

NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 40 Number 9

October 2017



IN THIS ISSUE:

NCR Rally #4: Notches & Waterfalls

NCR Autocross #4

NCR DE at Club Motorsports

NCR - Zone 1 Autocross #5

ATTENTION PLEASE

**2018 NCR Officer Nominations
see page 32**

**NCR Annual Banquet
see page 33**

**2018 Northlander subscription
see page 7**



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NORTHLANDER

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Volume 40 Number 9

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October 2017

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Upcoming Events

October 9 - 10	Spring Is a Long Time Coming DE
October 17	Board Meeting
October 21	NCR Rally #6 Fall Foliage Tour (see page 13)
November 11	NCR Annual Banquet

Departments

4	Board of Directors & Committee Chairs
5	Membership
7	President
34	The Mart
36	Advertisers' Index

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.

Features

- 8 Looking Back
- 13 Rally Corner
- 14 Notches And Waterfalls Rally
- 17 Autocross #4
- 19 NCR Zone 1 Autocross #5
- xx DE at Club Motorsports
- 26 The Mountains Were Calling
- 32 **2018 NCR Officer Nominations**
- 33 **2018 NCR Annual Banquet Sign Up**



13



14



17

On the Cover

A 911 Cup Car is a thing of beauty even on a wet and bleak day. Photographed at the NCR DE day September 6 at Club Motorsports course in Tamworth NH.

Photograph by David Churcher.



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Laura Futterer

New Members:

Chris Desrochers
Jackson NH – 1992 911 Carrera 2

Peter Duriga
East Hampstead NH – 1999 911 Carrera

Leo Pieretti
Hooksett NH – 2015 Macan S

Daniel Ringelstein
Moultonborough NH – 2001 911 Turbo

Nick Vullemier
Lee NH – 1987 944 Turbo

Robert Waters
Dover NH – 2012 911 Turbo S

October Member Anniversaries:

1 Year

David Goddard
Newbury NH – 2001 911 Carrera

Robert Lindsey
Manchester NH – 2009 911 Carrera

Carl MacConnell
Marlow NH – 2000 Boxster

2 Year

Andy Gallonio
Warwick RI – 2014 Cayman

David Mattice
Campton NH – 2010 911 Carrera 4S

5 Year

Gregory Wood
Gulle Wood
Hopedale MA – 1985 944

10 Year

W. Brunkhurst
Michael Brunkhurst
Canterbury NH – 1985 944

Bob Cohen
Hampton NH – 1988 911 Turbo

Ronald Resnick
Corey Resnick
Concord NH – 2009 911 Turbo / 2014 Cayenne

20 Year

Miriam Dunster
Newmarket NH – 1987 944

Frank Johns
Elizabeth Johns
Enfield NH – 1982 911 SC

Charles Purwin
Nicole Lemieux
Hudson NH – 1986 944

continued on page 6...

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

A new member to NCR



Hi North Country Region,

I'm a newbie to NCR. I have been a long time BMW owner (3 generations of M3s) and have just gotten my first Porsche. It's a 997.2 Turbo S. It puts a big grin on my face every time I get in it.

I live in Dover NH and am looking forward to participating in some upcoming club events.

Bob Waters

	Maria Dona, DMD, MSD, DMSc Sheila E. Tucker, DMD, MMSc
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https://business.landsend.com/store/ncr-pca	
create an account and you will enter the NCR Goodie Store to start your shopping.	



Jeff Torrey - Just around the corner...

After polling the membership and many long discussions about how we would continue with our club newsletter, the board has come up with a plan.

I am pleased to be able to tell you our planning was concluded at the September Board Meeting. The following points will be of interest to all members and also will indicate how you can sign up for Northlander 2018. Your questions and suggestions can be passed to President@NCR-PCA.org and CC to Newsletter@NCR-PCA.org

There are two options for how members can choose to receive the Northlander:

- a. You can continue to get a hard copy in your mailbox, for a charge of \$15 / year.
- b. The Northlander will be on the home page of our web site to read or download.

The Northlander 2018 will be 10 issues for the year and it will be the same magazine style and quality you have seen in 2017.

The Northlander 2018 team will be:

Editor:	David Churcher
Proofing:	Nancy Broadhead
Advertising:	Hank Cowles
Subscriptions:	Kristin Allen

Ready to subscribe? Please have your subscription filed by December 20, 2017.

Write a check, make it out to NCR-PCA for \$15 and note it for Northlander_2018. Mail your check to:

Laura Futterer (NCR)
218 Cranberry Meadow Road
Berwick, ME 03901

The Northlander will continue to inform, inspire, and help members reflect on past events. Thanks to the Northlander team for their efforts to continue to produce a great newsletter for all of us.

Have a wonderful fall season. Hope to see you at an upcoming event.

Jeff Torrey



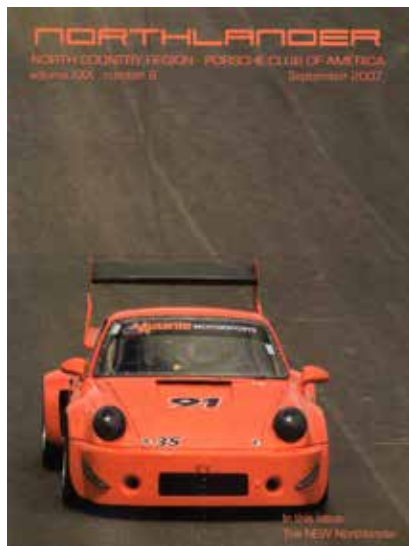
Judy Hendrickson

LOOKING BACK

Continuing our alternating scheme between “The Way It Was” and “Looking Back” we turn this month’s spotlight on the September and October 2007 issues of the Northlander.

