500 with a Turbo going for \$58,750.

From Volume 19, Number 8, August/September 1996



On the Cover: "The car is quick . . . it's not water logged." Ellen Beck participating in NCR's & NNJR's Driver's Ed event at NHIS on June 24 & 25.

Photo Credits this issue: Jay Gratton

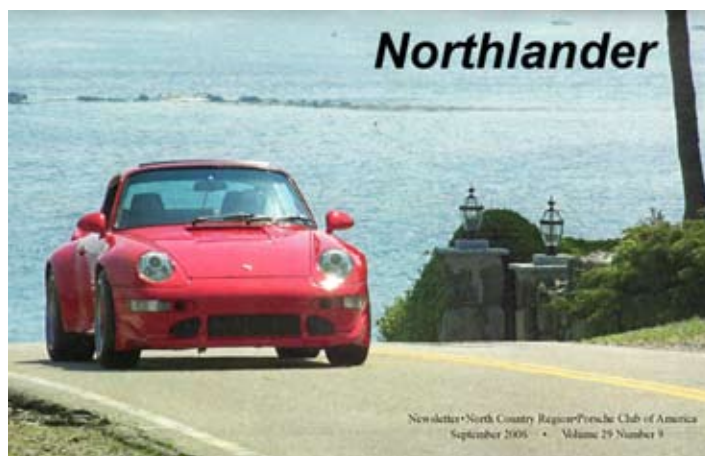
The treasury had grown from \$7806.50 at the beginning of the year to \$16,483.78 as of June 30, 1996, most of this growth coming then as now from the Region Driver's Ed events.

We had gotten word that a long-time friend and former member of NCR, Rob Morse, had passed away. Rob, wife Linda and their two sons helped launch NCR into the national spotlight when they were selected as Porsche Family of the Year a few years back.

First announcement of the Annual Banquet indicated it would be held at the Inn of Exeter. Rates for lodging now ranged from \$75 to \$115 per night.

Results were posted for NCR's Motorsport Weekend along with the Zone 1 Concours results. A number of upcoming events in other regions were advertised and you could tell from the Petersen's column that there was a growing DE crowd forming in the region.

From Volume 29, Number 9, September 2006



On the Cover. . . Campisi Turbo by David Churcher

One of the feature articles was about Joe Campisi's new ride – a Protomotive Stage 3 conversion, a 993 Twin Turbo body on an '87 tub that topped out at 475HP and 1 Bar of Boost. Quite the beast to be sure.

The Make-A-Wish Day at NHIS suffered downpours for the noon time Charity Laps, but still managed to exceed previous years efforts in its fundraising.

Another feature article gave us the history behind how one can train our competition so well they start beating you. This story chronicled former NCR members Mark and Sigrid Schnorr and how she came to dominate the NER and NCR autocross series. They now live outside Dallas, but certainly set the example for our own Lisa Roche and Joe Kraetsch when it came to "Sleeping with the Enemy," Mark's title for his article. One never knows who will set the fast time at local autocrosses – Lisa or Joe.

Membership was running just over 450. These days we are pushing 600 primary members.

NCR went to the drags – New England Dragway. This was set up by Porsche of Nashua as a release party for the new 997 Turbo. Wonder why we don't seem to see much support from P of N these days, just Porsche of Stratham?

A Very Wet Autocross 3

Photographs by David Churcher



It's dry in here. :-)



All the ducks in a row.



Lisa thinks this is fine ... all smiles.



The Weather Committee in discussion.



Jack Saunders flying.



A lovely day at the Autocross.



Andy Gallonio added some stripes ... how long did it take?
One six-pack.



Got water?

Zone 1 Annual Autocross August 20-21

By Joe Kraetsch, NCR Autocross Chair

Photographs by David Churcher



Charles Stromyer's 2010 GT3 at the start.

Seventy-five drivers from eight Porsche regions met at the Moore Airfield of Fort Devens for 2 days of autocross competition in the 31st annual Zone 1 PCA Autocross. The event was hosted by the North Country Region under the direction of Dan Fishkind, Zone 1 Autocross Chair.

My 924S broke a crankshaft at the Palmer DE a couple weeks earlier but Jeremy generously offered to let me co-drive his Cayman R and Jeff Johnson from NER shared his Cayman S with Lisa so we both got to drive and had a blast (once we adjusted to having horsepower and brakes!). Thank you Jeremy and Jeff!

