

NORTHLANDER

**NORTH COUNTRY REGION
PORSCHE CLUB OF AMERICA**

Volume 41 — Number 10

November — December 2018

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NCR Make-A-Wish at NHMS

RALLY 6

NCR 40th Anniversary Banquet

AND ... MUCH MORE





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NORTHLANDER

NORTH COUNTRY REGION PORSCH CLUB OF AMERICA

Volume 41— Number 10

November—December 2018

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The regular article and Advertising closing date for the Northlander is the 1st of the month preceding the publication month. See page 50 for advertising rates.

Upcoming Events

2019!

NCR Planning Meeting will be in January

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On the Cover

Amelia Romanowski helps her brother Jackson change wheels on Chiquita at the Make-A-Wish event. Jackson is not in this photograph — he is busy removing the front left. So we took a photo of Jackson at work and put it on the inside cover.

Photographs by David Churcher



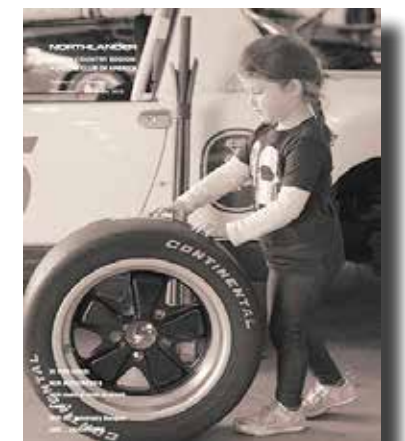
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EDITORS' DESK



Perhaps I am getting old. I get sentimental, and even weepy, at more and more things these days. The French national anthem at Le Mans gets me. Dan Ricciardo's recent 8th retirement of the season got me. Summer fading away gets me. Reports of snow from friends in Ontario can do it too. And last week my friend in Maine writes to say, with expletive and a photo attached: "it is snowing here!" Summer is over and spring is a long time coming.

Northlander can make me sentimental too. Here we are on November 1st wrapping the last issue for the year. I am waiting on one more article, and also waiting on the WEC in Shanghai, and then the photos of the NCR 40th Banquet. Just preparing for these last items and sifting thru the folders of photographs of 2018 make me realize what a fun time we have and how **Northlander** can compile and preserve some great memories.

Photography is memories preserved. That word combination [*memories preserved*] is the title of a book from the early sixties by Irving Penn and it is also one of the reasons I became a photographer. Earlier this year I was asked for a sample of my portraits so I compiled a collection made from the sixties thru to 2017. I have done the same with some motor sport photographs too. Oh dear me — time flies. And as my grandmother warned me: it goes faster as we get older.

This issue of **Northlander** covers the recent Make-A-Wish event. This used to be a spring event and indicate a new season starting. Now that it is a fall event it adds to the sentimental mood I describe above. The event always amazes me by the enthusiasm of NCR and of the Cobra enthusiasts who join us. But what is more amazing is the enthusiasm of the Make-A-Wish kids and their support team. It is a joy to see them and to photograph them.

One more sentimental thought. As I packed my gear for the Make-A-Wish event my eye (the one that works) fell upon my Nikon FM2 from 1998 and my Nikkor 135 f2.8 ... and the Fuji in the fridge crossed my mind. Perhaps I should take these old favorites out for a spin? I did. And more than one person recognized I was using a FM2 and film. I am not the only sentimental old man on the block. Later when I tried to get a 8x10 contact sheet of the shots I learned my lab no longer makes contact sheets ... the proofs are scans on a CD. So I might try and make my own contact sheet with sprockets and frame numbers showing!

But enough already! Let's look forward to Thanksgiving, the holidays, the NCR Yankee Swap, and then spring arriving. I hope NCR Board will approve **Northlander's** 2019 budget and plans ... essentially it will be the same magazine we have had in 2018 with a few little artsy tweaks — and with the same contributors and photographers we had in 2018. It has been a gratifying year for this [old] sentimental editor. Thanks for your enthusiasm. It is contagious, you know. :-)



Nikon FM2 with Nikkor 135mm f2.8 and FUJI COLOR 400 film!



Kristin Allen

New Members:

