

NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 39 Number 9

October 2016



P O R S C H E

918 Spyder

IN THIS ISSUE:
Lime Rock Park Historics
Autocross #5
WEC Rounds 5 & 6
Porsche Memorabilia Collecting
And Much Much More...



THUNKS

Like Share

Click on your appropriate state for titles and ordering information:

- [AL](#) . [AK](#)
- [AZ](#) . [AR](#)
- [CA](#) . [CO](#)
- [CT](#) . [DE](#)
- [FL](#) . [GA](#)
- [HI](#) . [ID](#)
- [IL](#) . [IN](#)
- [IA](#) . [KS](#)
- [KY](#) . [LA](#)
- [ME](#) . [MD](#)
- [MA](#) . [MI](#)
- [MN](#) . [MS](#)
- [MO](#) . [MT](#)
- [NE](#) . [NV](#)
- [NH](#) . [NJ](#)
- [NM](#) . [NY](#)
- [NC](#) . [ND](#)
- [OH](#) . [OK](#)
- [OR](#) . [PA](#)
- [RI](#) . [SC](#)
- [SD](#) . [TN](#)
- [TX](#) . [UT](#)
- [VT](#) . [VA](#)
- [WA](#) . [WV](#)
- [WI](#) . [WY](#)

Contact Ivy : Ivy@ThunksReviews.com

Want Better State Testing Scores?
SOL, NECAP, PASS, etc?
 Too Much to Review? Not Enough Time?
 Don't Panic! It's Not too Late!
 Ready-to-Use
Daily Review Books

These books are designed to correlate to State Testing Standards, Virginia's SOLs, South Carolina's Academic Standards (PASS), or NECAP Grade Level Expectations. Each book includes at least 23 daily reviews in testing format. Many other states find our titles comparable to their state's standards and the Common Core Standards. The books are reproducible, unless otherwise noted, and extremely easy to use.

2nd Grade Daily Reading Reviews
 Reproducible and Ready-to-Use



- variety of genres
- 23 reading selections with test-like questions
- 23 pages of teacher-created test responses
- 15 minutes daily practice
- answer key

Thunks Reviews, LLC

THUNKS Reviews, LLC
 4241 South Fletcher Ave.
 Fernandina Beach, FL 32034

Email: ivy@thunksreviews.com
 Phone: 1-855-484-8657 (1-855-4THUNKS)

WWW.Thunksreviews.com

Thank you to all of our supporters throughout our CPI years! We love you all.

Continued Northlander printed copy

To continue receiving your wonderful copy of Northlander you must reply to Ivy via email with a "YES PLEASE ... I would like to continue receiving a printed version of Northlander."

If we do not hear from you by Dec 31st you will be removed from the mailing list and you will not receive Northlander for the 2017 year. This is just a way to save funds in printing and mailing for those who do not wish to receive a hard copy anymore.

Thank you very much from your Northlander Team.

The link for the form is:

<https://goo.gl/forms/GXYE5erIrWCF0HII2>





Editors

Ivy Cowles

603-767-6461

northlander@ncr-pca.org

Hank Cowles

603-343-7575

northlander@ncr-pca.org

Jaime Gratton

davjaim@netscape.net

Advertising

Matt Romanowski (acting chair)

603-674-3250

matt@jraplastics.com

Website

www.ncr-pca.org

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.

NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 39

Number 9

October 2016

Upcoming Events

- 5 Calendar
- 8 DE Schedule
- 11 Rallies and Tours
- 12 Autocross Calendar
- 23 NCR Annual Banquet

Departments

- 4 Board of Directors & Committee Chairs
- 5 Editors' Desk
- 6 Membership
- 9 President
- 10 Vice President
- 34 Safety
- 36/37 The Mart
- 38 Advertisers' Index

Features

- 14 Looking Back
- 17 Lime Rock Park Historics 2016
- 20 Autocross #5
- 22 NCR Call For Officers
- 24 Porsche Wins at Mexico City
- 26 Porsche Wins Six Hours of COTA
- 28 Porsche Memorabilia Collecting
- 30 Photographing For Northlander
- 33 Run That Bull By Me One More Time
- 38 BTW



20



26



28

Sports Car Services

Rebuilding British and German Sports Cars since 1984

www.sportscar-services.com wrench@sportscar-services.com

(603) 352-4540 (603) 357-2484

Follow Us On Facebook

View our current projects at: www.thisweekintheshop.com

Division of G&R Autoworks Ltd.



On the Cover

Ted Chivers went to Lime Rock Park with his new camera and took a cover shot for *Northlander*.

BOARD

BOARD OF DIRECTORS

| | | | |
|--------------------|-----------------|--------------------|----------------------------|
| President | Jeff Torrey | (C) (603) 234 8898 | president@ncr-pca.org |
| Vice President | Bob Futterer | (H) (207) 698 1104 | vice-president@ncr-pca.org |
| Secretary | Nancy Broadhead | (H) (603) 526 6578 | secretary@ncr-pca.org |
| Treasurer | Lisa Roche | (H) (978) 534 0118 | treasurer@ncr-pca.org |
| Past President | Matt Romanowski | (H) (603) 674 3250 | pastpresident@ncr-pca.org |
| Membership Chair | Laura Futterer | (H) (207) 698 1104 | membership@ncr-pca.org |
| Newsletter Editors | Ivy Cowles | (C) (603) 767 6461 | northlander@ncr-pca.org |
| | Hank Cowles | (C) (603) 343 7575 | northlander@ncr-pca.org |
| Safety | Edgar Broadhead | (H) (603) 526 6578 | safety@ncr-pca.org |

COMMITTEES

| | | | |
|-------------------------------------|----------------------------|--------------------|------------------------------|
| Advertising Chair (acting chair) | Matt Romanowski | (C) (603) 674 3250 | matt@jraplastics.com |
| Autocross | Joe Kraetsch | (H) (978) 534 0118 | autocross@ncr-pca.org |
| Autocross Co-Chair | Ollie Lucier | | autocross@ncr-pca.org |
| Car Control Clinic | Dave Logan | (C) (781) 367 3592 | ccc@ncr-pca.org |
| Charity | Ivy Cowles | (C) (603) 767 6461 | charity@ncr-pca.org |
| Chief Instructor | Steve Schindler | (O) (802) 773 9100 | chief-instructor@ncr-pca.org |
| Concours | TBD | Position Available | concours@ncr-pca.org |
| Drivers' Ed | Pat Maloney | | de@ncr-pca.org |
| Historian | Judy Hendrickson | (H) (603) 881 7576 | historian@ncr-pca.org |
| Rally/Tours | Jeff Torrey | (C) (603) 234 8898 | rally@ncr-pca.org |
| Webmaster | Dick Demaine | (H) (603) 560 4911 | webmaster@ncr-pca.org |
| Senior Advisors | Edgar & Nancy Broadhead | (H) (603) 526 6578 | ednan@tds.net |
| Social (TBD) | | | social@ncr-pca.org |
| Technical | Bob Futterer | (H) (207) 698 1104 | tech@ncr-pca.org |

CALENDAR

| Date | Day | Time | Event | Location |
|-----------|---------|------|--------------|------------|
| 2 Oct | Sun | 1pm | Brewery Tour | Kittery Me |
| 8 Oct | Sat | 7am | Autocross 6 | Devens Ma |
| 15-16 Oct | Sat Sun | 7am | DE | NHMS |
| 29 Oct | Sat | | Fall Rally | TBA |

Hold the date

NCR Annual Banquet November 5, 2016.



Exotic Car Club
of America LLC
James H. Smith
President
421 Merrimack St
Methuen Ma. 01844
978-683-7500 Sales
978-682-3200 storage
jsmith@exoticcarusa.com
www.exoticcarusa.com

Maria Dona, DMD, MSD, DMSc
Sheila E. Tucker, DMD, MMSc

Andover  **Periodontics**

Two Stevens Street
Andover, Massachusetts 01810
Phone: (978) 475-0567
Fax: (978) 475-7169
contact@andoverperiodontics.com
www.andoverperiodontics.com



EDITORS' DESK



They are still here?

Yes.

Ivy and Hank are still busy moving a mountain so Tracey and I will be here for the October issue. If the mountain proves to be difficult we might well be here for November too. But if we are we will have to change our photographs for this column. Old photographs. They remind us time is passing by.