Saturday, Scruffy [Stephen Lefebvre] and Chris Darminio set a challenging, but fun course with some interesting new combinations of elements. I overheard positive comments on the course by a number of drivers. Run times were in the 60-80 second range although two GT4 drivers, Scruffy and Adil broke the 60-second mark. Timing ran like clockwork with only a couple minor glitches and everyone got eight runs and a nice midday lunch break.

After packing up the equipment, many of us headed over to the rear of the Springhill Suites hotel for the Saturday night Zone 1 BBQ by grill master Don Coburn and his lovely wife Barbara. Lots of food, drink and stories were shared by all.

On Sunday, Chris and Scruffy reversed the course with a few tweaks and created an even more enjoyable, but still challenging course. Run times again were in the 60-80 second range. There were a lot of back and forth battles, many of which were

decided by the last run, including several cases where drivers overcame Day 1 deficits to move up in the standings (the best run from each day counts in the final standings). Sunday ran even smoother than Saturday and we enjoyed eight runs with another nice lunch break and finished before 3pm, allowing drivers from afar to hit the road at a reasonable time.

NCR drivers represented our region very well. We had 18 NCR drivers and half (9) of them took home first place trophies and most of the others had podium finishes. In addition, NCR captured both FTD trophies—Scruffy took Men's FTD with a total score of 119.457 and Rachel Baker took Ladies FTD with a score of 122.915.

Here are how the NCR drivers fared:

Place	Class	Driver
1	S1	David Seavey
1	S4	Ed Moschella
1	S5	Walter Lunsmann
1	P1	Chris Darminio
1	P2	Graham Mingst
1	P5	Lev Tabenkin
1	P6	Rachel Baker
1	P7	Jeremy Mazzariello

1	I02	Stephen Lefebvre
2	S3	Dana Russian
2	S4	Akira Mochimaru
3	S1	Chris Hubert
3	P2	John Mingst
3	P3	Felipe Avery-Miranda
3	P7	Joe Kraetsch
4	S3	Lisa Roche
3	S2	Charlie Sayers

Finally, NCR brought the Region Challenge Trophy back home with a perfect score after 'lending' it to Northeast Region last year.

This year's Zone 1 Autocross was the best one yet. Many thank yous are necessary. Thank you to Dan Fishkind for organizing the event; Graham Mingst, NCR member and Zone 1 Autocross Registrar for his hard work; Jeremy, Lisa, Rachel Baker and Walt Lunsmann for timing; Scruffy and Chris for two great courses; Don and Barbara Coburn for the Saturday night BBQ, Akira Mochimaru for managing the sound level monitoring and reporting; Ed Moschella for his team spirit and support; Jeff Johnson and Jeremy for sharing their rides with Lisa and me and making autocross fun for us again; and last but not least



Donna Hughes 2003 911 ... fast!



Bob Cantor leaving ...



... and arriving





Page 20:

Don Coburn's T-shirt offers good advice.

Jack Saunders takes course notes.

Amanda Brinke seeks much needed shade while working.

Page 21:

Lisa in a Rent-a-Porsche.

Joe also has T-shirt advice ... pity the poor cone.

Rachel Baker keeps the sun under control.

Call for 2017 NORTH COUNTRY REGION OFFICERS AND CHAIR MEMBERS

Ivy Cowles, 2017 Nominating Committee Chair

Isn't it just amazing how fast time flies? 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 will serve as the 2016 nominating committee and our task is to find and interview qualified candidates for the four elected offices of NCR: 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.

We will also accept 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 Chair positions opening will be Tech, Northlander Editor, Advertising Chair, and Social Chair, and Membership. There are many many places the club can use your help. If you have some time.. think about it.

Please contact Ivy 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 603-767-6461

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

Ivy Cowles – NCR Nominating Committee Chair



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For program information and registration details, see the Treffen website: treffen.pca.org or email the Treffen North America staff at: treffen@pca.org

Porsche Repeats Last Year's Victory At The Nürburgring

Presse Porsche text and photographs



Mark Webber (Australia), Timo Bernhard (Germany), Brendon Hartley (New Zealand).



The antipodeans hose each other.