Richard Atherley, Grantham, NH – 2001 Boxster S

Shannon Biehl, Dover, NH – 2017 Cayenne GTS

AJ Garron, Manchester, NH – 1987 944

Alexander Ishii, Lebanon, NH – 2003 911 Turbo

Bruce Wilhelm, Moultonborough, NH – 2009 Boxster

**November & December
Member Anniversaries:**

1 Year

Christopher Bray, Hampton, NH – 2018 Macan

Dylan Eastman, Winchester, NH – 1998 Boxster

Paul Gavin, Kingston, NH – 2011 Boxster

Robert L'Heureux, Mirror Lake, NH – 1990 944 S2 Cabriolet

Cindy Porter, Claremont, NH – 2002 Boxster S

Kris Rice, Bedford, NH 2018 – 911 Carrera GTS Cabriolet

Garrett Scholes, Dover, NH – 2014 911 Carrera 4S

Hillary Tompkins, North Hampton, NH – 2018 911 Targa 4 GTS

James Tompkins, Brentwood, NH – 1985 944

David Webster, Moultonborough, NH – 2007 Cayman

2 Years

Joseph Jones, Lebanon, NH – 1978 911 SC

5 Years

John Grisham, Kasey A. Grisham, Littleton, NH – 2014 911 Carrera S

Peter Kopoulos, Conway, NH – 1991 911 Carrera 2

Mark Lewis, Debby Lewis, Dunstable, MA – 2008 Boxster

Kelby Longueil, Maria Longueil, Portsmouth, NH – 2005 911 Carrera

Jeffrey Montgomery, Londonderry, NH – 1990 911 Carrera 2

Dana Russian, Christine Russian, North Conway, NH – 2005 Boxster S

Roger Thibodeau, Nancy Thibodeau, Charlestown, NH – 2006 911 Carrera S

John Thonet, Patricia Reilly, Rye Beach, NH – 2013 Panamera

Peter Torosian, Mary Beth Torosian, Atkinson, NH – 1977 911S

10 Years

Anne Marie Galanis, Ward Galanis, Hampton, NH – 2000 Boxster S

15 Years

Shaun Budka, Watertown, MA – 1969 911E

Salvatore Calvino, Karen Calvino, Rye, NH – 1995 911 Carrera 4

Damon Josz, Margo Otey, Sunapee, NH – 1967 911

Jonathan Sobel, Valerie Sobel, Portsmouth, NH – 1996 911 Carrera 4S

David Zrimsek, Edward McAuley, Somersworth, NH – 1986 944

20 Years

Paul Beck, Nancy Beck, Holderness, NH – 1995 911 Carrera

Michael Hatch, Maria Hatch, Fremont, NH – 1988 911 Carrera

David Logan, Carla Logan, Tyngsboro, MA – 1991 911 Carrera 2

25 Years

Ellen Beck, Hannah Gutjahr, Ijamsville, MD – 2004

Jay Gratton, Jaime Gratton, Merrimack, NH – 1973 914 1.7

Joseph Povilaitis, John Povilaitis, Raymond, NH – 1970 911S

Lewis Simmons, Suzanne Simmons, Alton, NH – 1986 911 Carrera

30 Years

James Gratton, Deborah Gratton, Kennebunk, ME – 1985 911 Carrera

Michael Pahl, Jeanne-Marie Maher, Nashua, NH – 1965 356 Cabriolet

43 Years!

Jack Styles, Salisbury, MA – 1989 911 Carrera

46 Years!

H. Cummings, Susan Paszkiewicz, Merrimack, NH – 1972 911E

50 Years!

Michael Grishman, Patricia Grishman, Berwick, ME – 1956 356

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



Jeff Torrey - Just around the corner...

As I write to you we have just concluded our annual banquet. My three year term as your President is winding down. I cannot help but reflect back on the last few years and offer up some perspective from my point of view. When I bought my first Porsche I was anxious to get involved. Being self-employed, most, if not all, of my daily interaction with people is on a business level. So my car hobby had become an outlet for me. A place to make friends, share a common interest, spend some time to decompress, and relieve some stress.

Over the years I have owned a few different cars along the way. And I have been involved with planning Rallies / Tours with those car clubs. At the time NCR didn't have a Rally Program. There were random Rallies from time to time but no program in place. I wanted more events and I wanted there to be a program. I felt that it was an important piece of the puzzle, something that would help NCR and create a well rounded and healthy car club. Fortunately I found there were other members wanting the same thing. Since that time others have stepped up and as the result NCR has a strong Rally Program.

NCR is now 40 years old. It depends on volunteers to evolve and grow. As your President I pledged to support the various programs, and offer the leaders the freedom to create those programs on their terms. I can assure you that each and every one of our members, including you, have something of value that you could bring to NCR. Diversity is key, we need to continuously recreate ourselves to remain fresh and vibrant. I am not suggesting that NCR needs a lot of your free time. I am asking you to do what you can and on your terms.

As NCR transitions to the new year and new leadership team I am confident that the various programs are in a great place. I am grateful for the folks that supported me as your president. I would like to personally and publicly acknowledge the efforts of our editor David Churcher. The past couple of years were a challenge for our newsletter. David fought for, and in my opinion saved the newsletter. I admire him for his work and the way he handled the situation. I ask that you respect and support his efforts. Please regularly forward articles, photos, and reports on club events. Content is key. Thank you, David.

In closing — I will continue as Past President. I hope to participate and see you all next year.

Thanksgiving

a poem by Ivy Cowles

I am thankful for the mess that I have to clean up after a party because it means I am surrounded by family and friends ...

I am thankful for the Federal taxes I pay because it means I am employed ...