On that point ... Judy notes in her Looking Back column this month it is 10 years since she and I went to Tasmania and the Australian GP in Melbourne. I looked back too at some older issues of Northlander and I was shocked to see how long ago it was Tracey and I first were editors and when we passed it to Ivy and Hank. It really is time for someone to volunteer for being Editor(s) and Proof Readers.

In this issue I have taken the opportunity to bring attention to our need for photographs. I like to see my photos in the magazine but surely more people do too. I know we have some good photographers in the club ... please, join in the fun. But please send us full size files.

David

MEMBERSHIP



Laura Futterer

New Members:

Brad Andren
Windham, NH – 2016 Cayman GTS

Thomas Barnes
Nashua, NH – 1987 944

Patrick Breen
Merrimack, NH – 2012 Cayenne S

Nigel Fenwick
Sue Fenwick
Duxbury, MA – 2008 Boxster RS-60 Spyder
Transfer from Northeast Region – Joined PCA 06/13/2015

Kenneth Kuster
East Kingston, NH – 2013 Boxster

Chris Munro
Enfield, NH – 1971 914

Thomas Rohlfis
Amherst, NH – 2003 911 Turbo

October Member Anniversaries:

1 Year

Andy Gallonio
Warwick, RI – 2014 Cayman

Luke Ludington
Portsmouth, NH – 2014 Cayenne

David Mattice
Gilford, NH – 2010 911 Carrera 4S

Bruce Sweet
Lebanon, NH – 2003 Boxster

2 Year

David Salerno
New Boston, NH – 1985 911 Carrera

Jason Tucker
Hudson, NH – 2005 911 Carrera

William Zierden
St. George, ME – 1988 911 Carrera

5 Year

Jason Clark
Heather Clark
Rye, NH – 2004 911 Carrera

Wayne Elliot
Andrew Elliot
Bedford, NH – 2006 Cayman S

Archie McGowan
Jason McGowan
Newfields, NH – 1999 Boxster

William Newbold
John Newbold
Antrim, NH – 1990 911 Carrera 2

10 Year

Robert Kelliher
Zoe Kelliher
East Freetown, MA – 2007 911 Carrera

15 Year

John Hildebeitel
Demaris Tisdale
Richmond, VT – 1994 968

Tom O'Dowd
Wolfeboro, NH – 2004 Boxster

William Taranovich
Nina Taranovich
Concord, NH – 2014 Cayman

20 Year

W Patrick Hughes
Carole Hughes
Stratham, NH – 1990 911 Carrera 2

Alyson Kelly
Matthew Kelly
Hillsborough, NH – 1999 911 Carrera

25 Year

Scott Martineau
Heike Martineau
Hampstead, NH – 1990 911 Carrera 2

30 Year

George Louzek
Janis Louzek
Hollis, NH – 1982 911 SC / 1959 356

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



**Announcing
the new
NCR
Goodie Store!**

NCR has partnered with Land's End Business Outfitters and set up a store front to supply NCR logo'd items (shirts, jackets, promotional items, etc). Transactions are direct between you and Land's End with no markup to NCR. The entire Land's End Business Outfitters Catalog is available to you. Simply sign in to www.ncr-pca.org, go to the Goodie Store page and click on the link or go direct to

<https://business.landsend.com/store/ncr-pca>

create an account and you will enter the NCR Goodie Store to start your shopping.

NCR and NER DE Schedule - 2016



DE Schedule

October 15-16 @NHMS



Please visit us at our new facility at
398 US Route 1, Freeport, Me.

207 865 6600

EXOTECH

LET OUR EXPERIENCE HELP YOU

All facets of routine maintenance
for daily driver to race car

Complete head work

Port work with flow bench testing

Crankshaft grinding
and knifedging

Boattailing

Motec and custom wiring harnesses

Mark Nadler 9 Newton Road Plaistow NH 03865
(603) 382-3599 www.exotechpower.com



PRESIDENT



Jeff Torrey - Just around the corner...

The 2016 driving season will be coming to an end soon. Please take advantage of the last events of the year, winters can be long. This year's NCR Annual Banquet date is Saturday, November 5, our last chance to get together and close out 2016. Join us as we reflect and celebrate the year together at the McAuliffe-Shepard Discovery Center, in Concord, NH.



The 2016 driving season will be coming to an end soon ... photographs above are by Walt Rankin taken at the recent Lake Placid Getaway. More on the event on page 11. We have just one more tour this season: Saturday, October 29.



VICE PRESIDENT



Bob Futterer - **GET 'ER DONE!**



Well, I did Get 'Er Done, but I'm not talking about my track car. What Laura and I had planned for Labor Day Weekend and what we ended up doing were two entirely different things. Our plans were to run the autocross on Saturday and go golfing Sunday/Monday, but that wasn't going to happen.

We've been doing some renovation work to an apartment building we own. I decided to hire a local contractor that I've used in the past to help. The contractor tentatively scheduled the work for the end of September. However, on August 31st the contractor said he could start the work on September 7th. The work being done is to replace the existing siding. Laura's been staining shakes and I've been putting shakes on the sides of the building most of the summer. I planned to put clapboards on the front and back of the building. So I picked up around 3600' of clapboards on September 1st. Laura and I were hoping to be able to get an initial coat of paint on the clapboards and wanted to see how long it would take to get them painted. Our hope was we would be able to get enough painting done on Friday so we could attend the autocross on Saturday and then finish painting the remaining boards on Sunday and Monday.

Well the painting was taking longer than we expected, so I even put in a distress call to the President, not Obama, our President, Jeff Torrey of Torrey Painting & Decorating in Plaistow NH, to

see if there was any easy way to get the painting done. Jeff said the way we were painting the clapboards, was a good way of doing it, but he also offered that sometimes contractors will paint the side and ends of the boards before removing the ties. While that was a good suggestion, Laura had already cut all the ties off the boards to speed up the process, or so she thought. The other concern was Hermine heading our way and the possibility of rain.

So it didn't take long to figure out that in order to get the painting done we would have to miss running the autocross. Our autocross work assignment was the gate check-in, so we went down to do that. However, as a precaution, we did **NOT** drive the Boxster for fear that we might decide to stay and run the autocross, instead of taking care of business. That was definitely the right choice, as we would have stayed and would probably still be painting!

We did complete all our painting by late afternoon on Monday and were ecstatic to see that final clapboard painted. We'll still need to do a final coat once the clapboards are up, but at least the clapboards are ready for the contractor!

We are looking forward to the last autocross of the season, on October 8th, and hope to see you there!

Rallies and Tours

By Jeff Torrey

As rally chair I am happy to report that our NCR Fall Getaway was a huge success. Thanks go out to Bill and Kathy White for their help planning this event. This year's trip to the Adirondacks and Lake Placid was a blast. The food, lodging, and driving experience through upstate New York was outstanding. Spending time in a Porsche with new and old friends proved to be relaxing, refreshing, and rewarding. Many of us had never been out to the Lake Placid area before ... traffic was non-existent, the roads were decent, and the forest seems to go on forever.

The last tour of the season will include driving the Kancamagus Highway with lunch at the Woodstock Inn and Brewery in North Woodstock, NH. Details to be posted on the NCR website calendar. See you on Saturday, October 29th.



Photos by Kathy and Bill White

At left:

Sunrise over Mirror Lake in Lake Placid, NY

Forming up for the day's drive

Curvy roads off the beaten path

Above:

A focus on lunch menus at Nonna Fina Restaurant in Saranac Lake, NY

SAFETY THROUGH TECHNOLOGY

We are your destination for safety equipment. Come to our showroom to get everything you need to drive on track. *Safely.*



**NEW
LOCATION!**

HMS
motorsport

WWW.HMSMOTORSPORT.COM

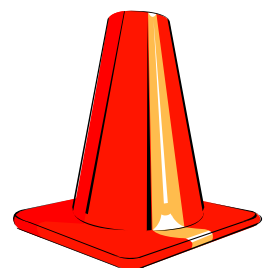
100 Ferncroft Drive #208 Danvers, MA 01923 • Toll Free: 888.467.3269 • Local: 978-774-1615
STILO-USA.COM • SCHROTHRACING.COM • COBRASEATS-USA.COM



Autocross 6 date

10/8/16

**Mark your calendar...
you won't be disappointed.**



425 Canal Street
South Lawrence, MA

Kachel Motor Company (617) 759 8973
www.kmcauto.com

Sales, Maintenance & Fabrication Work on German and Italian High Performance Automobiles



Softronic
Softronic ECU Flash tuning
PCA authorized tech inspector



3 to choose from! Ducati MS1200 Multistradas, 1600, 1800, and 2200 miles, 2010, 2011, 2012 starting at \$9995!