September 2007 brought the unveiling of the new Northlander design — 8.5 x 11 with color cover and 3 column layout. Content was varied with coverage of the latest AX and DE events, The Make-A-Wish Charity Lap event, promos for an NCR Car Show at the Budweiser Brewery in Merrimack and NCR’s 30th Anniversary Party. There were also featured articles by Bill Kallgren on his 1969 911E rally car project, my Looking Back column covering 1978, 1987 and 1997 and a Hanzy, mein Hanzy tome by John Killion.

I’ll continue Miriam’s car cleaning saga from the August 2007 issue in my feature for the November / December 2017 issue.



Cover photo: NHIS August 18, 2007
By David Churcher

President’s Column (partial) By Miriam Dunster

Hello Everyone,

I can’t believe another month has slipped by already. For those of you who actually read my August column I stated I would be continuing the cleaning campaign on my 1987 944 in the future weeks. To be honest I haven’t been the best pupil for Judy this past month. Maybe it was because we advanced from the basic cleaning to door hinges. Aren’t door hinges suppose to be dirty and greasy? I have to say I did a double take when Judy stated I should stop by some evening after work to tackle that area of the car.

Well I now know there is good clean grease and dirty old grease. Old grease can hide or diffuse creaks and other noises. I can also tell you that I don't think even the previous owners of this car ever cleaned those hinges. Many hands make light work so we split up the chore ahead of us by each taking a door. Of course I won't tell you which was done by Judy, you will just have to compare them the next time you see my car. (Of course Judy might just tell you.)

The product of preference for cleaning this area was kerosene however for my hinges brake cleaner was quickly chosen to provide a faster solution in getting them to sparkle. While you have the doors open don't forget to clean the inside rubber such as the air vent and door seals. We used Griot's rubber cleaner and Harley's Tire Nu for rubber treatment. I personally haven't paid much attention to this area of my car and I was surprised over the amount of crevices in this area which of course all needed to be cleaned. At the San Diego parade Judy picked up a nice little package from Griot's of crevice tools. After using a few of them I would highly recommend that purchase if you are going to get to this level of cleaning on your Porsche or daily driver.

Of course after you clean the door hinges and surrounding area you now need to wax all the painted surfaces of the door and the hinge area. If you have an available lift it would be easier to accomplish the cleaning of the under door panel area. When you have finished applying the wax you need to lubricate the hinges. This is when we discovered the creak in both doors that could not be heard previously due to the grease build up. It turned out that a nut was loose on both door hinges. Boy, those hinges look good! The cleaning adventure is not complete. I still have the outside rubber to clean and treat and the inside wheel wells along with the engine. Stay tuned for those adventures, that is if I don't skip a few more classes. Just kidding.

10 Years Ago (Volume 30, Number 10 (October 2007))



Cover: Autocross #6 September 16, 2007
By David Churcher

Vintage Rally Replica (part 2) By Bill Kallgren

Welcome back to my "vintage" rally replica project. Last month I made a lot of promises, now it seems like I have to start delivering. That is "the proof is in the pudding" so to say and photos say a thousand words.

How I managed to save money by NOT painting my car...

continued on page 10 ...

As promised, this month I will detail how to save money by not painting your car, or at least not repainting the entire car. When I purchased my 911E the car was looking quite sharp having been recently given a quickie polish using any type of over the counter "polishes." After a few weeks and several washes, the sheen quickly changed back to the truth, a car that had spent more than 10 years under the direct sun in Florida resplendent in a "chalky" Guards Red finish.

Well, I started this series of stories by stating that this project was economy minded and while a full repaint would be the best solution to my paint woes, my budget and thriftiness would prevail. Yes, the tired and dull paint would need to be renewed, a full repaint being out of the question. Plus I figured any rally-meister in the late 1960s or early 1970s wouldn't have bothered with new paint. Thirty years on, any old rally car would be showing some "patina" and my car had plenty of patina, just a bit too much. A repaint would look too new for my rally replica, plus the budget wouldn't support it.

Brace yourselves mate for the challenge of your life. There you are, the proud owner of a Porsche. If you read all the major publications or attend a concours event, you know that the only thing allowed to touch paintwork of the car is a proper well used baby diaper, 100% cotton, with only 100% cotton thread. Only then with an appropriate neutral pH cleaning agent can you wash the car. Everything I am about to tell you will contradict this ingrained mentality of protecting the paintwork on your fine German auto. Grit paper.

Sandpaper!

Yes my friends. Sandpaper, and plenty of it! I took sandpaper to the exterior of my car, cutting through the chalky sun-burned paint to reveal beautiful lustrous paint beneath. Whoa for a moment!! You do not want any old sandpaper, select carefully only, fine grit paper, plenty of water and a delicate touch. Starting with 400 grit wet/dry paper, a BIG bucket of water and a drop of dish soap, I worked my way over the entire car with care. Changing to 800 grit, 1000 grit, 1200 grit, eventually working my way to 2000.

After removing the old dull paint with the wet sandpaper, I next switched to various grades of polish to bring a luster back to the paint, slowly turning this old sow's ear into a silk purse.