I am thankful for the clothes that fit a little snug because it means that I have food to eat ...

I am thankful for a lawn that needs to be mowed, the leaves that need to be blown, the windows that need to be cleaned, and the gutters that need fixing - because it means I have a place to live ...

I am thankful for all the complaining I hear about our government because it means we have freedom of speech ...

I am thankful for the last parking space a half of a mile from the entrance because it means that I can walk ...

I am thankful for the oil bill that is stuck in the door each month because it means I will be warm ...

I am thankful for those that sing out of key because that means I can hear ...

I am thankful for tons of laundry because that means I have clothes to wear ...

I am thankful for my sore back and sore muscles - because that means I can feel them ...

I am thankful for the stupid alarm going off at 5:30 in the morning because that means I am alive ...

I am thankful for many things ... but most importantly for my family, and my friends.

May your holidays be a blessed and happy!

Happy Thanksgiving – God Bless.



Judy Hendrickson

LOOKING BACK

The following texts are Judy's notes for the presentation she made at the 2018 Banquet and NCR 40th Year Anniversary:

How we got started

While our charter was issued February 13, 1978, discussions began in the fall of 1977 to form a new Region. The group, mostly from New Hampshire, but some from neighboring towns in Maine and Vermont grew dissatisfied with having to travel to the Rt 128 area of Massachusetts (Northeast Region) or Portland, ME area (Downeast Region) for Porsche events. They organized under the leadership of Michael Grishman (then proprietor of Pine Hill Automotive, later Foreign Intrigue in Berwick, ME). It was clear before the end of the year that the Region would be a reality. Our application for charter was sent January 4, 1978 to then PCA President, Jim Perrin. Our original chartered territory included all of New Hampshire and Vermont except for Bennington County, Vermont which was part of Hudson-Champlain Region at the time. Anticipating our charter, efforts got underway to have a newsletter to start off 1978.

Jim Smith, a friend of Michael Grishman and residing in Brewer, ME, was our first Editor. Jim would later that year help charter Acadia Region serving at that time northern Maine along with the Atlantic Provinces of Canada. Acadia Region is now only the Atlantic Provinces and Downeast Region serves all of Maine. However, Jim didn't abandon us, but rather edited two newsletters, Northlander and Acadia's for a couple of years. Jim would even take a first place in class in the newsletter competition for his efforts in 1978. But I am getting off focus.

Our first officers were President: Michael Grishman, Vice-President: David D'Orazio, Secretary: Susan D'Orazio, Treasurer: Mitch Manseau and Membership: Mary Staley. Our charter members numbered 26 as PCA counts or 38 noses as we like to count. Four of those charter members are still members of NCR: Michael Grishman, Richard Currier, Ken Morley and myself. From those 26 primary and 12 family/affiliate members in 1978 NCR has grown to 597 primary and 376 family/affiliate members for a total of 973 members as of the end of this past October.

Early days

We were a small but energetic region and quickly became known as the "Friendly Region." Perhaps it had something to do with the spirit of where we live and/or its generally laid back rural character. Thanks to our Treasurer, Mitch Manseau's connections at Pease AFB, we had a great autocross site at the base – part of the B-52 alert area of the runway. The concrete was pretty grippy albeit a bit rough on tires, but we had great times there. And thanks to our Maine members' connections our early Concours (fully judged affairs) were held at great lobster restaurants. PCAers from near and far came to participate as participants and spectators at our Concours and Lobster Bakes. Shortly after our Charter, member Tim Bent came up with a logo that was quickly adopted by the Region – the first letters of our name connected into a winding road with a pine tree symbolic of our territory.

As I mentioned earlier, we quickly gained national recognition through our newsletter Northlander, taking first in class at the 1979 Parade in Reston, VA. This was to be only the first of many national honors received in the years to come.

The Region strove to serve its widely spaced territory with two Vice Presidents – one for NH and one for Vermont. The center of Vermont membership was in the Burlington, VT area, while the center of NH membership was in the southern tier of NH. The VPs acted as "Activities Chairs" responsible for ensuring activities were held in each area for the membership. While a noble goal, the reality was less than satisfactory, especially in Vermont where the number of members was very small. Thus, in 1986 NCR surrendered its Vermont territory for the formation of a new Region, Green Mountain. It has long been known in PCA that the greatest growth to PCA comes not within existing large territory regions but with the formation of new regions with a more concentrated territory, i.e. distance is a barrier to participation and growth.

Growing pains – struggles

Around the 10 year point NCR began to struggle. I suspect the failure to bring in new blood for leadership and activity chairs began to have its toll. Folks tire of no one new volunteering. Whether this is because of their failure to actively cultivate replacements or the failure of new members to lend a hand, the result is the same. The newsletter almost went away with only a few issues a year being published and few events being held beyond the annual Concours and Banquet.