07 Cayman, Black on 2 tone black/gray leather, 2.7l, 47k miles, 5sp, 19" wheels, Carbon Fiber trim, xenon, amazing condition \$25995



08 911 Targa 4S, 6sp, 21k, Navi, sport seats, Silver/Gray bi-xenon \$55995



08 Porsche Cayman S, Midnight blue on sand beige, 62k miles, 6sp, full history, 2 keys, original window sticker, new tires, must see and drive! \$29995

Call Jason at 617-676-7000
Kachel Motor Co. Inc.
425 Canal St.
Lawrence, MA 01840



Judy Hendrickson **LOOKING BACK**

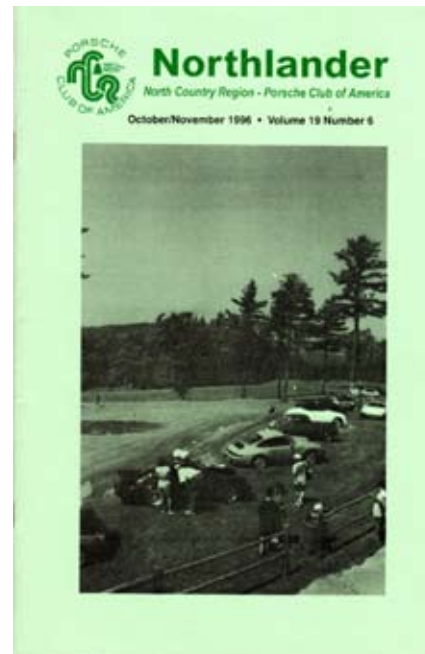
2016 has not been Chiquita's best. Our second trip to Watkins Glen proved no more successful than the first – fourth gear gone after only half a day. Doubly painful when it was an advanced day with only 2 run groups – 45 minute sessions!

Matt and I have thrown in the towel for the rest of the season and are incrementally funding a transmission redesign. This was our 3rd or 4th 901 transmission over the past 10 years. 901's are just not strong enough for our favorite engine the 3.0L. So we are building a 915 transmission, the one Porsche designed to work with the 3.0. However, the engine in backwards for a Porsche 914 installation requires some special tailoring for a 915 transmission to work. Our first installment has gone to Germany for a 916 conversion kit for a 914. A 916 transmission is a 915 transmission modified to work with the 914 car. Martin Bott of BottFahrzeugtechnik has been reproducing what Porsche designed for the limited number of 916 cars produced in 1972 (11 prototype 914's with 914/6 GT steel flares, 7 inch wide Fuchs, and either a 2.4 or 2.7 911S motor with a modified 915 transmission). The 916 solution is considered to be a stronger/better solution for modifying the 915 than the more commonly known WEVO. The project will evolve over the winter with Maestro Mark Nadler at the helm. Here's hoping for a more reliable 2017 driving season.

We have two issues to review this month. No issue for 1986, but the 1996 issue was packed with interesting and somewhat timeless gems. Since it was an October/November issue I will be able to share another selection with you next month, but in the meantime I thought this part of the VP's column had some timely scenic driving advice for our region.

As for 2006, I can't believe it has been 10 years since David showed me his wonderful Tasmania and we shared a fun time at the Watkins Glen Historics. If you haven't been to this event, check Watkins Glen's web site and make it one of the items on your Bucket List.

From Volume 19, Number 6, October/November 1996



*On the Cover:
What scenery! Con-
cours on the Hill
Photo taken by Don
Osborne*

At the Alternative Apex

Ellen Beck, Vice President

On the subject of road trips, I have a few more favorites to share with you before winter sets in. Edgar and Nancy Broadhead live up-country in New London where the fall foliage is always beautiful. They recommend Route 118 from Canaan to Rumney as their favorite fall drive. Evan's Notch from North Conway to Route 302 is another foliage trip not to be missed. Jim Hamblin also likes that area, especially Franconia. Moving to the Lakes Region, Dale Gordon's favorite road with plenty of curves and elevation changes (but few men in blue) is Route 11A from Route 11 in Alton all the way to Laconia.

To the south, Judy Hendrickson recommends Farley Road, a 5 mile stretch between Pine Hill Road in Nashua/Hollis and Merrimack Road in Amherst. She also likes Route 122 from Hollis to Route 114 in Pepperell, MA. This 10-12 mile piece is a perfect Porsche road. To the east, Miriam Gill, along with many other seacoast residents, really enjoys the ocean air and view along Route 1A in Rye. Once the tourists are out of the way one can have a little fun with the curves in front of the mansions. Heading west towards Keene, Fred Bruch finds Route 101 around Dublin Lake to be a fun ride in both directions but suggests you keep an eye out for the local law enforcement

who frequently lie in wait at the Dublin cemetery (sounds suspicious doesn't it?). Route 35 from Grafton to Chester is a favorite route for cyclists as well as Porsches, so beware.

Further west Route 2 from Claremont, MA to North Adams is recommended by many, including Mark Nadler. Western Massachusetts is not only scenic but offers many attractions; at least 3 great museums in the Williamstown area, shopping in Lenox, great eats and brew pubs near Great Barrington, skiing and water slides at Jiminy Peak, Tanglewood and the Music Shed, and of course Lime Rock Park just south into Connecticut. Consider Route 2 as an alternative to the Mass Pike next time you travel out that way.

A few thousand miles more to the west we find Route 280 from San Francisco to San Jose, America's Most Beautiful Highway. Joe Wadleigh drives this road for business but would much prefer to drive it for pleasure. We all lead such busy lives, driving here, there and everywhere on business, errands and the necessities of life. Remember this fall to take the time to savor the experiences, the sights, sounds and smells of the world beyond our windows.

Enjoy.

From Volume 29, Number 10, October 2006



On the Cover. . .

Image from the Paddock at Watkins Glen

Photo by David Churcher

TWO FOR THE ROAD - AGAIN

By David Churcher - Contributor

Nostalgia is defined in my dictionary as: "A longing for something past" and indeed this sums up my feelings towards racecars from the 1960s. The 1960s were, you know, the great days of sports and Grand Prix cars. It was a time when names like Colin Chapman, Mike Costin and David Phipps, Jack Brabham and Ron Tauranac, were the designers. The cars were McClarens, McKees, Elvas, Lolas, Lotus, and Repcos. And Porsche, too. Ah yes, the good old days.

These cars would be at Watkins Glen in all their glory. How long do you think I had to consider Judy's invitation to share a ride and the weekend at Watkins Glen and the PCA Escape to the Finger Lakes? Less time than a Formula One gear shift, I assure you.



Nostalgia was part of our preparation for the road. Two for the road...again. Nikons, water, granola bars, and clothes all tucked into the 993 along with tapes from the 1960s. Brubeck, Beatles, etc. Well, Judy and I are almost as old as each other and we remember the 60s. The music was from a previous 993 road trip. Do you remember the Thelma and Louise story?

I suggested to Judy seeing these cars would take me back in time and perhaps make me realize my age. Her response was: "I still see these cars as they were and not any older. I have gathered memories since I saw them first. But I, and the cars, am not any older". I like this attitude, I will use this in future.

Friday morning at the track we began with a walk through the garage. Instant nostalgic overload! Two Lotus F2 cars from the 60s, the McKees, a Lotus 30, Porsche 908, Lister Jag and a Lister Corvette. A Costin and Phipps Lister. A Knobbly Lister. All in the first ten minutes. More was to come; Elvas were everywhere, a John Surtees formula car, a 250F Maserati. Could it get any better?

Friday the village of Watkins Glen was turned into a show of cars and memorabilia: a concours, motor racing art, book publishers. Nostalgia again; while walking by these beautiful old cars and the art work I had to think of my friend Brian Chandler several times. Brian and I met in kindergarten many years ago. Later Brian became a commercial artist with a love for cars and aeroplanes. Later he became an art teacher and today he and his wife Bev run their own private art school. Brian creates motor racing art today in paper, wire, and paint; and just for fun he restores old Sunbeams. When Judy and I visited Tasmania a few months ago our evening with Brian and Bev was a highlight of the trip. I can only imagine if Brian was with us on the trip to the Glen...two big kids with big smiles.