Prior to starting my wet sanding project, I had carefully removed a number of extraneous trim pieces, including the rocker panel trim bits, badges and side mirrors. Adding unnecessary weight to the car, the rocker trim would be dispensed, while I still have to decide what to do about the side mirrors. With the brightwork removed, I was able to wet sand the entire car, using extreme care to keep from cutting through the paint exposing primer below.

Even with the utmost care, I did manage in a few areas to just expose some grey primer below the topcoat in a couple areas. I also became intimately familiar with the bodywork and noticed a number of bumps, bruises and dents previously unknown.

These minor imperfections would have to be repaired or at least obscured through subtle slight of hand techniques. Back in the 1970's a trip to the local grease monkey to get some touch up paint might have been the trick. Today, however your local grease monkey is now a specialist, serving any number of exotic paints to choose from all at exotic paint prices. No Dupont Imron for me. The decades have moved on and the local grease monkey long extinct, an alternate source of inspiration and materials was needed.

And at this point I apologize to all the sensitive readers, turn away from these next few sentences if you are easily offended. Yes, the twenty first century has brought about a new center for thriftiness and low budget solutions. Trying to stay within the ethos of a low budget "backyard" rally-meister as much as possible, I made my way to....Walmart!!!! A true source of indeed low quality, low cost raw materials; I was able to find a surprisingly varied selection of touch up paint available in convenient spray cans. While Guards Red was certainly not available on the menu of choices, an attractive and understated "White" as well as a colorful "Brilliant Silver" hue were available, and would offer pleasing complimentary colors to my red car.

Yes! I took rattle cans from Walmart and SRAYED PAINT on my valued Porsche! White for the meatballs to which rally numbers will stand out in stark contrast and silver to create pleasing trim lines and decoration, while simultaneously covering those few areas where I managed to cut through the original paint exposing primer below. Those few dents, bumps and bruises as well as a bit of research on old rally cars helped me decided on my paintwork. The 1970(?) Corsica winning 908 provided much inspiration for the big silver arrow on the hood. Although not in original gulf blue and orange colors, the silver arrow does cover a spot where I sanded too deep exposing bare metal. The white meatball on the hood also covers a number of dents in the hood. The silver along the rocker panels and additional meatballs on the doors add interest and the vintage vibe to be later complemented by a few rally decals. Budget = \$40

So did I or did I not "paint" my car? Strictly speaking, yes I did apply paint, but in keeping the budget low and not renewing the bulk of the paintwork through careful restoration, the car was essentially not repainted and I saved a boatload of money! If I had a transporter to take me back to 1969, I am sure my model backyard rally-meister would approve!



The 1970 (?) Corsica winning 908 provided much inspiration for the big silver arrow on the hood.



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Rally Corner

By The Rally Team

Our Notches and Waterfalls Tour, NCR Rally Event #4, departed Loon Mountain Ski Area under flawless sunny skies. Thirty cars (54 people) participated, so we drove in two groups eastward on the Kanc, up Bear Notch Road and onward to end with a drive of Evans Notch and our rendezvous for lunch in Fryeburg, ME. Many thanks to Bill and Penny Meyer for organizing the event. Well done! More details and photos are to be found in this edition of *Northlander*.

Two weeks later NCR enthusiasts ventured to deep woods of Maine for our three-day Fall Getaway. Lulled to sleep Friday night by haunting calls of loons, we awakened to raucous quacking from a resident flock of mallards for Saturday's Porsche drive. Such was our introduction to wildlife on Haley Pond adjacent to our hotel, The Rangeley Inn. Getaway organizers Walt and Jane Rankin charted a challenging course along Maine byways from Rangeley to Bethel for lunch, then back to Rangeley. Along the way we made stops in Errol, NH and Rumford, ME. Saturday's group dinner was held nearby at the delightful Gingerbread House in Oquossoc. Great fun! Further details of the Getaway adventure will follow in the November/December issue of *Northlander*.

We are now down to the final Rally event for 2017. Hard to believe the rally season has flown by so quickly. Join us for your last chance this year to enjoy a drive with fellow Porsche enthusiasts.

Event #6 — "Off the Beaten Path" Fall Foliage Tour — Beginning near the Massachusetts border in Plaistow, NH, travel through back roads, along scenic by-ways, and old Stagecoach roads of central New Hampshire without being slowed by leafpeepers. You will travel through some of New Hampshire's most picturesque towns and hopefully on roads you didn't know existed, ending at the Common Man Restaurant in Merrimack for a late lunch. And there will be PRIZES which will NOT require you to keep track of items along the route. See NCR web site for details and RSVP button.

2017 NCR Rally Schedule

Event #1	May 20, 2017	Roads of South-Central Vermont
Event #2	Spring Getaway June 23-25	Catskill Mtns / Old Rhinebeck Aerodrome
Event #3	July 23	Saint-Gaudens National Historic Site
Event #4	August 26	NH Notches and Waterfalls Tour
Event #5	Fall Getaway	September 8-10 Rangeley & Mooselookmeguntic Lakes Region
Event #6	October 21	"Off the Beaten Path" Fall Foliage Tour

To defray expenses, we have instituted a \$5 per person charge for each event.



Rally Event 4: Andrew and Dan Skeirik with their 911T.

Photo by Harv Ames.



Rally Event 5: Walt Rankin conducts the drivers meeting in Rangeley.

Photo by Harv Ames.