FIA World Endurance Championship (WEC), LMP1, Round 4, Nürburgring (DE), Race

The reigning world champions Timo Bernhard (DE), Brendon Hartley (NZ) and Mark Webber (AU) repeated their last year's win at the six-hour race at the Nürburgring (DE). By doing so, Porsche, with the 919 Hybrid, extended their lead in the manufacturer standings of the FIA World Endurance Championship (WEC). Romain Dumas (FR), Neel Jani (CH) and Marc Lieb (DE) came fourth in the race and continue to lead the drivers' world championship. Just like the 2015 debut, the German round of the WEC was a success: 58,000 spectators witnessed breathtaking motorsport in nice summer weather in the Eifel mountains. It was the fourth of nine rounds of the 2016 WEC.

This is the third victory this season for the Porsche 919 Hybrid, after wins at the Silverstone and Le Mans races. In total the prototype has won ten races since its 2014 debut. For Bernhard/Hartley/Webber it is their fifth success. Porsche now leads the manufacturers' standings with 164 points ahead of Audi (129) and Toyota (97). Dumas/Jani/Lieb lead the drivers' standings by 33 points.

How the race went for car number 1:

Immediately after the start Timo Bernhard overtakes the number

8 Audi and improves from third to second. From the 15th lap onwards he attacks the leading number 7 Audi but cannot overtake. Only when the first pits stops are due, the number 1 Porsche takes the lead. When refueling, changing tyres and drivers after 31 laps, the Porsche crew works faster than the competition. Now Brendon Hartley is leading the race but is put under pressure. On lap 45 and 48 respectively, he is overtaken by the two Audis and drops back to third. The team identifies a tyre pressure loss and calls the car in for an early stop. After 53 laps Hartley hands over to Mark Webber who passes the leading car on to Bernhard after 86 laps. Short after half distance the race's third "full course yellow" is in operation, this time both cars pit. After 108 laps Hartley gets behind the wheel again. The title defenders are running in P2. When the course is "yellow" for the fourth time, after 139 laps, Webber takes over again and leads the race. After 165 laps, at a pit stop during full course yellow number five, Bernhard jumps in again to bring home the winning car after 194 laps.

How the race went for car number 2:

Neel Jani holds fourth at the start. On lap 22, in turn one, he attacks the third placed Audi number 8. He almost gets past him but then loses the rear under braking and slips off the track. However, he continues in P4. After 30 laps Marc Lieb jumps into the car. When the sister car has its slow puncture and the Audis have their next pit stops, on lap 57, Lieb takes the lead.

After 62 laps he hands over to Romain Dumas. When 91 laps are completed, the number 2 trio benefit from the second "full course yellow" for another pit stop and driver change. Jani continues with the leading car. At the stop after 108 laps, during the third "full course yellow", an unhappy stint for Lieb begins. On lap 138 he touches the GT Porsche (number 88) when he wanted to lap the car. From lap 139 Jani continues with a new nose cone in P2 and is soon in the lead again. After 147 laps he has to take a drive through penalty for the earlier collision and drops back to P3. On lap 156 he tries to overtake the number 8 Audi but is pushed outside the track limits. Then Jani finds himself in a sandwich between the two Audis. A thrilling battle for positions two and three develops – touching cars included. The next pit stop follows during full course yellow number five on lap 165. An unscheduled stop for rear repairs was ordered by race control after 172 laps. Jani continues and finishes in P4.

Quotes after the race:

Michael Steiner, Board Member Research and Development, Porsche AG: "It was a hard race, we were fighting for a long time, and I'm very happy about this win on home soil."

Fritz Enzinger, Vice President LMP1: "It is incredible. We have won nine out of the last ten races, including the 24 hours of Le Mans twice. With this result we are going into the summer break and you cannot ask for more. I feel sorry for our number 2 car. It had the win within reach, too. But a fourth place is still a strong result. We saw a fantastic race and motorsport at its highest level, now we look forward to Mexico. Until then I wish all team members here and at home in Weissach a wonderful holiday."