The day continued to get better. Driving back to Geneva we stopped at Glenora for dinner. An excellent meal and some very nice white wines. The meal was an excellent finishing touch to a long day and fortified us for the coming Saturday.

Saturday: Joyce and Chuck Gladle from Central New York Region had arranged a selection of tours. Some of us would visit vineyards, some would take a boat ride. Four colleagues and I went to a culinary institute to learn bread making...and to sip wine. For the evening we all returned to Geneva for a BBQ under the tent.

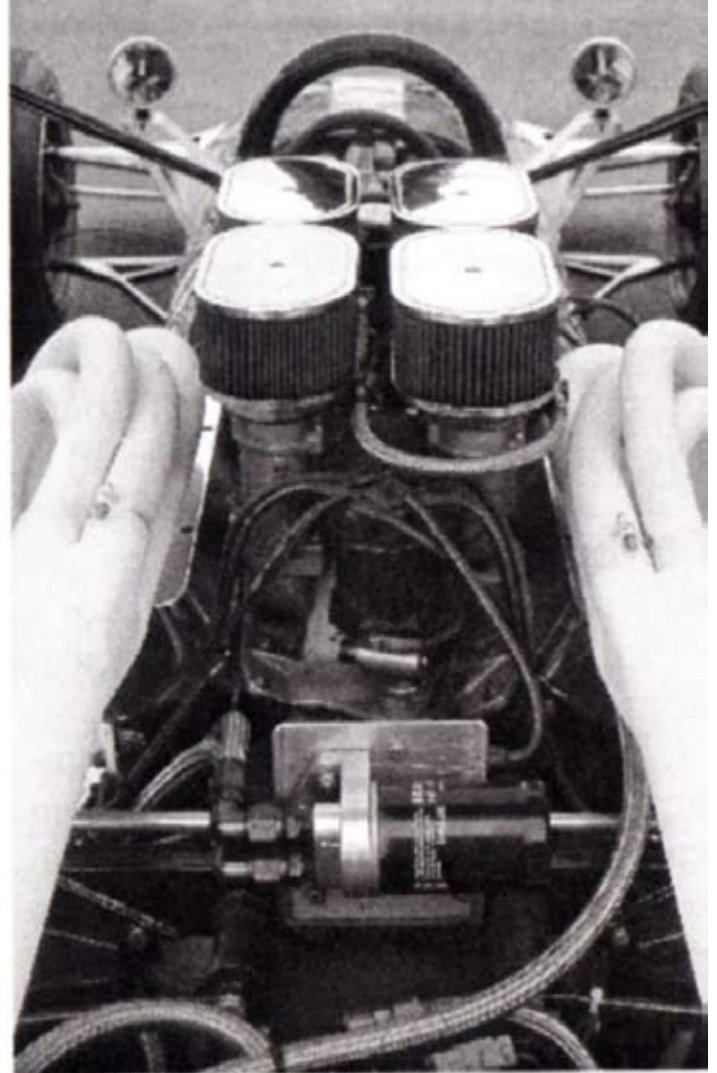


Sunday: I had to take another tour of the garage. We watched the races and had lunch served to us. Derek Bell arrived to sign autographs, you can see in the photographs just how much Judy enjoyed this.

As our last nostalgic effort we stopped for a beer at Seneca Lodge, and then took Jelly Bean around the old course. Names known years ago popped into view: White House (they have one at Le Mans too), Rail Road underpass. School House Corner... and then the long downhill run to the village. We were silent as we drove down that last bit. Judy was busy driving and thinking. I was in a Lotus in my mind. At the end as we turned to Franklin Street we both broke the silence with "wow!" What a ride that must have been in a race.

After Sunday we have a Monday. We had a six hour drive back to New Hampshire and I was now relaxed and driving Jelly Bean. Oh, what a ride.

Porsches just keep getting better. I do love my '84 but I often wonder at the logic of the designer...switches and knobs are placed in very incongruent places. While having my turn at driving Jelly Bean I reached for the rocker switch under the dash to select the side mirror for adjusting. But the switch is now on the door sill next to the switch for moving the mirror. How logical! There are many more improvements from '84 to '95. After we arrived back in Nashua I did not want to give up my seat and I told Judy if the car is ever missing check with me first. Just love it.



Lime Rock Historics, September 2016

Photographs and story by Ted Chivers



Brett Wright in a friend's '29 Bugatti. Yes, the friend races it every year. There are only around 30 left on the planet.

Editor's note:

Every so often as our Northlander deadline approaches we panic about not having enough material ... and then we get a nice surprise. Ted Chivers provided us with one for this issue.

Ted has a new Canon and took it to Lime Rock Park on the Labor Day weekend to capture some nice images for us and to make the cover of this month's Northlander.

Ted went to LRP with our NCR colleague Brett Wright. They had a blast. And this being Ted's article means Brett became source material for some photographs and humor. Thanks, Brett. :-)

By the way, this is the 2nd year running we've been to the Lime Rock event with Brett and Sandy at their invitation.

Brett has waaaay too many cars/projects, but he loves old cars for what they are and likes to tinker on them - in some cases far more than tinkering. I'd have to let him verify, but I'll take a stab at the list.

Porsches- '64 356 SC; '64 356 C - current thinking is to turn it into an outlaw; 911 race car late 1970s (??); 2001 Boxster S.
British stuff - Austin Healy Sprite (shares with Dad); Austin Healy Bug Eye Sprite - still on the rotisserie ready for a new nose; '54 MG TF (sold the other one), American: the '48 Crosley.

I think that covers the inventory, but he may have something else stashed away that even he forgot about.



Brett and Sandy's 1964 356 SC. When we got back to the cars in the infield at the end of the day, they had won 1st place in some (AMC?) class where the marques were parked together in groups. I suggested it might have been a leftover from a American Motors Corp show.....



This Crosley was driven to the track by a young guy who just traded another car for it. Managed to attain the breakneck speed of 40 mph or so on the way using all 26.5 horsepower!

And wouldn't you know that before the day was over, Brett made a deal with him to buy it. He says you need sturdy shoes to stop it (mechanical brakes) and maybe a set of pedals to help go up hills - reminiscent of the Flintstonemobile. I sure feel a lot safer knowing that contraption might be sharing the road.



I offered to trade my 993 straight up.... The guy had no sense of humor!



Ester, Sandy, interested stopper-by, and Brett with my 993 and his 356 SC.



Ester loves her Boxster but also admires a Healey.

As for my Porsche fetish, which I'm afraid is real, it all started with deciding to sell my Harley Davidson and use the proceeds to buy some kind of fun summer car that my wife might enjoy more. See article I wrote for Northlander in the link below.

<http://www.ncr-pca.org/coppermine/albums/photos/Northlander/2013/2013-02.pdf>

That was 4 years ago this coming December. The more I learned about the Porsche marque, the more this insidious "fetish" began to infect my better judgment. I began to casually look at air cooled cars, and before I knew it, the 993 C4S with those beautiful wide hips became the object of my desire. I would call it a "twisted love affair" with a rear end of what to me was the most beautiful shape ever – in a motor vehicle of course. So in September of 2014, I found a one-owner '97 993 C4S from southern California. I took delivery of the 911 on 9-11-14.

Now here I am with two Porsches and asking myself what have I done? My wife, at the same time, seemed to have adopted the Boxster as her very own. There went my potential autocross car and maybe track car eventually.

Once a fetish has taken a good hold of your soul, you are in far too deep to help yourself. The more I learned about the air cooled cars, the worse it got. Again, knowing it was a slippery slope, I began CASUALLY perusing 930's for sale, as that had become my next "twisted love affair" in the making. Well, the next thing I know, it is September again one year later - 2015 - and I flew out to Minneapolis and made a deal on an '86 930.

So I now am the proud, but diseased and guilt-ridden owner of the three of them. I've stopped casually perusing Porsches of any model for sale (well, kinda) and am looking for a therapy group for dealing with the P-Car fetish. I'm not sure I can afford the sessions though. This fetish thing is not only embarrassing, but expensive!