Rally Event #4, Notches and Waterfalls

Text by Bill Meyer. Photographs by Harv Ames & George Burnet



Porsches assembled at Loon Mountain Ski Resort

To begin with, it is only right to congratulate our Rallymaster, Bill White, on his outstanding job with the weather.

The Drivers' Meeting was held at Loon Mountain at 9:30 am, with 30 cars on site. Participants were split into two groups to lessen the traffic congestion and because Fryeburg, Maine, does not have a venue large enough to accommodate 54 persons. Group 1 led off, heading east on the "Kanc", turning onto that wonderful sports car road, Bear Notch Road, then on to Crawford Notch Road. At the first "bio break" group 2 caught up! After travelling the Carter Notch Road we all stopped and spent time viewing the Jackson Falls. Continuing through Pinkham Notch a stop was made at Glen Ellis Falls. The walk there was a bit more strenuous than Jackson Falls but all who journeyed to the base of the falls agreed they were well rewarded with a spectacular site. On and up and through Pinkham Notch we entered Maine and turned southward through the made-for-Porsches Evans Notch Road and on into Fryeburg for lunch.



Lined up, ready to go at Loon Mountain. Photographs on page 14 by Harv Ames.



Karen O'Neil, Steve Ross, Marcia Ross [not related], awaiting the start. Photo: Harv Ames.



Assembled for the drivers' meeting. Photo: Harv Ames.



Driving group #2 at Jackson Falls. Photo: George Burnet.



Jeff conducting the drivers meeting. Photo: George Burnet.



Taking a break in the driving. Photo: George Burnet.



Dan Skeirik's 911T ... so beautiful it deserves a second photo in this issue. Photo: George Burnet.



NCR Autocross #4

By Nigel Fenwick.

To my mind, September is the best month for Autocross in New England. The early morning air is fresh and crisp, yet by mid-morning, there's enough warmth in the air to enjoy the sunshine without roasting.

There's always a great group of volunteers who turn up early to help setup for an autocross day. The gates officially open at 7.00am, but that means an even earlier start for the setup crew. The first drivers not on early setup arrive around 7.00am, looking to get a prime spot to unload their car near the start grid.

By 7:30 there's a steady stream of arrivals and cars are lining up in the early sunshine, ready for tech inspection. (Every car needs to be empty of anything loose that could fly around – it's really important! I once had the glove box pop open on a run and suddenly I'm distracted by a bunch of paper flying around – that run was toast! I also once had a GPS Antenna come loose and wedge itself under my feet! Another blown run. So yes, there's a good reason why we make sure everything is removed at tech inspection).

Sixty one drivers arrived to enjoy a day of camaraderie – with some fast driving around cones thrown in for good measure. After the mandatory drivers' meeting, everyone set out to walk the course. There's a variety of ways of doing a course walk - which one are you?

- The Analyst: You can spot them because they typically have a paper map of the site on which they can draw out the various obstacles put in place by the devious course designers, Scruffy Lefebvre and Chris Darminio.
- The Nerd: They're the ones walking around looking at their phones, logging the start and stop lines (and sometimes sector breaks) into one of the various apps available for Autocross such as Harry's Laptimer, Solo Storm, or my particular favorite at the moment, Race Chrono.
- The Boarder: Easy to spot, boarders are whizzing by on their longboards aiming to get in as many course rides as possible before the start. [Note however that such wheeled devices are not allowed on NCR course walks.]
- The Student: Obsessed with finding the right line through the course, the student will go back and forth over a section of the course trying to study the driving lines (this persona is often combined with the Nerd and/or Analyst). Other than the Boarders, the Students are most likely to try and get in two course walks.
- The Procrastinator: After everyone else has finished their course walk, the procrastinators head out (excludes officials setting up timing, etc).
- The Socialite: Not so much walking the course, as going for a walk with friends. It's a great way to start the day (Note: frequently combined with one of the other personas).

With course walks in the bag, the course thoroughly memorized, workers assigned and in position, we're ready to get the first car off the line by 9:30am. We all managed five runs in the morning and five runs in the afternoon. For ranking, we add each driver's fastest morning time to their fastest afternoon time, and then we apply a handicap multiplier to adjust for the difference in performance among cars in the same group. We use a handicapping system developed by the SCCA known as PAX, with some slight modifiers for stock vs modified cars. What this means is that it's possible to be competitive in an 2008 Boxster S against a GT4 for example, on paper at least. You don't need to have the fastest Porsche to win a Porsche Autocross event – as you can see from the highlights below:

Photograph on page 16: Ollie Lucier takes Elizabeth Jolly for a spin in her Boxster.
Photograph by David Churcher.