Andreas Seidl, Team Principal: "A huge compliment to all team members at the track and in Weissach for this outstanding performance. Crew number 1 was able to exploit the full potential of our 919 Hybrid and they were nearly incident-free. Their slow puncture did not cause an extra pit stop. Unfortunately, car number 2 had some unlucky incidents on the track that cost them a top position. We improved our points advantage in the constructors' championship and crew number 2 collected some valuable points for the drivers' world championship as well. Getting the season's third aero package ready for this race was done with huge effort since it was developed at the same time as we prepared for Le Mans. The new package worked well over the entire weekend. We clearly had the fastest car in the race and we want to keep the momentum for the races to come overseas."

Drivers Porsche 919 Hybrid number 1

Timo Bernhard (35, Germany): "At the start I managed to improve to P2 and kept putting pressure on the leader. During my first stint I was next to the Audi two or three times. I even overtook him once but missed my braking point because I was focused on the GT traffic. That allowed him to pass me again. On my second stint I was the fastest car on track and we could make up some time. The final stint was a lot of work as well. To me this win today tastes especially sweet. It was hard fought, for me it is another one on home turf and it helps make up for the bad

luck we had in the first three rounds of the championship."

Brendon Hartley (26, New Zealand): "Thanks to Porsche, to the mechanics, the engineers, Timo and Mark – it feels great to be back on the top of the podium. Early stages of the race were good and we overtook the leading Audi in the first pit window because our crew was faster. Then we had some bad luck with the traffic and got a slow puncture that led to an early stop. With my second stint I was a lot happier. The track was coming to the car in terms of balance. I pulled away from the Audi and then we took the lead of the race."

Mark Webber (39, Australia): "I'm very happy for Porsche winning their home race. It was an exceptional performance against strong competition. This is the day of the mechanics of car number 1 who had some tough times recently and it is good points for the constructors' championship. We had completely different track conditions in the race than we saw before and I was very happy with the performance of our car and our driving. It was a bit of a mixed up race. We lost some time in a full course yellow period when the car in front of me wasn't going 80 km/h as the regulations say. Then our sister car had a drive through penalty. We had great battles on track with Audi and I was never bothered which of our cars did it, but the most important thing to me was to beat Audi today."

Drivers Porsche 919 Hybrid number 2

Romain Dumas (38, France): "I went in the car just before a full course yellow period and lost some time because I had a car in front of me that was slower than 80 km/h. The second full course yellow came at the right moment giving us a huge advantage. Our 919 was good and we wished for a better result but in the end we scored some championship points."

Neel Jani (32, Switzerland): "Today we could have won that race. In the beginning it was very hard with position fights everywhere. When a full course yellow brought us to the top, luck was on our side – later it worked against us. After the contact while overtaking I got into the Audi sandwich and things got difficult for us. It was nearly impossible to overtake them on the straight. I saved all my boost, but I couldn't crack them. Then a true bumper-car festival started. But fourth place is better than nothing, and the points are highly welcome for the championship."

Marc Lieb (36, Germany): "Traffic was really difficult today since you always need a little luck where on track and you're going to meet the slower cars. Our car was good. I feel sorry for the team because of the drive through penalty. It was one of those situations in traffic in which you decide either right or wrong. I got it wrong when I tried to use a gap. I thought he would leave me some room. It is a shame because we had a fairly good chance to win that race and I also feel sorry for the Porsche colleagues of the number 88 car."



Replica 906 and 908 Porsches

By David Churcher



Photographed on the street in Melbourne, Australia the two 906 replicas before shipment overseas. The blue car is now in California and the red one has gone to Germany. Photographs by Tony Parrerio, Melbourne Australia.



Meanwhile, in the UK, Anthony is building the 908 replica and also provides panels for Joel Clark's artwork.

Avid 917 replica fans will recall the Kraftwerkz version we saw at NHMS a few years ago and perhaps will recall a few articles I wrote after visits to the factory in Australia. Since the most recent of those articles Kraftwerkz has moved to a new factory in North Melbourne (Aus) where Andrew Keiller and one of his sons, Tim, continue to build the 917 and recently the 906.

Anthony Keiller has moved to the UK and is building the Kraftwerkz 908 at his facility there. Various panels from the replica cars have become a source for making Porsche art work by Joel Clark as seen in the following article.

Anthony and Tim recently shared photos and stories with me. The 906 replica is a beauty ... the blue and white one has gone to a happy owner in California and the red and white has gone to Germany.