I have sold my construction business, and while still staying involved about half time, it allows me more time to catch up on all of my projects - "deferred maintenance" - at home, building stone walls, gardens, restoring the five wood canoes and '48 Willys CJ-2 in my barn and enjoying the outdoor sporting life.

So that's the "short" story of how I got in so deep in such a short time. My regret is not having done it many years ago, but such is life. NCR has really allowed us to be part of a whole different group of friends and forms of entertainment and provides a great incentive to get to places relatively nearby that we otherwise would likely not have reason to visit. I could also say I regret ever having listened to our friend Brett Wright, but then we'd have missed out on all the fun and spending all that money...

Autocross 5, September 3, 2016

By Joe Kraetsch, NCR Autocross Chair

Photographs by Ollie Lucier



Ollie's new Canon caught all the color of Autocross ... here Ed Wong's 2016 GT4

On September 3, we held NCR Autocross #5. Lisa and I could not be there but Ollie and Jeremy did a great job running the event without us. We had 71 drivers in spite of the holiday weekend and got 9 runs.

Everything ran well for both events except for issues with the radios and generator. Hopefully we can get through the last event but we will need to address both of those issues next year.

The final NCR Autocross (#6) will be on October 8th and will be a benefit for the Loaves & Fishes Food Pantry.

We will be doing the pizza lunch and possibly inviting Loaves & Fishes staff and volunteers to come up for ride-alongs with our instructors.



Ollie's little helper ... Amriel.



Nigel Fenwick



Scruffy's T-shirt says it all.



Akira looks pensive ... perhaps missing the 904.



Jack Saunders waiting for his turn.



Nigel (or Suzan?) Fenwick ... Boxster RS60.

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



Please join us for our season finale



NCR Annual Banquet

Saturday November 5, 2016

McAuliffe - Shepard Discovery Center

2 Institute Drive
Concord, NH
www.starhop.com

Cocktails 6:00 pm
Dinner 7:15 pm
Program 8:00 ish

2017 Election of Officers
Thank You to the 2016 Officers
and Board
Presentation of Annual Awards
Door Prizes

Five course buffet dinner catered by
The Centennial Hotel's Granite Restaurant*

Cash Bar

Explore the many exhibits and, weather permit-
ting, check out the celestial observatory

Marriott Courtyard special rate for those staying
overnight (see next page for details)

*Special Dietary Requirements - Contact Toni Surdam at
toni-w@comcast.net

For NCR dinner guests wanting to stay close and avoid the long drive home, we have arranged for a block of rooms at the Marriott Courtyard just 0.6 miles from the Center. The special rate is \$129 plus applicable taxes. Reservations must be phoned in before October 16 to receive the reduced rate. Contact the hotel directly (603) 225-0303, and ask for the NCR-PCA group rate. Marriott Courtyard is located at 70 Constitution Ave., Concord, NH. <http://www.marriott.com/hotels/travel/mhtcn-courtyard-concord/>

Please complete this form and return before
October 14, 2016 to:

Jeff Torrey
5 Squirrel Run Rd
Plaistow, NH 03865

Name(s)
Number attending @ \$50 ea =
Check enclosed (payable to NCR-PCA)

Porsche wins WEC debut in Mexico

FIA World Endurance Championship (WEC), LMP1, Round 5

Text and photographs by Presse Porsche



The reigning world champions Timo Bernhard (DE), Brendon Hartley (NZ) and Mark Webber (AU) won the thrilling six-hour race in Mexico City. By winning the fifth of nine rounds of the FIA World Endurance Championship (WEC), with the 919 Hybrid Porsche further extended its lead in the manufacturers' standings. The trio of Romain Dumas (FR), Neel Jani (CH) and Marc Lieb (DE) came fourth in the race on Saturday and extended their lead in the drivers' world championship. The fastest race lap on the 4.304 kilometre Formula One track was achieved by Brendon Hartley in 1:25.880 minutes on lap 114.

In total this is the 11th victory for the innovative Porsche 919 Hybrid prototype since its 2014 debut. In the current season the 919 has won four races, including the Le Mans 24 Hours. For Bernhard/Hartley/Webber it is their sixth WEC success. Porsche now leads the manufacturers' standings with 201 points ahead of Audi (158) and Toyota (112). Dumas/Jani/Lieb lead the drivers' standings by 41 points.

How the race went for car number 1:

Brendon Hartley starts from fourth, overtakes his team mate Marc Lieb in the sister car in turn one and gets behind the two Audis. On lap 21 he overtakes the number 7 Audi (André

Lotterer) for second place. After 35 laps Hartley uses a Full Course Yellow for an early pit stop and hands over the car to Mark Webber, who continues in second place on fresh tyres. Just after the re-start Webber takes the chance to pass the number 8 Audi (Lucas Di Grassi) for the lead. Now he is the hunted and defends the lead until the penultimate lap before his pit stop. After 74 laps Webber pits, right behind Di Grassi. The Porsche pit crew is faster – Timo Bernhard leaves the pits as the race leader. After 110 laps he has extended the gap to over ten seconds. Then the team uses the next Full Course Yellow to call both 919s into the pits. For a moment it had been unclear if the stop should be after 109 or 110 laps, which is why Bernhard continued on track after crossing the white line at the pit lane entrance. He is penalised for this. Brendon Hartley comes in for a stop and go penalty after 120 laps and loses the lead until lap 134, when he wins a battle against the number 8 Audi (Loic Duval) in the baseball stadium section. After 137 laps Hartley changes to rain tyres and continues. On lap 140 the number 8 Audi (Oliver Jarvis) slips off the track. After two thirds of the race Porsche is leading with a one-two. After 162 laps Hartley hands over to Bernhard, who rejoins the race on intermediate tyres. Meanwhile he drives in P2, because the number 7 Audi with Lotterer at the wheel has impressively recovered from dropping back earlier. When Lotterer pits after 172 laps, Bernhard is back

in the lead. After 199 laps he comes in for a final tyre change onto slicks. He brings home the race win after 230 laps, despite increasing rain and an off on lap 226.

How the race went for car number 2:

Marc Lieb drops back from second to fourth at the start. When the number 7 Audi (Lotterer) stops he improves to third. At its first pit stop after 35 laps the number 2 Porsche loses some time, because the pit stop at the same time as the sister car causes a time consuming situation when leaving the pit. Neel Jani drops back to fourth behind the number 5 Toyota (Kazuki Nakajima). Between the two a duel develops that Jani wins on lap 40. After 75 laps, and during another Full Course Yellow, Jani hands over to Romain Dumas, who continues in P3. He constantly reduces the gap to the front and hands over to Lieb after 110 laps. Again the double pit stop with the sister car is necessary, but not easy to handle. Lieb continues in second. On lap 127 he is overtaken by Hartley. In turn he hunts down Duval in his Audi on lap 136 and is second again. One lap later Lieb picks up rain tyres and continues. On lap 148 he is touched by an LMP2 car, which causes part of the bodywork from the rear left to come off. After 154 laps, and on instructions from race control, Lieb has to pit for a new rear end. He drops back to third. His rain tyres are a handicap on the now drying track, so on lap 166 the number 6 Toyota (Stéphane Sarrazin) gets past him as well. After 169 laps Lieb hands over to Jani, who continues on intermediate tyres. Because the Porsche pit crew did a faster stop than the Toyota team, Jani improves to third. On lap 178 he gets past by the Toyota again. After lap 194 Jani comes in for another early pit stop to change from intermediates to slicks. Dumas takes over for the final stint and brings the car home in P4.

Quotes after the race:

Fritz Enzinger, Vice President LMP1: "This was one of the most thrilling races I have ever seen – because of the enormous competition and also due to the changing track conditions. First and fourth means we've got a lot: another race win plus extending the lead in both the manufacturers' and the drivers' world championship. Many thanks to everybody! Now we return home to Weissach to make in-depth preparations for the coming race in Austin. In two weeks we want to push our mission further to defend both titles."

Andreas Seidl, Team Principal: "What a race – once again all three manufacturers were on the podium. We managed to extend our lead in both championships, which means another step on the way to our mission of defending both World Championship titles. Congratulations to the entire team for this challenging weekend and race. Today it was difficult to get all the decisions right. For the number 1 car it worked perfectly and they deserved to win the race. For the number 2 crew our strategy didn't work out in the changing weather conditions. On top of that, we had an incident when a LMP2 car touched the rear of our car. Afterwards we focussed on bringing home points for the championship. Also on this special circuit we have proven that our car can win a race. This makes us confident for the remaining rounds of the championship."