1

- The Porsche Novice class includes any driver who's driving with the club in their first year of autocross. Winning the class, with a combined raw time of 164.169 seconds (PAX adjusted time 131.17) was Greg Maiser in his 2003 Boxster S, beating Andy Cooper by less than half a second.
- Leading Porsche Strict Stock 1, driving an 2008 Boxster S in 149.347" (PAX adjusted 119.327), (yours truly Nigel Fenwick), with Gareth Peters coming in just behind for second.
- In Porsche Strict Stock 2, Ollie Lucier drove Elizabeth Jolly's 2014 Boxster home for the win in 150.351" (PAX adjusted 121.031), beating second place Jeff Johnson by a few seconds.
- Daniel Quaroni won Porsche Strict Stock 3 in his 2011 Boxster Spyder with a time of 150.533" (Pax adjusted 122.232), just ahead of Chris Ryan.
- In a battle of the GTs, Ed Wong drove his 2016 GT4 to first in Porsche Strict Stock 4 in 147.238" (Pax 119.557), beating Ed Moschella by less than five hundredths of a second.
- Nick Durham took first in Porsche Production 1, driving his 91 C4 Cabriolet in 151.506" (PAX adjusted 22.719), ahead of Georges Rouhart in his 1993 968.
- Porsche Production 2 saw Jeremy Mazzariello finishing ahead of Suzie Kelly with a time of 148.154" (Pax 122.375) in his 2012 Cayman R.
- In Porsche Race Tire, Stephen "Scruffy" Lefebvre won in his 2016 GT4 "Tweetie" in a time of 141.894" (PAX adjusted 122.312), closely followed by Akira Mochimaru in second.
- Ben Horgen took the win in Non-Porsche Novice in his 2016 MX-5 in 156.23" (PAX adjusted 126.546), just ahead of Chris Costello.
- Steve Twaddle held off David Tabatabai to take the win in Non-Porsche Street with his 2013 Scion FRS in 150.346" (PAX adjusted 121.78).
- In Non-Porsche Touring, Justin Chen beat Bill Brundige to first place in his 06 S2000 with a time of 142.566" (PAX adjusted 118.329)
- And in Non-Porsche Race Tire, Rob McAlpine took first in his 1999 Miata with a time of 147.681" (PAX adjusted 127.005).
- Fastest time of the day went to "Scruffy" – 71.666" + 70.228" = 141.894" 2016 GT4 on race tires.
- Fastest PAX adjusted time of the day went to Justin Chen – 118.329" 2006 S2000
- Fastest Porsche PAX adjusted time of the day went to er, me (slightly embarrassing) - 119.328" 2008 Boxster S

And no matter where we all finished up, everyone improved on their own times, had some great driving fun, and got to hang out on a glorious September day with a whole bunch of old and new friends. On behalf of all the drivers, thank you to everyone attending for all your hard work and support throughout the event (everyone works at autocross; we work half a day for eleven minutes of adrenaline filled driving at or beyond our limit – yet it's so much fun, it's hard to believe it's legal). We wrapped up the event at 4.30pm, just in time to enjoy the early evening at the Billiards Café in Ayer for some serious bench racing ... and a bit more socializing. Special thanks to Jeremy and Ollie for running a great event!

Interested in giving autocross a try? We have an excellent Novice program. Come along and drive or ride with one of our instructors to help you get acquainted with what is, in my opinion, the best day you can spend with your Porsche.

NCR - Zone 1 Autocross #5

By Nigel Fenwick.

What do sunshine, fog, burgers, cones and Porsches have in common?

On Saturday September 16th 2017, in the early morning hours, 78 intrepid adventurers from 8 different PCA regions gathered with their Porsches at Moore Airfield in Ayer. The purpose of this gathering? To be at one with their machines in the ultimate test of driving skills known as autocross. The event? The PCA Zone 1 Autocross hosted by North Country Region.

Some drivers extol the virtues of track driving with their Porsches, but autocross isn't simply about going fast – autocross is about learning to handle your car beyond its limits – a test of driving skill at the very limit of grip and beyond.

Every year PCA autocrossers from across the northeast United States (and sometimes Canada) gather in Ayer, MA to pit their skills against the clock and each other at the PCA Zone 1 Autocross. It's always interesting to see who has improved their skills enough since last year to come out on top (some people choose to upgrade their cars, but it's rarely the car upgrades that determine who will take home first place).

It's not just seasoned autocrossers you'll see on the course at Zone 1, there's plenty of novice drivers who come along just to have some fun driving around cones and meeting members from other regions. This is a two-day event with your fastest time each day combined for a total time for the event.

Saturday began in the cool sixties and overcast, but by mid-morning the sun was out and heading to the eighties. The main event following the driving was the annual Zone 1 autocross BBQ at the Springfield Suites hotel – where there was plenty of bench racing over beer, wine, burgers, hot dogs and sausage.

After a great first day of driving, NCR region led the standings going into Sunday. Despite a very foggy start to the day, Sunday turned out to be a great day for weather ... and for driving. Competition heated up with the weather. Drivers in all classes fought over tenths of a second for the lead in their class.

By the event's end, NCR's 16 drivers brought home eight first place finishes (Nigel Fenwick, Lisa Roche, Ollie Lucier, Rachel Baker, Jeremy Mazzariello, Walt Lunsmann, Akira Mochimaru and Graham Mingst) for a perfect max score of 80, four second places, and three third places, holding off NER to retain the Zone 1 Region Challenge trophy! NCR's Rachel Baker also collected the Ladies Fastest Time Trophy. Men's FTD went to Henry Hoeh.

Congratulations to all the drivers for a fabulous win and to all the volunteers who helped make the event so much fun! Thanks to Dan Fishkind, Zone 1 Autocross Chair, and Graham Mingst, Zone 1 Autocross Registrar, for organizing this great event and choosing us to host it. Thanks to Don and Barbara Colburn for putting on the Saturday night BBQ and thanks to Mike Bryan, Zone 1 Representative for making the trip down and getting a first-hand taste of what autocross is all about.

Region Participation	Drivers	Points
North Country Region	16	80*
Northeast Region	24	74
Metro New York Region	16	64
Hudson Champlain Region	15	28
Connecticut Valley Region	3	16
Niagara Region	1	10
Northern New Jersey Region	1	8
Green Mountain Region	1	1

*perfect score!!!