Rebirth

The 90's saw a rebirth for NCR. The tragic loss of our President, Forrest Sewall to a brain tumor, in 1990 seemed to jolt us out of the doldrums. With finances in trouble and little planning in effect an enthusiastic new President, Phyllis Stibler, brought sound business practices to the club. Budgeting and event checklists to ensure successful events were instituted. With the help of fellow enthusiasts she formed a team that revitalized the Region. A full array of events ensued, including the introduction of Driver's Ed to the Region calendar. Up until this time the Region promoted nearby Region-hosted DE events along with the Zone 1 event at Watkins Glen. The autocross program restarted, albeit with stop watches and a struggle for venues. NCR's Gimmick Rallies became famous or should I say notorious combining elements of Time-Speed-Distance with finding the answers to obscure questions – kind of a scavenger hunt on wheels.

Glory Years

Track buddy programs, nametags for new members, introduction of new members at all events and other outreach programs helped to cement our "Friendly Region" reputation. There was a real team spirit alive in the Region and their efforts were rewarded by continued growth and more National Recognition. Besides repeated class wins or at least top 3 placements in the annual National newsletter contest, individual members began to receive national recognition as the region put them forth for honors. 1990 saw the Morse Family (Rob, Linda, Chucky and Timmy) receive the Family of the Year Award. Jim, Deb and Jay Gratton were likewise honored in 1997. More individual honors were received in 2001, 2002 and 2012 when Matt Romanowski, Ellen Beck and Jay Gratton, respectively received the PCA Enthusiast of the Year Award.

Other individuals were rewarded for their efforts as Parade goes with NCR members winning the Long Distance Trophy (driving the furthest to Parade) in 1992 (Morses) and 2000 (Ellen Beck & myself), both of these Parades were in California, and again in 2002 at the Boise, ID Parade (Broadheads who were members of NCR at that time). Members were also successful in the Parade Tech Quiz competitions with Edgar Broadhead winning the Men's Overall in 1974, Ellen Beck winning Women's Overall Tech Quiz at the 2015 Parade and yours truly winning the Women's Overall 6 times. The Morses and Hendricksons also brought home many Parade Concours wins both in class and Division, Full, Street and Preservation. And there are many others too numerous to mention.

The Region as a whole was honored with Region of the Year in 1994 and again in 2005. 1999 saw the Region win the President's Trophy at the Mt Tremblant parade (largest percentage participation in Parade for its size and distance to the Parade). Our website won First in Class at the 2006 Parade. Our charitable efforts were recognized with Honorable Mentions in 2004, 2009 and 2012 for our efforts with Toys for Tots, Make-A-Wish (NH), NH Food Bank, Wounded Warriors and Loaves and Fishes.

Oh, and the Northlander was recognized as the Best Newsletter in PCA winning the Heinmiller Award in 1994 for its 1993 edition.

1994 saw the Region fully involved with the Lake Placid Parade. The Region took on responsibility for the Parade Concours under the leadership of Doug Hendrickson and myself. With carefully thought out procedures and instructions, everyone knew their job and carried them out with "military" precision. For the first time in PCA history up to that point and perhaps even after, the Overall Judging was complete by early afternoon affording entrants, judges and spectators alike time to rest prior to the awards banquet that night. Procedures implemented that year became the standard for future Parade Concours. The Region had much to be proud of that year both for the Region as a whole and its individual members success.

Maturity

The past few years have seen the Region continue to mature in its programs with the latest revival of Tours under Bill White's leadership. Yes, there are the ever present challenges of finding new blood to lead the Region and renew enthusiasm, but the heart of NCR is strong and so long as there are people who enjoy their Porsche and enjoy sharing that pleasure with others of like mind NCR will continue to thrive. Remember — **we get back what we put in.**



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NCR Autocross 6 Loaves & Fishes September 29, 2018

Text by Joe Kraetsch
 Photographs by Anker Berg-Sonne

Our Autocross Season Finale was held on Saturday, September 29. The weather was great. Although it was only 50° when we arrived in the AM, it warmed to 70°, the skies were partly cloudy to sunny with no wind (except when I was printing results!). This was our annual fundraiser for the Loaves & Fishes food pantry. Loaves & Fishes Executive Director Patricia Stern spoke at the driver meeting explaining some of the help they provide families in the six communities surrounding the Autocross site. The event was successful even though the turnout was lower than normal. We managed 5 runs in the morning and 5 more in the afternoon with an hour break. As in previous years, NCR provided a pizza lunch for all entrants.

We collect donations to Loaves & Fishes with Autocross registrations for all NCR Autocross events. We also collected \$372 for a 50/50 raffle at this event. Ernie Grasso was the lucky winner and generously gave his winnings back for donation and we had a few other cash donations. With registrations, the raffle and cash donations, participant donations totaled over \$2200. The NCR Board of Directors upheld my recommendation to add, not the net, but the gross proceeds from the event to the donations bringing our Loaves & Fishes donation to \$5,000 once again!