The following paragraphs are from Tim Keiller and describe the 906 project ...

The 906 project has been in the background for a long time, but the big push to finish one started in mid 2013 when we received 2 solid orders, one for the USA and one for Germany.

Andrew worked on the 906 for the USA. White with blue side pods and Fuchs rims, it also has a blue chassis and blue suede seats.

I worked on the 906 for Germany, white with red side pods and original style rims.

The German 906 was shipped in April 2016 and is currently having a Porsche 2.9 litre, flat 6 fitted, running on Webers, twin spark ignition, around 260hp, and using a 915 transmission.

The USA 906 was shipped in July and is currently having a Porsche 3 litre, flat 6 fitted, around 290hp, and using a 915 transmission.

The first 906s took a lot longer to complete than expected. There is a lot more work than the 917s that we build. Nearly all of the parts are unique to the 906, so although we had the body, we didn't have the interior trim panels, air ducts, front uprights, etc, so there was a lot of prototyping to be done. The only parts that were interchangeable with the 917 were the cast alloy pedals.

The next 906 should take around a year to complete. The first was one and a half years but spread out over close to 3.

The 906 is a lot closer to the original than the 917 that we build. The 906 has a body molded from an original windscreen and plastic side and rear glass and headlamp covers also molded from an original. The chassis is a tubular steel space frame made to the original drawing. The rear uprights are cast from originals. We use larger disc brakes and calipers than the original.

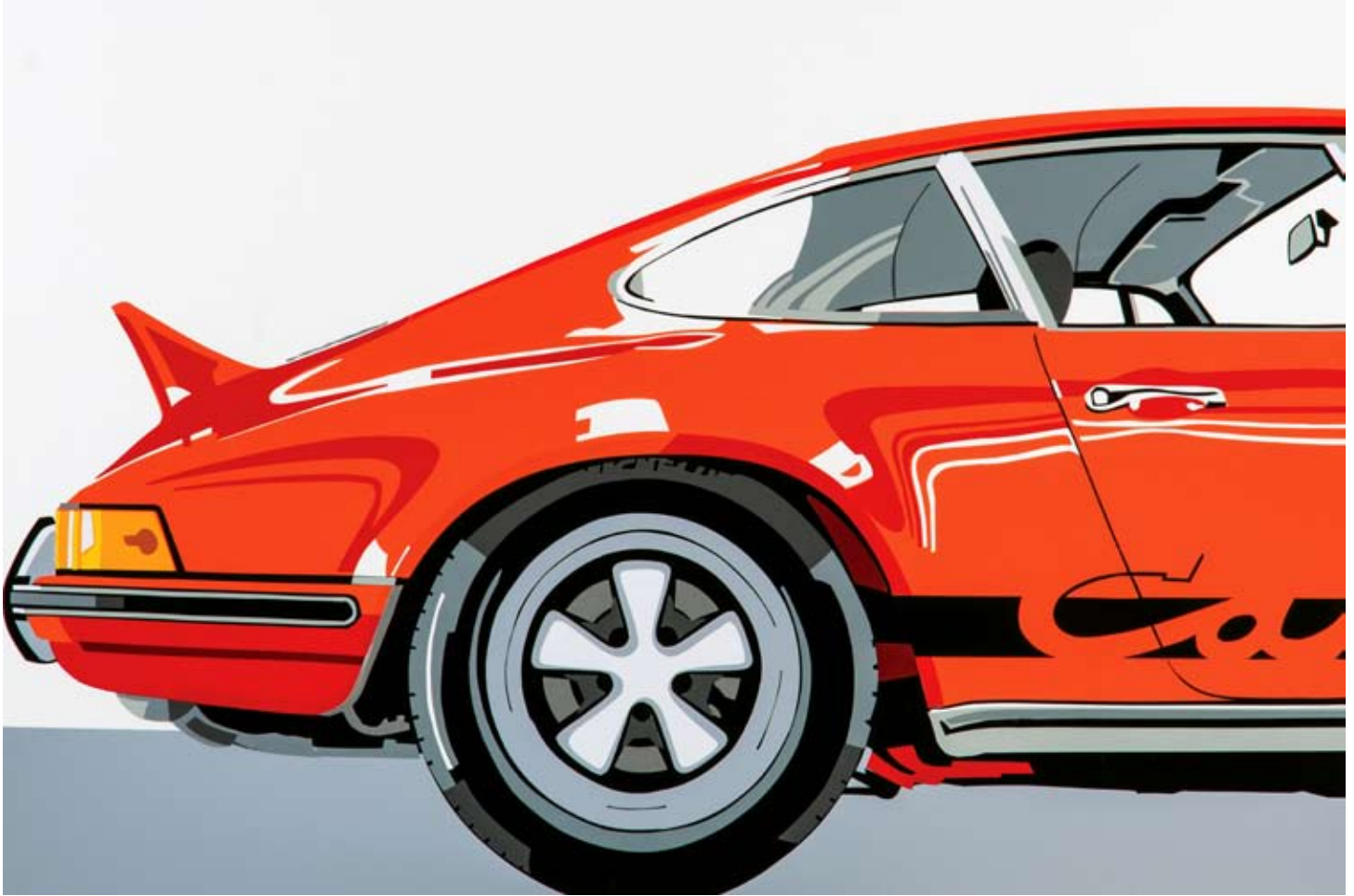
We recommend using a 2.7 litre, flat 6 engine with a 914 transmission. When you open the rear you will see a flat 6 sitting there just like the original. The original cars used a 2 litre engine with about 200hp.