This page is reserved for fast ladies:

From the top: The color of Rachel Baker's bonnet ribbons matches the color of the numbers on her car.

"Hats off!" Linda Clapper of Hudson Champlain Region ... Lisa Roche of NCR.

Natalie Durham smiling for Charles ... Elizabeth Jolly smiling for David.



From the top:
Don Coburn
Paul Kudra
Georges Rouhart

Photographs on
pages 19 - 21 by
David Churcher

Photographs by Anker Berg-Sonne



Above: Only a real enthusiast arrives early to get a shot like this. Sunday morning fog.

Below: Chris Hubert of North Country Region; 1999 Boxster.





Above: Craig Olivio of Metro New York Region; 1989 911 c4.

Below: North Country Region ... champions again.





Club Motorsports DE, September 6th

By David Churcher

The anticipation of the new track has been long. So long in fact I thought I would never get to see it open. But it is open and well worth the wait.

Opening day for NCR on September 6 was miserably wet and I was soaked in a very short time. But I was not deterred and not disappointed either. For a photographer this track is amazing. Perhaps the best course in America. Really!

I see glimpses of Laguna Seca (Mazda Raceway) and glimpses of Spa-Francorchamps. If Turn 11 had a name it would perhaps be "Parabolica" and we would have a glimpse of Monza.

Exploring the points where photographs can be taken was a treat ... going up to Turn 11 I spent some time chatting with a flag marshall and we compared thoughts on the track and what it reminded us of. Clearly we both have been around a few tracks and we saw the same similarities. I did some more exploring up beyond Turn 11 only to find myself at two dead ends and surrounded by wild turkeys. The future development in the area will make some spectacular viewing/photo points.

On my way back down I bumped into Akira (904) and he was all smiles. As we greeted each other he exclaimed: "What a super track!" I see the drivers like it too.

I had one "oh, dear" moment while leaving the pit lane. The cones confused me and I could not see where I came in. While the brain cramped and re-calculated a gentleman with a Vermont accent came up and said: "David, turn right ... that's Pit In." Oh, dear.

Although the day was wet, really wet, it was a great day for photographs. I can't wait to go back on a sunny autumn day with some colorful Porsches on the course. With the landscaping completed and real toilets it will be the best course in America. Really!



NCR's Webmaster Dick Demaine at Turn 11. The blue X does not indicate "rookie" ... it means he took the instructor's course and now knows the line at Club Motorsports course.

continued on page 24 ...



Uh Oh



Tom Harris entering Turn 11



Rooster tail on the straight



Reflections on a wet day



Heading to Pit In



Impressionist art? No. My wet 911 windshield



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Teachers and home schoolers love these reviews... a must have for your classroom!

The Mountains Were Calling

By Danielle Badler

So here I was, again this year, at the annual Rocky Mountain Driving Experience. Two days of car-hopping and thrashing, with our base this year the legendary Stanley Hotel in Estes Park, CO, just below the entrance to Rocky Mountain National Park.

This is the premier event of the Rocky Mountain Automotive Press Assn. (RMAP.) And all it takes to play is \$50 in annual dues and documentation that you scribble automotive thoughts on some sort of regular schedule for some sort of broadcast or on-line medium or publication.

Such a deal. For that you get two days of car driving and swapping, five-star accommodations and meals. And you wonder why I keep toiling as a scribe?

Let's start with my pick for the most fun. The 2017 Corvette Grand Sport. With a Carbon package, which added almost 50% to the MSRP. But who cares.

This is what I care about. You get in and, after just a few tweaks of the seat controls, steering and mirrors ... oh yes, the words "I can drive this very fast" come to mind.

Last year I had the same revelation in the M2 BMW. The first time I ever experienced this phenomenon was in the '80s when I sat in a Ferrari Boxer at a car show. Later I learned that, at least for me, all Ferraris are like that. Same for Porsches. Or at least the Porsche cars. Although this year neither Ferrari nor Porsche sent anything. Bummer.

The Vette didn't disappoint. I'm not a fan of the exterior styling, of all the slits and slots, regardless whether the carbon fiber is real or not. It's just too boy racer for me, too inorganic. But the good news is you don't dwell on those issues when you're behind the wheel. You just go.

Biggest surprise of the event? Actually I thought there were two surprises.

First, the new Toyota Camry. Yeah, I know. But bear with me. Until this event, the extent of my experience was with pablum pods, bearing the Camry name, at car rental kiosks. Here's what happened at the event.

I drove up from Denver in the Lexus GS F sedan. All 467 hp and an MSRP of \$87,000+. The thing easily hounded some very fast cars, all along the way. Then, at the event, I got into the Camry XSE V6 with 301 hp from a 3.5 liter V6 and an MSRP in the mid 30s. Was it less than half the Lexus? No, more like 80%, or more. I couldn't believe it. I'll have to remember, next time I'm renting.

The other brain shatterer was the RAM 1500 Night Edition.

Now, as daily drivers I really don't get trucks at all. In fact, I get them even less than bloated SUVs. The worst to me is, if you're in a Porsche, or any sports car, there's just no way to see ahead or around them without hugging the left side of the lane. Which is a royal pain. And dangerous. But, at the RMAP event, a friend, whose opinions I value, kept cajoling me. He kept saying I should actually try it, really. I should go ahead, clamber up, and get in.