After our first five events, we had several season class championships still undecided with close races coming into the event. In PS1, Neil Halbert needed another class win to take the class from me but finished second falling just one point short for the season championship. In PS2, Chris Hubert prevailed over Gareth Peters for the season win. In PS6, Chris Lindquist was leading in points going in but Aaron Walker stole season points with a first place finish.

Perhaps the closest race was in the Porsche Champion Class. The Porsche Champion class was new this year. All of last year's class champions and optionally any prior class champions competed against each other in this new, highly competitive class. Ollie Lucier and Rachel Baker were in a virtual tie for the season with Dan Quaroni close behind and still in the running. It became very interesting when Nick Durham and Nigel Fenwick led the class for the morning session [a driver's score is the sum of their

best time for each session]. In the afternoon session, both Ollie and Rachel turned up the heat but pushing so hard, they both hit a lot of cones. Rachel only succeeded in getting one clean afternoon run. However that was one more than Ollie managed. Rachel's clean run was fast enough for her to win the event and consequently the season championship.

Congratulations to all of our Season Champions:

Class	Driver	Model
Porsche Champion	Rachel Baker	2008 Cayman S
Porsche Street 1	Joe Kraetsch	1988 924S
Porsche Street 2	Chris Hubert	1999 Boxster
Porsche Street 3	Georges Rouhart	1993 968
Porsche Street 4	Lev Tabenkin	1996 911
Porsche Street 5	Jeff Johnson	2018 Cayman GTS
Porsche Street 6	Aaron Walker	2006 911 GT3
Porsche Race	Mark Skala	1970 914-6
Non-Porsche Street	Brandon Dean	2000 Toyota MR2
Non-Porsche Race	Rob MacAlpine	1999 Miata

continued on page 16 ...

I would like to thank the autocross staff for all their help and hard work. Without these people, NCR would not have such an awesome autocross program. Thank you: Ollie Lucier, Co-Chair and Chief Instructor; Jeremy Mazzariello, Registrar and Timing Chief; Lisa Roche, Timing, Lunches and de facto Assistant; Rob MacAlpine, Safety Chief and course design; Ed Moschella, Novice Chief; Akira Mochimaru, Sound Chief; Justin Chen, course design; Nigel and Sue Fenwick, Onsite check-in and waivers; and Athena DeGangi, Grid Chief. I also want to thank all the participants and volunteers for all their help and cooperation in making NCR Autocross run so smoothly. Thank you all for one of our most successful autocross seasons! A special thanks to Bill White, Dick Demaine and Jeff Torrey for coming down to help with the pizza lunch. Finally, thanks to all participants who gave so generously to Loaves & Fishes and thanks to the NCR Board for donating the final event gross proceeds to Loaves & Fishes.

Our annual Autocross Awards and Pool Party will be held once again at Billiards Café in Ayer, MA on Saturday, January 26, 2019 at 05:00 pm. This event is open to everyone but registration is required. Details will be on our web site calendar. See — www.ncr-pca.org



continued on page 18...



The awards session at NCR Autocross is always a fun filled half hour ...

Photo above: Ollie awards Gareth Peters a second place trophy.

Photo at bottom of page 19: Chris is drawing the winning ticket for the Loaves & Fishes 50/50 raffle. Ernie Grasso won and immediately donated his 50% right back to Loaves & Fishes.

Photo top right of page 19: Ollie awards Rachel Baker for being winner of the Porsche Class.

Photo at top left of page 19: Matt O'Neill was visiting from New Jersey with his colleague Cooper Nock with their Mazda Rx7. It took the help of four colleagues for the editor to verify it was Matt in this photo but it was worth the effort — see below the reply Matt sent to us:

Well — I was midway giving the thumbs up (there is another photo with me full thumbs up smiling) mostly I was happy that a car we had registered during the preceeding week, and had worked on tirelessly, got all the way to MA from NJ despite that I was at a wedding Friday night ... and made it through most of the day of autocross without breaking things. It performed way better than expected until the engine started fuel starving. We later found out was a clogged fuel filter but sadly I didn't have a spare and the one that was on the car looked fine the day of racing. The clog was just hidden. First ever autocross and me ... Cooper really had a blast. Now I am addicted to autocrossing.



Giving Back

Text by Jonah Walker
Photographs by Steven Bass-Wagner



My name is Jonah. I'm a 22 year old recent college graduate who was born with a life threatening heart disease. Growing up, I always had a love of cars. An obsession as some might call it. When I was 3 months old I was diagnosed with congestive heart failure and spent quite a lot of time undergoing treatment, until the right balance of medication was found to keep my heart in check. Growing up was difficult, and sometimes it was hard to see the positive aspects of life in the face of all the challenges presented to me. This all started to change when my family came into contact with the Make-A-Wish Foundation. I remember being incredulous when I was told some of the things I could "wish" for, and taking a long time to decide on what was right for me. Finally I decided that I wanted to meet Bill Gates, and a few months later in the summer of 2011, my family and I were flown out to Seattle for a week to experience the West Coast, and to meet the man himself!