The car is extremely low and the gullwing doors make it an adventure getting into and out of the car. I'm 6 feet 3 inches tall and I can fit in the car well, but any taller than me could be a struggle. Even though Andrew is shorter, he can't get into the car. He says you need to be an acrobat or contortionist.

We no longer have a website. The only way to order a 906 or 917 is to email myself or Andrew directly: tkeiller@iprimus.com.au



Joel Clark ... a Porsche Artist



Northlander readers who are also fans of Porsche art may recall our July 2007 issue. In that issue we had the work of Brian Chandler (Australia), Marcel Brouwers (Netherlands), and the sculptures of Simon Bloomfield (GB). We were introduced to Marcel and Simon by Anthony Keller of Kraftwerkz in Woodend, Australia.

Anthony Keller now lives in the UK and has introduced us to Joel Clark and his amazing Porsche art...

My Porsche-based work came as a result of meeting Anthony Keiller at a local hill climb event, here in Buckinghamshire. He commissioned me to create one of my 2D pieces, based on the Hippie 917. From there we struck up a collaboration using various 906/908/917 body panels that Anthony builds. Through my unique use of hand cut vinyl as a medium, I can turn 'real' car parts in to 'surreal' pieces of art. As vinyl has the same finish as the paint on cars, I can layer various colours - and tones of colour - to accentuate the highlights and lowlights that flow over a cars body work. I then take this concept a step further by depicting racing scenes that could have been reflected on

the car panels, such as the Porsche pits at Le Mans reflected on the 908 front hatch, or the sister-917 on-track at Le Mans, reflected in the widow of the No. 21 917.

I also work with Porsche Club GB, on creating Porsche art works for their exclusive, limited t-shirt collection. This work is 2D, but again, thanks to the use of vinyl, even my 'flat' art works come to life with the light reflections of the environment they are in. The final results are pictures of cars that genuinely 'pop' off the wall. And when creating pieces that focus on iconic racing cars, I'm using the very material that enabled those iconic liveries to be applied to racing cars... A true full-circle from my first job at a Silverstone based sign company - where I used to hand cut vinyl stickers for (now) iconic race cars!

www.joelclarkartist.artweb.com
www.speedicons.com



Vinyl and Porsche as art. The panels at top right are replica Porsche parts from Kraftwerks.

Joel's artwork, and T-shirts, are available for purchase ... see the link on page 30.

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Make Me An Offer

By Danielle Badler

I went to a Mecum collector car auction last month. My first time. No, I didn't buy anything. And I didn't sell anything, either. But it was an interesting experience.

A few weeks before, I attended a luncheon where John Kraman, director of consignments and TV analyst, hosted a group of us scribes. He explained how it works.

The company does 15,000 consignments a year, John said. Convertibles, muscle cars, '50s "chrome and fins" and hot rods. Although the market's increasingly driven by baby boomers, which is leading to more and more cars from the '70s and '80s.