So I did. And I "unleashed" all 395 hp through an eight-speed transmission, working the optional air suspension, which is a rarity in this category.

And it handled. I mean, it had a lot of "road hugging weight." It didn't "turn on rails," or whatever the modern cliché is. But it stayed planted, of a piece, with minimal bloated belching. I could actually drive it and not feel like I was steering a land yacht.

Was it that air suspension? Don't know. I mean, I could have asked someone but, let's be real, there were other cars to drive.

Like the BMW 530e. I got in, buckled up, set the mirrors, hit the start button and ... nothing happened. I hit the start button again and ... nothing happened. A third time ... nothing happened.

Then, a pause and, idiot! I shocked myself into realizing the electric motor was actually on. You moron, I intoned, as I motored, silently, out of the parking lot.

Drove two AMG Mercedes. They felt great. I mean, why not? Same for the Subaru WRX STi, although it still felt as raw as last year's model, which I drove last year. The Acura TLX didn't really feel like a 3-Series replacement, but rather as a semi-viable alternative. Same for the Alfa Giulia. The Honda Civic Si was an interesting experience, especially after I told the rep I drove a VW Golf R as my daily driver. He started extolling the Type R, which sounded great. But we were in an Si, which just didn't compare, at least to me. Maybe next year....

As for future tech, a lot of the vehicles had lane departure warning systems, which actually intercede to move you gently back into your lane, hands off the wheel. Couple that with active cruise, and you're a long way toward techno-take-over, circa 2017.

Then there's the Jaguar F-Pace, which handled reasonably well for an SUV, oh-by-the-way. But the interesting thing about the big cat was that it came equipped with facial recognition. That's right. It recognizes you. And recognizes if you seem, say, drowsy. The vehicle can then keep itself from starting, or stop itself.

Oh, I also drove the Miata GT RF. I can report that, with the hardtop retracted and the windows up, and the cabin was very comfortable. Way to go, Mazda. And the Dodge Challenger Hellcat Widebody. Which did handle a mite better than the last two Hellcats I've driven, although these things are relative. But the best was following the beast in the Miata, top-down. What a sound track.

There you have it. The host hotel was the model for Stephen King's The Shining. But nobody reported anything psychotropic. That was a good thing. Drive on!



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North Country Region 2018 Officer Nominations

President

Jeff Torrey



Occupation: Owner Torrey Painting and Contracting

Joined PCA: 2013

Porsches Owned: 2006 Porsche 911 Carrera S Cabriolet

Previous NCR Service: 2014-2015 Rally Chair NCR-PCA 2015 VP NCR-PCA

As well as: 2003 / 2004 Vice President New England Viper Club
2005 / 2006 President New England Viper Club
2007 / 2008 Board of Trustees New England Lotus Club
2006 through 2012 Founder and Director of The Northeast Exotic Car Show

Candidate Statement :

My intentions are to support the various officers and directors of the NCR-PCA, and to promote good will amongst Porsche Owners in our area.

Vice President

William Hutchens



Occupation: President Hutchens Investment Management since 1995, located in Concord NH

Joined PCA: 1986

Porsches Owned:

1957 Speedster, Silver,
1970 911T Targa, Black,
1972 911S Targa, Black
1973 911S Coupe, White
1975 911S Coupe, Minerva Blue
1980 928S Euro 5 spd, Silver
1983 911SC Coupe, Red
1985.5 944 Coupe, Maroon
1986 911 Carrera Coupe, Black
1986 930 Turbo Coupe, Black
1998 Boxster, Silver
1999 911 Carrera 4, Coupe, Black
2001 Boxster S, Silver
2001 Boxster, Black
2003 911 Carrera Coupe, Black
2003 Boxster, Silver
2012 Cayman R, Black
2014 Cayenne Diesel
2014 Carrera S Coupe, White
2016 Cayman GT4, White

Previous NCR Service: NCR VICE PRESIDENT. HPDE instructor since 1999, Instructed at NHIS, Limerock, Watkins Glen, Mt Tremblant, Palmer, Thompson, Sebring, Daytona, Homestead, Palm Beach, Rd Atlanta 100's of track days -

As well as: Past president Everglades Region 3 years, region received award for fastest growth in the country during my reign Past treasurer Everglades because nobody else would do it!

Candidate Statement: Willing to help out NCR any way I can. Relocated back to NH full time two years ago in Concord....Married to Tracy with two bonus kids in Concord High, freshman and junior.

Secretary

Dave Doran



Occupation: Retired

Joined PCA: Joined PCA in 2013

Porsches Owned: Had a 1970 911T in mid/late 1970s. Currently driving a 2013 911 C4 year-round.

Previous NCR Service: Currently Concours Chair (Car Show). Also set up some rallies and tours.

Candidate Statement: I enjoy the club activities and all the people I have met through the club. My desire is to help it continue. Also, Ivy twisted my arm a little.

Treasurer

Tracy Hutchens



Occupation: Tracy Hutchens

Joined PCA: 1986 with Bill

Previous Service: NCR Treasurer 2017. She has experience as an accountant and has served as treasurer or assistant treasurer for many organizations....proficient in quick books.

Candidate Statement:

Would love to help out as treasurer. Looking to do more driving events as time permits, and help with other region events on an as needed basis.