I remember coming back home feeling wonderful, but also wondering what was next? What could possibly top this? Well I was soon to find out that the Make-A-Wish Foundation does not stop being a massive positive influence after a wish is granted.

Fast forward to 2012, I received an email from Make-A-Wish inviting me to the "Porsche Club Charity laps" for wish families. I had never been to a race track in my life, nor ridden in anything exciting or loud or fast. All that changed when I went to this event. It was surreal seeing so many wild and exhilarating cars all there at once, racing around the track making noises and smells I was not familiar with. I rode around for as long as I could, until the flagger signaled us into pit lane. I remember every time coming onto the straight, hearing the roaring of engines and anticipating the rush of acceleration that was so new and so exciting.

Windswept and breathless from the experience, I rode home already dreaming about the next year and what I would be able to ride in then. I was almost 16 at the time, about to get my license and get into the automotive world, but little did I know how far it would take me.

In a flash it was 2013, another year of high school almost over and another summer approaching. The second event at the speedway was finally here again! I rode around in cars once again, this time as a newly licensed driver with a new perspective. I remember distinctly telling one of my drivers "when I'm older I want to get an exciting car and give Make-A-Wish kids rides around the track, just like you guys". It was only a dream at that point, and not something that I was every sure would come to fruition.

It is 2014 now and I had my slow little silver Subaru, my first car, once again invited to the laps. Little did I know that this year, being 18 years old I was going to be able to drive on the track. It was absolutely amazing.

The next two years, I had my new car, my white wagon that I loved and put so much work into. I drove it around the track and had so much fun, but I wasn't yet old enough to take anyone along for a ride. I was blissfully happy, yet inside disappointed that I could not give back yet.

2017 was the year I had been waiting for. Having turned 21 that April I was ready. There were a lot of cars that year, but I was finally able to take people for rides. Mostly it was parents and friends of the kids, riding around just for the heck of it. Everyone wanted to ride in the real sports cars! The most touching moment of that event was when I little boy and his parents whom I had given a ride to came up to me after and thanked me, telling me how much their son had enjoyed his time around the track.

As wonderful as the previous year's experience had been, 2018 is the year I am going to remember the most. After a summer of working on my car, swapping the front end, engine and transmission in my friend's garage and getting it back on the road just in time, I arrived at the speedway once again. There weren't quite as many cars this year but something was different. I had people coming up to me, and a little boy named Trey asked if he could ride in my car before we were even out towards the track. There was not a moment when I sat waiting for riders around the road course, everyone wanted to come along! I must say it was an emotional time, seeing how far I had come and how much I was giving back. Remembering sitting there in the passenger seat of a sports car years ago, dreaming about being the one to bring joy to children who have been through so much.

None of this would have been possible without the Make-A-Wish Foundation, and the wonderful people who run the North Country Region of the Porsche Club of America. It had truly been an experience and I will never stop giving back, as it is truly the most rewarding experience life can bring.



Top: Jonah and one of his passengers enjoy a 60 mph run down the straight at NHMS.

Middle Left: Jonah and Trey.

Middle right: Jonah's Subi rebuilt by Jonah this summer.

Lower left: The COBRA enthusiasts join with NCR Porsche enthusiasts to give rides at the annual NCR Make-A-Wish event.

NCR Make-A-Wish October 6, 2018

Photographs by David Churcher



Photo on page 22: A young M-A-W enthusiast arrives prepared to be taken around the track in an open Porsche.

Photo above: NCR's Charity Chair Ivy Cowles steps up to assist with a seat booster. Note those sneakers :-)

Photos on page 24: A Make-A-Wish group pose with a Cayman before heading to the track. And ... NCR's Social Chair Bill Meyer heads out with two happy guests.

continued on page 24...

NCR DE At NHMS October 6, 2018

Photographs by Alan Kirby



continued on page 26...



Rally Corner

By The Rally Team

Our final Rally Event for the 2018 season was held Sunday, October 14 with crisp Autumn weather ... sunny skies with dry roads featuring linked curves flowing gracefully through wilderness areas of western Maine. Miraculously, we got our annual dose of serious leaf-peeping without the hassle of traffic impeding our progress. The only traffic we encountered was limited to small towns through which we passed, and there we found mostly friendly drivers who helped us along our route. Manager Becky and staff at our Dunkin Donuts rest stop in Norway took care of our needs for comfort and refreshment. Colorful contrasts abounded along our route, with Autumn colors offset by still-green fields and deep-blue lakes. We finished at Ebenezer's Restaurant & Pub in Lovell, Maine, where owner Jen and staff (including another Jen) offered a wide selection of food and beer choices, which made for engaging conversation and a most pleasant finish to the season. It was a great season. Thank you to all who planned events and/or contributed to their success.