Mecum allows a seller to set a reserve price, and that's what 90 to 95% of the sellers do, John noted. With a reserve, sellers pay a 10% commission. With no reserve, it's a 5% commission.

Generally, the seller's entry fee is \$500. Although, with no reserve, they waive the entry fee. Some 70% sell with reserve, on average. If the car doesn't sell, "the bidding goes on," John stated. For up to 21 days. Some 10% are sold "off the block."

You can inspect these cars, kick their tires, so to speak, in the consignment parking lot. They all feature stickers that say what the top bid was.

Are you interested in buying? You pay an advance bidder fee of \$100 and obtain a \$500 authorization on a credit card. Or bring a bank letter of credit, for which they'll waive the fee.

And that's it. You win a bid, you can take the car home on the same day. The seller gets a check on the same day, too.

Although they hold titles for three weeks, until the checks clear.

General admission cost ... the cost to watch ... is \$30 per day. I got two passes at the luncheon. So I went with a friend.

I checked the list of "interesting" offerings, and noticed seven Porsches, a '63 356 C Super Cabriolet, red, a '67 S Targa soft window, a '73 914, light blue, an '87 Carrera Cabriolet, an '05 Boxster and an '03 C4 Cabriolet.

Among the "off-brands" were an '89 Mondial Cabriolet, a '92 512 TR, an '01 360 Spider and a '12 FF.

Along with a 427 Cobra replica, a '12 Fisker Karma, an '06 Ford GT, two MGBs and a sea of what the man said, chrome and fins, muscle and hot rods.

The actual auction ran like an assembly line. Each car was wheeled onto the "block" and the auctioneer began his "hummena hummena hummena" spiel, interrupted by his acknowledging prices inferred from staffers giving hand signals from the floor.

Just why do they do the "hummena" thing? I have no idea.

From time to time we heard the inevitable yell of "reserve off, reserve off!" Which would touch off more waving and rising prices.

Interestingly, if a car didn't sell above its reserve, it was summarily wheeled off. The auctioneer would then announce a number "it would take to buy it."

Afterwards, I went back on-line to check on prices paid.

Top seller was a '63 Ford Galaxie 500 XL at \$155,000, followed by a '63 Corvette split window coupe at \$140,000. Top Porsche was an '86 911 Turbo at \$80,000. That car must have been a late arrival, as it wasn't on the advance list. I had no information on it.

In all, the auction had a 66% sell-through rate. A total of 402 cars were sold.

What to make of it? Well, it wasn't Monterey where, last year, Mecum sold a Ferrari 330 GTS for \$3 million, a '76 Porsche 930 Turbo, Steve McQueen's last special-order car, for \$1.950 million, and an '05 Porsche Carrera GT for \$1 million.

But that's never-never land. The prices I saw actually seemed like a pretty good deal, if I was a buyer. And, if I was selling, it would at least provide a very straight-forward way to participate, and move that vehicle. It certainly beats an ad in the paper, if anyone still reads them. And it beats hanging around, waiting for a prospective buyer to show up ... and then letting a total stranger take your baby out for a test drive.

I would just wonder if this was the best venue for sports cars.

But then what do I know. I'm holding.



Edgar Broadhead

The following individuals have been approved as Tech Inspectors for those region members who enter track events requiring inspection 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>

<u>Name</u>	<u>Position</u>	<u>Phone Number</u>
Autowerkes Maine	Maine	(207) 865 6600
Ayer European Auto Restoration	Maine	(207) 582 3618
Autosportnortheast	Maine	(207) 698 1000
German Auto Service, Inc.	Maine	(207) 282 3013
The Boston Sportscar Co. LLC	Massachusetts	(781) 647 7300
Katchel Motor Company	Massachusetts	(617) 759 8973
LDV Motorsports	Buzzards Bay, Ma	(508) 789 0961
Exotech	New Hampshire	(603) 382 3599
Sports & Vintage Car	New Hampshire	(603) 675 2623
Dupont's Service Center	New Hampshire	(603) 742 8627
G & R Autoworks	Keene NH	(603) 357 2484
Series 900	Hooksett NH	(603) 863 0090
Series Motorsports	New Hampshire	(603) 232 5443
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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
Eurotech	Vermont	(802) 660 1900
Green Mountain Performance Co.	Vermont	(802) 775 3433
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The Auto Master	Vermont	(802) 985 8411
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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



For Sale:

Porsche Calendars For Sale

Free to a good home: about a dozen, large scale, Porsche photo calendars from the 1980's and 1990's, in their original boxes but minus the medals that accompanied them when new. Contact Phyllis at 603.498.8952 or pstibler@comcast.net

2007 Cayman stuff: Covercraft Dustup indoor car cover, clean, like new, \$100. Covercraft sun shade, \$35. Porsche Design mens medium black wool and leather jacket, like new, worn less than a dozen times, \$150.