North Country Region's Annual Banquet with Guest Speaker John Dunkle

*Calling all Porsche Enthusiasts
The annual celebration of Porsches and People is near!*

Saturday, November 11, 2017

The New Cochecho Country Club, 145 Gulf Rd. Dover, NH
(new after Cochecho suffered a massive fire a few years ago)

Time: 6:00 – 10:00 PM
Cash bar: 6pm

Appetizers @6pm

Dinner will be served from the Buffet Station at 7pm:

Entrees:

Dinner Rolls, Caesar salad

Marinated Grilled Steak Tips

Lemon and Herb Baked Haddock

Sautéed broccolini and carrots

Mashed potatoes

(Gluten Free or Vegetarian entrée available upon request; please indicate on the return section below.)

Dessert:

Coffee served with Cherry Graham Cracker Pan Pie

Cost per person will be \$50.00 (includes tax and gratuity). Please complete the section below and include your check made payable to: NCR-PCA. **Please respond by Wednesday, November 1, 2017.** Tie is optional; no jeans, please.

Name: _____ PCA #: _____

Address: _____ PCA Region: _____

City, State & Zip: _____

Phone Number: _____ E-mail address: _____ Special dietary request _____

Please mail form and check to: Jeff Torrey 5 Squirrel Run Road Plaistow, NH 03865

Annual Meeting, Elections & Awards

MART

For Sale: 2002 Carrera 4 Silver/like new Black Power Top, 68,900 mi. Tiptronic transmission w/Manual Option & PSM. ABS brakes (like new) & IMS Bearing Upgrade, & a new Cruise Control system. Optional Bose Surround Sound, & GPS. Also includes: 4 Pirelli snows mounted on "Porsche wheels;" top down windscreen + 911 Car Cover. Mint condition, & excellent drive. Always garaged. Have maintenance records. Asking \$25,500. Jack Saunders, osaunders@myfairpoint.net, 603-536-4275.



For Sale:

Miller Sidekick Mig welder ... 110 volt, welds up to 1/8" steel.

Includes cart, torch, cables, gages, manual, wire and extra tips.

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Ed
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THE MART

Your For Sale Items here ... Be sure to send them in to: northlander@ncr-pca.org



For Sale:

914 inner rocker panels R & L new in box \$125 each

914 rear stiffening kit 10 piece new \$100

set of 4 Chrome 911 alloy wheels 10x18 ET 65, 7.5x18 ET 50. \$600 Don't fit my Boxster or GT3 (will trade for early Boxster S 18" wheels in same condition)

Complete set of Pano's (I think) from 1960, some with binders. Will not break up set. Offers.

Many copies of Excellence, 356 Registry, and Christophorus available.

2003 Audi Allroad 121,000 miles. 2.7 TT, auto. needs battery, tires, air suspension work. runs, drives. A/C and Bose work. For parts or refurb. \$1000

Ed
(603) 526-6578, ednan@tds.net



For Sale: Calofornia Car Covers ... for 911 ... \$95
DavidChurcher@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: Set of 4 20" OZ Leggera HLT in Bright Race Grey. Fits 981 Cayman or Boxster- Comes with Porsche and OZ Center Caps and ships in original boxes. No Valve Stems or TPMS. Fronts: 20" x 8.5" Offset 55mm 22lbs Rears: 20" x 10." Offset 45mm Used for one summer on my 981 Cayman that i have recently sold. Excellent condition, no curb rash, dents, etc.. \$1,550.00 Contact Tom at Tder@harman.com



For Sale: FVD Brombacher Speed Yellow Gauge Face Set for 987.1 Cayman with Manual Transmission. High quality aftermarket gauge face set made in Germany. Brand New-Never installed. Sold my 987.1 prior to mounting. \$350.00 Contact Tom at Tder@harman.com



For Sale: 18" Moda by BSS Wheel Set for 987 Cayman or Boxster. I purchased these used as part of a snow tire package. They don't have offset widths (front and Rear wheels are same). 18 x 8.5" ET54, hubcentric Good choice/value for Track or Snow Tire Set. I ran standard 18" snow tires with staggered sizes with no problem. \$400.00 Contact Tom @ Tder@harman.com



For Sale: 2003 VW GTI VR6 24V (MKIV) – Red ext./black leather heated sport seats, 6 speed, 155K, AC, cruise, premium sound, CD, moonroof, premium 17 inch wheels, HD Bilstein struts/shocks with H&R racing springs, 25MM adjustable rear sway bar, slotted rotors w/. Porterfield performance brake pads and R32 bushings throughout. ECU stage 1 flash upgrade (still has stock chip), Two adult owner car, I have owned since 2007. Stored during winters. Amsoil synthetic oil every 5K, detailed records and receipts since 2007. Exterior is a 8 out of 10, interior is 9 out of 10. \$3,950. Jay Gratton @ jgratton914@gmail.com

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6	Andover Periodontics
11	Autowerkes Maine
29	Black River Design
1	Days Inn Greater Barrington MA
11	Exotech
31	Green Mountain Performance
12	HMS
12	Kachel Motor Company
30	Precision Imports
7	Sports Car Services
30	Stuttgart Northeast
27	Thunks Reviews

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BTW



Porsche has a one-two finish at FIA WEC six hour race in Mexico City September 3rd



Porsche has a one-two finish at FIA WEC six hour race in Austin Texas (COTA) September 16rd

NEXT MONTH

Rally #5

Autocross #6

Spring Is A Long Time Coming DE

Rally #6

NCR Annual Banquet.



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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