Now it is time to start thinking about and planning for exploring interesting roads in 2019. We need your help! Where would you like to go? What destinations would interest you? What Porsche-worthy roads do you know about?

A collective effort to put together a Rally Program for 2019 is far better than solitary thinking about what routes and destinations would work. Based on a suggestion by one member, in 2018 we experimented with an optional one-night stayover in Manchester, VT. About two-thirds of participants took advantage of that option, which included a group dinner to cap off the day. Want more of that, or do you have other ideas? Please make your voice heard. Contact Rally@ncr-pca.org.

NCR Rally / Tour Event Calendar for 2018

Rally Event #	Date(s)	Description	Status
1	May 12	Hildene and Manchester, VT Tour w/ overnight option.	Completed
2	June 15-17	Spring Get-A-Way to Saratoga Springs, NY	Completed
Bonus	June 26	The Great Race Intersect	Completed
3	July 14	Three States Along the Connecticut River	Completed
4	Aug 18	Roads, Laps, and Lunch Tour	Completed
5	Sept 15-17	Fall Get-A-Way Return to Lake Placid, NY	Completed
6	Oct 14	Fall Foliage of Western Maine	Completed

Rally 6, October 13, 2018

Photographs by Alan Kirby



Lining up & signing in for a tour of Fall Foliage in Western Maine. Photo by Alan Kirby



Savoring the view. Photo by Sven and Kelly Doerge



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NOT JUST ANOTHER WOMAN DRIVER

By Pam Mascetta



Photograph by Gary Hagopian at Watkins Glen 2018

Photograph by David Churcher at NHMS 2008



Rally 6, October 13, 2018

Photographs by Harv Ames

If it's "Girlie Girl Racing", it's got to be Margo Otey. You may see her in her racing suit, sliding under her car, or you may see her elegantly attired at a DE Social. Sometimes she's a busy real estate professional, and sometimes she's busy racing around the track in Vintage Races.

As a 14 year-old, Margo enjoyed hanging out with her dad, Gary Hagopian, in the garage. He was restoring an XK140 Jaguar. It was a special way to connect with her dad, and she learned a lot about tools, car parts, and how cars work. Later, Gary would be on the couch watching TV and she would be out in the garage working on cars.

When Margo was 16, she developed an interest in Mustangs. On a trip to visit family in Oklahoma, they found one abandoned in a junkyard, and although it was nothing to look at, it started right up. They worked on it a bit, and then Gary handed her the keys and told her to drive it back cross-country. That was quite an adventure for a teenage girl!

By the time Margo was in her mid-30's, her dad had bought a Jaguar XKE, and introduced her to autocross and DE. It just took her first adrenaline rush at Lime Rock for her to know the track was the place to be! Margo bought an Eagle Talon of her own and then moved on to her first Porsche, a 1997 996. She spun it at Lime Rock, she spun it at NHMS and then decided it was no race car. Time for an upgrade to a fully prepared race car complete with box trailer. Her acquisition — a 1960's 912, tricked out with a 911 rear end; she describes it as a "mongrel", not a beauty queen.

Vintage racing soon became a family affair — Margo and her Dad, and on occasion, her brother, son, or nephew. Her favorite track is Watkins Glen, where she competed in October. Margo is happy when she can grid mid-range, and have good runs. The highest she's finished is 7th, but she says she's been last, too. She just loves to race! Ironically, Margo was raised by a man who emphatically preferred English cars over German, but she and her 3 brothers are all Porsche lovers. They have gone over to "the Dark Side", as Gary likes to tease.

We know PCA is not just about the cars (...it's about the people), but it **IS** about the cars, too! Right, Margo?

NCR Annual Banquet Celebrating 40 years November 10, 2018

Photographs by Janet Quintero



Guest Speaker Ellen Beck relates her early days with NCR and her journey to become Chief Instructor.



Judy Hendrickson is a charter member of NCR and knows the history of the club from day one. Judy's story and some anecdotes from the years can be found on page 10 of this issue of Northlander.

continued on page 30.



New members Shannon Biehl and Joe Zammit with Hank and Ivy Cowles and Janet Quintero.



Ivy presented an award to Jay Gratton for his part in four generations of family in NCR membership and Porsche Parade attendance.

continued on page 34...

Photographs by Ivy Cowles & Bill Meyer



From the top: Judy gives Bill White the Doug Hendrickson Award. Pat receives prize of two golf rounds. Mary Schindler receives Instructor Of The Year Award. Dennis and Pam Mascetta receive a gift from Jeff ... as does BobTucker. Bob Gutjahr makes awards to Jay and Jaime for travel to Parade. two of NCR's hard workers. Dennis and Pam make award to Pat for his service as DE Chair. A wonderful John Dunkle photo donation — Jeff won the picture but Dave Porter loved it so very much Jeff was sweet enough to give it to Dave.

Happy 70th Birthday Porsche!