Gary Levine, gmlevine29@gmail.com, 603-252-8506.

MantisSport 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 \$150.00

Contact Rich at willr47cayman@gmail.com -Will ship if you pay freight. PayPal or cash



For sale 2013 Porsche Boxster. \$46,000.00 This is a beautiful car in great shape only 15152 miles. 6 speed manual transmission. This car is loaded... 19 inch Boxster S wheels, Bose Surround Sound System, Sport Chrono Package. Installed K40 Radar and Laser detector a \$2500 value. Many more options, call (603) 969-0378. Ask for Phil.



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



"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



For Sale: 1960 Mercedes Benz 220SE Cabriolet. 76,000 miles, Black/red. Totally rust free, 50 years in Las Vegas & Santa Fe. New top, new leather seats, recent black lacquer respray; even the radio works! Class winner 2015 MAW show. \$125k or reasonable offer; 45 pix available or view & drive in person. 603-343-7575



THE MART

Your For Sale Items Here... Be Sure to Send Them In To: Ivy@consumerprofilesinc.com

FOR SALE: Miscellaneous Porsche Stuff:

Official factory workshop manual in 10 binders for 993 series including two rare volumes covering Turbo; new condition.

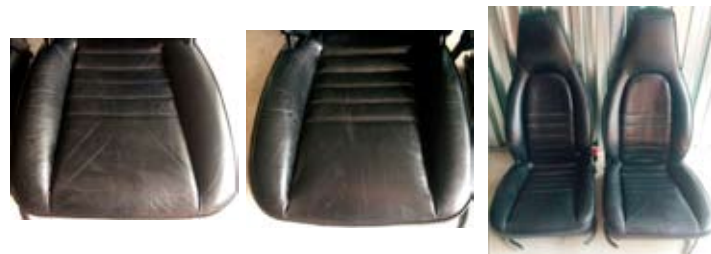
Set of four Dunlop Grand Trek WT M3 255/50R19 M+S winter tires on 19 in Porsche wheels with Porsche center crest, TPMS sensors, service covers; used one season on 2008 Cayenne Turbo. Excellent condition.

21 in Cayenne Turbo wheel as used on 2008 Cayenne Turbo. Refinished by RimPro to repair minor scratches, in original Porsche box with RimPro paperwork. Looks new.

Four Ralph Boothe Design large black wheel center caps with Porsche factory hood emblem as crest. New old stock. Purchased for 993 Turbo S but will fit other models.

All priced to move. For details, photos, prices: email to frboswell@gmail.com.

Seats for Sale: These seats are from a 1987 Porsche 944 n/a. Driver seat is powered, passenger is not. Both seats are in very good condition. There is some slight separation at the front of the seats but that is it. The leather is in very good condition as these seats have been stored in a heated basement the last 10+ years. These were pulled from a car converted for club racing. \$500 or Best Offer: Contact Gary Wielgoszinski @ garyw944@comcast.net



For Sale: 1984 Porsche 928S - rare 5 speed, collector quality, excellent condition, dark burgundy, on rare black leather interior with white leather door centers and seats. Owned since 1990, always garaged, no winters, no rain or track, 100% original, new C2 928GT 17 x 8.5 & 17 x 9.5 wheels. Paint, body, glass, door jams like new. Sun roof, all options, no accidents, no bodywork. New brakes/slotted rotors, new battery, fuel pump relay and Bosch alternator. Runs strong and sounds great. Approx 76k miles. These survivor 982S 5 speeds are going up in value, add this one to your collection. Asking \$13.9k please call 978.239.8789.



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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

BTW



Pssst ... want to drag?

NEXT MONTH

NCR Autocross #5

WEC Six Hours of Mexico (September 3)

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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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NORTHLANDER

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