Drivers Porsche 919 Hybrid number 1

Timo Bernhard (35, Germany): "Sports car racing couldn't be any better! I was third in the car and opened a good gap on the number 8 Audi. During my second stint in the last third of the race the final 20 minutes especially turned out to be very difficult. In sector three, as it was suddenly wetter than the lap before and I made a small mistake. Luckily I didn't touch anything and was able to continue. It was outstanding how the team prepared the 919 Hybrid for these special conditions, the new track and the altitude."

Brendon Hartley (26, New Zealand): "What a race, I'm very happy about this race win. It was a good start, I was able to overtake Marc in turn one for P3. You could see the Audis were struggling a bit. I was unlucky with traffic, and so Di Grassi was able to make a gap of ten seconds. But then I was able to get in front of Lotterer, and it was a good battle. Later I took the lead. The stop-and-go penalty threw me back to third for a while, but the car was feeling mega and the boys did fantastic pit stops."

Mark Webber (40, Australia): "Another race win for Porsche and the number 1 crew. During my stint in the first third of the race I had a great battle with Lucas Di Grassi, and he was hunting me down for almost the entire stint. The call of the day was to manage traffic and find a rhythm. Also the track was pretty changeable. Not only when it rained, but also earlier. Sunshine was not what we wanted today. We had set-up the car in a way that it would become better the cooler the track became. Also the difficult decisions on tyres worked well for us, the team once again did a great job."

Drivers Porsche 919 Hybrid number 2

Romain Dumas (38, France): "I did the third stint in our car and managed to make up a few seconds. However, some of that was lost again at the pit stop because we stopped with both cars at the same time and, therefore, I had to be pushed back. Again in the final stint of the race I did my best and managed to catch up. But in the end for us more than 12 points weren't possible today."

Neel Jani (32, Switzerland): "Unfortunately we have outraked ourselves today. Because of weather forecasts not becoming reality, we were on the wrong tyres for the conditions more than once. Today we could have gained more than 12 points in the drivers' championship because our strongest rival dropped back. It is a missed chance. Nevertheless, I'm happy for the sister car and for Porsche's points in the manufacturers' championship."

Marc Lieb (36, Ludwigsburg): "Having started second, finishing fourth is not what we had hoped for. The start wasn't easy. The Audis played very well together and I was surprised by Brendon. On my first stint especially I had difficult situations in traffic. Later in the race, when we had drizzle and rain, the track conditions were tricky. Several times our tyre choice wasn't right. For us there was more within reach today and, therefore, we feel a bit disappointed."

Porsche wins WEC Six Hours of COTA

FIA World Endurance Championship (WEC), LMP1, Round 6

Text and photographs by Presse Porsche



Searing heat, strong team effort – Porsche 919 Hybrid wins in Texas

By taking the season's fifth win, Porsche has extended its lead in the manufacturers' standings of the FIA World Endurance Championship. At the sixth out of nine championship rounds, held in Austin, Texas, the reigning world champions, Timo Bernhard (DE), Brendon Hartley (NZ) and Mark Webber (AU) achieved their third victory in a row in tropical weather conditions. They had started from third position on the grid. Meanwhile coming from fifth on the grid, this year's Le Mans winners, Romain Dumas (FR), Neel Jani (CH) and Marc Lieb (DE), experienced a rather mixed race in the United States. They finished fourth in the six-hour race and defended their lead in the drivers' championship.

When the race got underway at 5pm local time, ambient temperatures were over 35 degree Celsius and tested the drivers and mechanics to the limit. The cooler it became after sunset, the stronger the Porsche 919 Hybrid became. Thanks to a well-managed pit stop strategy, the winning trio took the lead some time after mid distance.

In total this is the 12th victory for the innovative Porsche 919 Hybrid prototype since its 2014 debut. For Bernhard/Hartley/Webber it is their seventh WEC success. Porsche now leads the manufacturers' standings with 238 points ahead

of Audi (185) and Toyota (137). Dumas/Jani/Lieb lead the drivers' standings by 37.5 points ahead of the best Audi trio.

How the race went for car number 1:

Start driver Webber improves from P3 to P2, but then has to let the two leading Audis go. After 28 laps he hands the car over to Hartley, still in third position. During the stop Hartley drops back to fourth, but soon fights with Anthony Davidson in his Toyota and gets back P3. After 57 laps Bernhard takes over. His stint ends early after 76 laps, when the team uses a "Full Course Yellow" for a pit stop. Webber jumps in again and his stint is also shortened by a Full Course Yellow after lap 94. Hartley continues in P3. A longer pit stop for the number 8 Audi promotes him to P2. After 121 laps the race sees its third Full Course Yellow – just at the perfect time for the number 1 Porsche 919. Bernhard leaves the pits as the new race leader. On lap 133 an accident for the number 7 Audi leads to another Full Course Yellow. Bernhard hands over to Webber, who keeps defending the lead. After 164 laps Bernhard gets behind the wheel again. As happened during all the previous pit stops, the tyres were changed as well. Bernhard brings home another race win.

How the race went for car number 2:

Shortly after the start Dumas manages to get past Mike Conway's Toyota and improves from fifth to fourth. But on lap four he is overtaken by Sébastien Buemi in the sister Toyota and is back in P5 again. After 27 laps Jani takes over and successfully attacks Davidson on lap 35. After 56 laps it is Lieb's turn. The championship leaders continue in P4. After 76 laps during a Full Course Yellow Dumas jumps in again. After 93 laps – during the second Full Course Yellow – Jani takes over again. After 112 laps he is due to have an extra stop because of a slow puncture. He stays in the car and continues in P5 before the Audi's mishap promotes him to fourth. After 134 laps he hands over the 919 to Lieb. After 161 laps and at the next stop there is a driver change to Dumas. With just 12 minutes to go, the Frenchman has to pit for tyres because of another slow puncture before he brings the car home in fourth position.

Quotes after the race:

Fritz Enzinger, Vice President LMP1: "We knew during the entire event that these high temperatures were difficult for us. The fact we still managed to win such a race gives us hope for the remaining three rounds and our target to defend both championship titles. Soon we will be heading to Japan where we can clearly expect cooler conditions, which should help. All I can say is: Thanks to the team here on site and to our colleagues back home in Weissach. We have made another step on the path to winning the title again. This makes us very happy today and now we will be working painstakingly for Fuji."

Andreas Seidl, Team Principal: "Congratulations and a big thank you to the entire crew for this great team effort. At the beginning of the race, when the tarmac was extremely hot, we didn't have the pace of the Audis. But thanks to a strong and error-free job by our drivers, the fastest pit stops of the field, dead right strategic decisions and flawless technology, we have earned and deserved this win. It was hard work. On car number 2 we lost front downforce early on in the race, and this prevented them from fighting for a top position. Nonetheless we have managed another step on our mission to win both championships again. We will use the next three weeks to prepare for the final three races."

Drivers Porsche 919 Hybrid number 1

Timo Bernhard (35, Germany): "I think it's mega that we won our third consecutive race. We've had a difficult start to the season, but today delivered another error-free race. It was really hard work today! On my first stint the sun was very low and blinding, which wasn't nice. But the longer the race went and the cooler it became, the more we improved. We closed the gap to one Audi and then we were lucky to get a Full Course Yellow when we were due to pit anyway."

Brendon Hartley (26, New Zealand): "For us the race went very smoothly. It was clear to us that Audi would have an advantage in the high temperatures at the start, but we were hoping the race would come back to us and it did. After dark the competition with Audi was much more even. We got the strategy with the Full Course Yellow absolutely right."

Mark Webber (40, Australia): "It was tough racing with fair battles today and Timo's and Brendon's drives were awesome. After the start we got into a rhythm. In the middle of the race the situation looked stable. The Audis in front were extremely quick in the heat, but this was no surprise. We knew we had to do a clean race and if they had stayed that strong we would have pushed them over the line. But then Audi had a problem and we have been lucky when the timing of a Full Course Yellow played into our hands. Despite the heat, our guys in the garage did a great job again in the pit stops."

Drivers Porsche 919 Hybrid number 2

Romain Dumas (38, France): "I drove at the start and on my first stint in the afternoon's heat the car felt like driving on slicks in the wet. On my second stint I was unlucky with traffic. In total two slow punctures plus the nose change were time consuming. The result is good for the championship and for Porsche, but for us the race wasn't nice. In Le Mans we were very lucky to win. Perhaps it is pay back time for this. But I think now that should be enough."

Neel Jani (32, Switzerland): "I had a nice battle with the Toyota early on in the race when I did my first stint and it was good to overtake it. But grip was really a difficult topic today, because of the different rubber from the other series that raced before us. At some point our car was almost undriveable, and the understeer was brutal. We had lost a lot of downforce at the front and didn't know why. Only after we had changed the nose cone did it become better. On top of that I had a slow puncture that cost more time. Apparently we aren't having a run of luck at the moment."

Marc Lieb (36, Ludwigsburg): "On my first stint I lost time because the car was understeering. My second stint was a lot better. After we changed the front part of the car we got rid of the rubber pick up and this understeer. Although I had mixed tyres on the car – used ones and fresh ones – the 919 was so much better to drive afterwards. It wasn't our day, but the 919 ran reliably despite the heat. I was also fine with the cockpit temperature, because it had begun to get dark when I had my first stint."

Porsche Memorabilia Collecting

By David Churcher



At left: Porsche factory poster of the 936 at Monza.

Above: Dick displays photographs of each of his 12 Porsches.

Sitting with my NCR colleague Dick Kruppa over coffee last winter Dick noted he was now into his 50th year of Porsche activities and collecting Porsche memorabilia. What does one accumulate over 50 years?

Books (many), magazine articles (from 1952 onwards, includes Road & Track articles, includes the road test by R&T of the 550 Spyder) and technical reports, Technical Manuals for 356, 911, and 912, PCA "Up Fixin" booklets, Porsche factory stickers and banners, every Porsche Panorama since 1966, Drivers' Manuals for many models starting with the 356A, Porsche sales literature for every year since 1965, sales videos on VHS, Porsche factory posters (about 75 of them), Porsche factory advertising photographs, PCA event trophies, Porsche car models.

Where does one store all this treasure? Dick, just like my friend Brian Chandler, has a massive collection ... all sorted, indexed, boxed, labeled, and on a shelf ... and can be retrieved in a flash. A few favorite items like the 356 model in the photographs with this article live in Dick's home office.

And how many Porsches has Dick owned? Including the current 944 ... 12. The first was a 1958 356A 1600 bought in 1964

for \$1175 and this included a six month warranty. Did he recall these details after a bit of a think? No. He has the original receipt ... neatly filed. With 12 Porsches to recall one might have a hard time pulling up details of performance, gas mileage, repairs, purchase and selling price. But no. Every one of these stats, including every tank of gas, is recorded, filed, retrievable. There is a name for such avid collecting but I can't use that word here.

Such dedication to the marque includes being a founding member, and two years as President, of PCA region in Mauree, Ohio (MVR-PCA) in 1970. A member of PCA since 1966 ... that means 50 years as a member ... but although PCA issued a certificate and car badge for 40 and 45 years they have nothing for 50 years. Now, that is strange and also a bit disappointing.

Which of the Porsches owned were the favorites? The 912s and a 1970 911T. There is an interesting story attached to the 911T ... on a factory visit in 1970 Dick and Helen were on the factory assembly line for July 31 ... the day Germany shuts down and goes on vacation. When Dick bought the 911T in 1973 he looked up the VIN and production date ... it was July 31, 1970. Perhaps they had walked by their car on that visit.



Above: A detailed model of a 356 which lives in the home office.

At right: Sales brochure from early 1970s.



After having enjoyed so many Porsches is there a model Dick wishes he had owned? Yes. One that got away. In 1966 he was living in Buffalo NY and did not have a garage so he turned down the chance to buy a Abarth Porsche, with spare (4 cam) engine, and a trailer ... for \$2600. Ouch!

During that coffee meeting last winter Dick expressed the notion we collect "stuff" through our lives up to about age 70 and a bit. And then we need to un-collect "stuff" and give it a safe home. All the books and posters etc. mentioned above are for sale. And the 944? No ... not for sale.





Photographing For Northlander

By David Churcher

During the “old days” (about 25 years ago) we used film to shoot our photographs and then made 8x10 prints. We then sent the prints to our editor in a brown envelope with an enclosed self addressed envelope. The editor selected what he liked and would use.

The “future” arrived about 1998-2000 with affordable digital cameras becoming available. Amazingly the professional level digitals were sometime later in arrival and even then slow to be accepted. Film had been good for 100 years and those of us who considered ourselves “photographers” had years invested in learning skills in film selection, developing, and printing. We had a “style” and we were not giving up on it easily.

Predictions of how good digital would be and when it would surpass film for resolution, and if it could ever be as “good”, were all wildly underestimated. Resolution of 100 lines per millimeter soon came, megapixels went from a few to 10 or more very quickly. And Photoshop was adopted by photographers. Previously, this program was only intended for graphic artists.

But how to keep our hard won skills and style was a problem unless we learned a whole new language and a whole lot of Photoshop skills and tricks. Most of us “photographers” did set about learning these new skills and buying “plug ins” for our Photoshop. Things got better and better and along came Adobe’s Lightroom and Alien Skin’s Exposure ... and then we could do just about anything we could do with film, color or b&w, and print it too...all without toxic fluids, smells, stains, drying cabinets, etc.

Photographers and editors had a new way of working. No more brown envelopes ... we use email or FTP. Editors use InDesign (or similar software) for layout and making the magazine ready for the printer. It had become a simple and predictable process with assured results. Sort of.

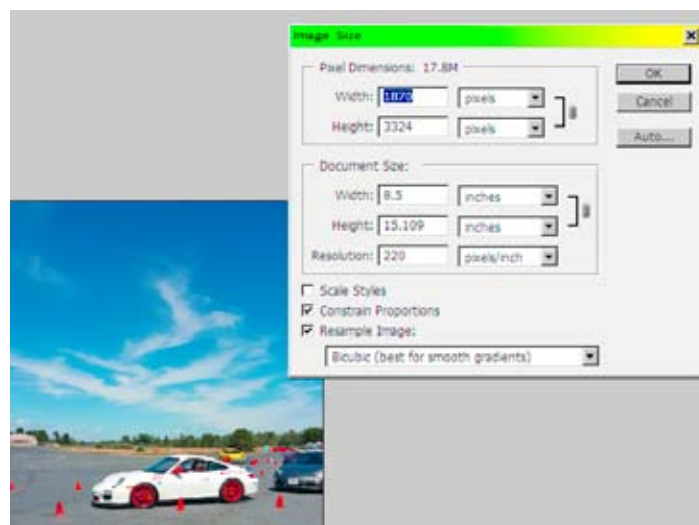
A new “invention” was lurking and about to pounce. The iPhone (or Smart Phone) arrived with a camera as part of the machine. Was it a phone with a camera? Or a camera with a phone? Many people considered it was primarily a camera and one enterprising newspaper manager decided to fire his photographers, equip his reporters with Smart Phones, and say the future was here. The more artsy photographers with a Smart Phone coined the phrase “iPhoneography” and actually produced some excellent results. Could things be any better? Actually, I think, this latest trend made things worse. At least for those of us who claim to be photographers and/or editors. There is a lot of numbers to take into account these days to make a good photograph and a lot of this required number awareness has not been passed to many of the people who

use a Smart Phone for shooting. What has this got to do with us Porsche people? Let me explain ... and try if I can to not sound grumpy.

The increase in the number of submissions to *Northlander* coming from a Smart Phone has increased. The main problem is file size: often we receive files too small for use in a quality magazine like *Northlander*. The phone cameras, like the regular SLR cameras, can be set for file size. They also can be set for ISO “film speed” and for shutter speed. The default settings usually leave the size set for “small” and the ISO set about 100. The results can be fine for sending snaps to friends by email. But not for printing in a magazine. For a magazine photograph we need maximum file size, resolution of 220 PPI, and a shutter speed at least 1/125.

So, please, do share your Porsche photographs but, please, set your phone (or camera) to maximum file size and choose an ISO setting to give a good depth of field (range of sharp focus) and a shutter speed which will not show camera shake.

I can’t wait until someone sends me a Porsche photograph from their Hasselblad H6D-100c or HSD-200c. But these cameras cost \$33,000 and \$44,000 respectively. About as much as a Porsche. I think most of us would settle for a Porsche first.



Details of the photo on the opposite page.

Taken with a Samsung S6 Edge, 1/2000 shutter, ISO 40, lens 35mm equivalent was 29mm.

Other shops bring their problem cars to us--

We have the *LATEST* in *DIAGNOSTIC TECHNOLOGY*.

Precision Imports



We specialize in fuel injection & C.A.N. diagnostics.

We have 5 ASE Master Technicians with Advanced Level certification; 2 of them are Bosch Master Technicians.

We believe in perpetual schooling so our technicians are well versed in the latest automobile technologies.

183 Faltin Drive, Manchester, NH 03104 Toll Free: 1-800-464-2031 | Phone: (603) 624-1113
Hours: Monday-Friday 7:30am-5:30pm

STUTTGART NORTHEAST, INC.



WE SERVICE ALL MAKES OF EUROPEAN CARS

SERVICED BY PEOPLE THAT OWN AND DRIVE THEM

Jim Mallette
Owner - Technician
978-777-3077
978-777-9855 (fax)

OEM DIAGNOSTIC EQUIPMENT

stuttgartne@comcast.net
507 Maple Street
Route 62
Danvers, MA 01923

Run That Bull By Me One More Time

By Danielle Badler

Have you seen the coverage of Lamborghini's celebration of the 50th anniversary of the Miura?

I know, it's not a Porsche. But, hey, how many Porsches can you point to and say, aha, now that's a true iconic game-changer with an aesthetic that's probably everlasting? The 904? The original 901? The 356?

The Miura? Definitely. Every one made belongs in a museum. They always have. Since the day they were introduced at Turin, 50 years ago.

According to news reports, Lamborghini marked the anniversary by wheeling out two of the marque from their museum. And they assembled three "fathers" of the car to celebrate the occasion.

On hand was design god Marcello Gandini, the man who also penned the Countach, the Diablo, the Espada and the Lancia Stratos. Gian Paolo Dallara was there as well. He engineered the car before going on to create his own race car company. And the third was Paolo Stanzani, who also engineered the car, along with the Countach.

The only "father" missing was test driver Bob Wallace, a New Zealander who ended up settling in Arizona. He passed away three years ago.

Where did they go, on this glorious day? Up, up, up the fabled Grand St. Bernard Pass. The very road that was used in the opening sequence of that legend of filmmaking, the original *The Italian Job*.

I've seen the movie a number of times. Make no mistake, this is the real deal, with Michael Caine and Noel Coward. But I couldn't recall exactly the opening sequence. So I found it on YouTube. Of course. What an age we live in.

The movie opens with the driver, relaxed, behind the wheel, smoking a cigarette, shifting that hulk of a transverse V-12 up and down through the gears and around the hairpins. All to the sweet tune "On Days Like These."

He blithely enters a tunnel and ... bam. There's an explosion.

The next thing you know, an earthmover backs out the other end of the tunnel, pulling the balled up wreck of the Miura into the sunshine. And staring down is a phalanx of what might be called today as members of an organized crime syndicate.

At a nod from the senior henchman, the plow pushes the Lambo over the edge of the cliff and we watch it shatter into pieces as it makes its way into the valley below. Then the leader rolls a wreath on down.

In the comments section on YouTube, someone notes that, if you look carefully as the car is pushed into the abyss, you'll see that there's no engine in the wreck.

Someone else comments that, legend has it, the crew came back the next day to retrieve the destroyed Miura ... and it wasn't there. In fact, allegedly, it hasn't been seen again.

Ah well.

I know, it hurts. Of course it does. Even if it was a facsimile of the actual car. In fact, all the stories hurt. The Enzo that was split in half on the Pacific Coast Highway. The Veyron that was driven into the water in Texas. And, yes, let's add the 928 that went snorkeling in *Risky Business*.

Because we care. We care about the brilliance. The pain. The loss. The loss of losing an icon.

According to news reports, Lamborghini has other plans in store for the Miura's 50th anniversary celebration. If they're anything like the drive up the pass, they should not be missed. Because the cars are fast becoming treasured artifacts, worth too much to be used as they were intended.

Which means we'll soon reach a point where we'll no longer be able to see them exercised as they were meant to be exercised, on roads they were designed to devour.

But we'll always have the movie.



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 | Sunapee, NH | (603) 748 0787 |
| Series Motorsports | New Hampshire | (603) 232 5443 |
| 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 |
| Eurotech | Vermont | (802) 660 1900 |
| Green Mountain Performance Co. | Vermont | (802) 775 3433 |
| Heads Up Motorsports Inc. | Vermont | (802) 886 2636 |
| Rennline Inc. | Vermont | (802) 893 7366 |
| The Auto Master | Vermont | (802) 985 8411 |
| The Metric Wrench | Vermont | (802) 751 8577 |



Be Ready for Track Day...

...Be Ready for Every Day



Tuning • Handling • Maintenance



**ASE Certified Master Technicians
Full Service Foreign Auto Specialists**



**Factory Level Diagnostics and Service for Porsche
Call 802-775-3433**



www.GreenMountainPerformance.com

Passionate about Performance, that best describes Green Mountain Performance. Established in 1995, they have been at their current location for over 11 years, in the heart of central Vermont on Route 4 in Mendon. They are the place to go for the best in general service, repairs and performance modifications for your cherished rides. Their new facility has allowed them to expand service to accommodate the specialized tools & diagnostic capabilities to provide accurate repairs on today's complex vehicles with their many on board computer systems.

After 30 years of show winning, trophy grabbing, solid performing and attention getting vehicles, they have built a small but dedicated staff of craftsmen & suppliers to provide the utmost in satisfaction for their clients. They can now proudly say that they can accurately provide dealer level service on all German marques, predominantly Porsche, with a bevy of state-of-the-art diagnostic equipment & personalized service unmatched in their area. Their ASE certified technicians are not just nine to five, they live this stuff-from the streets to the track.

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 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.

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.

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

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



"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: 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: 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



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.



AD INDEX

| | |
|----|--|
| 3 | Sports Car Services |
| 5 | Exotic Car Club of America/James Smith |
| 5 | Andover Periodontics |
| 8 | Exotech |
| 8 | Autowerkes Maine |
| 13 | Kachel Motor Company |
| 12 | HMS |
| 29 | Black River Design |
| 32 | Precision Imports |
| 32 | Stuttgart Northeast |
| 35 | Green Mountain Performance |

Inside Front Cover CPI

Inside Back Cover EPE

Outside Back Cover Mallard Insurance

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

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

Northlander advertising rates:

Back Cover ½ page - Color \$960/yr.

Inside front cover:

Permanent (non-rotating)

\$125.00/mo. \$1250/yr.

Inside back cover: Permanent (non-rotating)

\$125.00/mo. \$1250/yr.

Full page \$960/yr.

½ page \$600/yr.

1/4 page \$500/yr.

1/8 page/Business Card \$150/yr.

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

BTW



Chiquita leaving Palmer.
Samsung SmartPhone photo by Matt Romanowski.

NEXT MONTH

Brewery Tour

Autocross #6

Spring Is A Long Time Coming

Fall Rally

WEC Six Hours Of Fuji

And ... much much more.



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.



508-651-1316



165 West Central St. Natick, MA
Find us on Facebook - www.facebook.com/EPE-European-Performance-Engineering

epe.com

NORTHLANDER

Volume 39 Number 9 October 2016

Laura Futterer
218 Cranberry Meadow Rd
Berwick, ME 03901

Change Service Requested



PRSRT STD
U.S. Postage
PAID

Portsmouth
NH
Permit #60



BECAUSE BABIES *—need—* SPECIALISTS

Hagerty specializes in collector cars and their adopted parents. Both deserve pampering – care and expertise you won't find in the practices of general insurance companies. Call your local Hagerty agent below for a consultation. The doctor is always in.



MALLARD INSURANCE

Auto • Home • Life • Business

Michael A. Bernier

5 Coliseum Avenue
Suite 303
Nashua, NH 03063

603.943.7257
F 603.943.7259
michael@mallardinsurance.com



Classic Car Insurance™