By Danielle Badler

It's truly an auspicious occasion. I must say, Porsche has been very creative in seizing upon the fact that it's been building sports cars for 70 years. They're celebrating, with a look back, and a look forward.

I think the 919 Evo project has been just brilliant. I'm old enough to remember the Can Am, and how mind-numbing the performance of race cars was, when the rules book was thrown out the passenger window. It was the last gasp of an era of "run what you brung." Never to be seen again, until the advent of the Evo demo.

I have to admit, the 917-30 was my favorite of the time. Porsche came up with a car that completely annihilated the competition. Sending the series into the dustbin of history.

Remember the stories from Mark Donahue? "You can never have too much power," he said. Yeah, right. That was easy for Mark Donahue to say. He used to jiggle the steering wheel as he left the pits, to get the rear end wiggling a bit, left to right to left, just because he could ... and it put on a good show.

Now, I understand why Porsche ran the 919 at Nurburgring and made all the noise about how it obliterated the lap time of the previous record holder, the 956 of Stefan Bellof. But I'd love to know how it would have compared to the 917-30, as well. And, maybe, the Porsche Indy car of the early '80s.

Same for when they ran the car at Spa. The only thing faster, as I recall, was the Mercedes GP car this year, in the hands of Lewis Hamilton. **[Please see Editor's comment at the end of this article.]**

I also think this is just a stroke of genius from a forward-thinking marketing standpoint. I mean, while the unencumbered 919 is burnishing Porsche's image as an iconic performance car marque, setting otherworldly lap times on the most venerated tracks in the world, news is coming that the factory is concurrently exhorting dealers to prepare for the imminent "age of electricity."

That's right. Automotive News reports that Porsche now estimates they'll need some 700+ high-speed chargers at their dealers in the US in the coming decade. That's 40% more than they had previously estimated.

And guess who's supposed to shoulder the cost? The dealers, of course. At a unit cost of between \$300,000 and \$400,000 per retail store.

According to an article in the trade bible, the motivation behind this step-up in electrification is the coming US arrival of the Taycan sedan in 2020.

"It's a necessary investment," says Automotive News. "Automakers' ambitious EV product plans hinge on the availability of robust and fast charging infrastructure, needed to alleviate range anxiety. Fear of running out of juice and the inconvenience of lengthy charge times have been a major hurdle to widespread EV adoption."

According to the article, the exact number of chargers a dealer should install will be driven, so to speak, by sales volume. But they will be expected to install at least two per venue. The 350-kilowatt chargers will be able to fill a vehicle battery to 80% - or about 250 miles - in 15 or 20 minutes.

Why install the chargers on-site? Robert DiStansilao, president of Porsche of the Main Line, is quoted as saying it's a necessary cost of doing business. "We have to make sure that these cars are properly charged upon demo," he said. "You don't get a second chance to make a first impression."

Now, here's the hook. The article states "The on-site chargers could create sales and service opportunities, dealers believe, as EV drivers stroll around the dealership while their vehicles charge."

And please note, there's no use of the word "car." Nonetheless, the article does talk vehicle performance, sort of.

"The center of gravity of a Taycan will be lower than the fastest of our 911 models - the GT3," says Detlev von Platen, Porsche's head of sales. "So that gives you an idea about how the car will behave."

"We expect by 2025, roughly 50% of our products to be electrified, either with a fully electric engine or with a plug-in hybrid," von Platen notes.

The article also estimates electric technology will add roughly \$10,000 to \$12,000 to new car costs.

What to do? Why, sell that classic that's sitting dormant 90% of the time in the garage!

In celebration of its 70th anniversary, Porsche is also organizing an auction of "iconic Porsche road cars and racing machines." The prices? Many lots could cover the cost of that fast charger, many times over.

As of this writing, Porsche is about to partner with RM Sotheby's to auction off a slew of models at its Porsche Experience Center in Atlanta. Make sure you're sitting down, because here's a cross-section: a 2015 918 with an estimated value of \$1.4 to \$1.6 million; a 1973 Carrera RSR 2.8 with a value of \$2.4 to \$2.8 million; a 1984 944 with a value of \$35,000 to \$45,000; a 914/6 with a value of \$100,000 to \$125,000; and, my favorite, a 1985 959 Paris-Dakar with a value of \$3 to \$3.4 million.

Happy 70th, Porsche! Here's to what has been, and what will be. Cheers!

[Editor's comment: The 919 actually broke the Hamilton/Mercedes record and held the record until August when Vettel/Ferrari went 0.199 seconds faster than the 919. See the story with the link below:

<https://www.roadandtrack.com/motorsports/a19718733/porsche-919-hybrid-spa-record/>]





917 SLICE

Sculpture by Joel Clark

Avid readers of *Northlander* will be familiar with the occasional contribution from the UK by The Editor's Aussie colleague Anthony Keiller. See the article in June *Northlander* with the visit to Tetsworth and the interview with Anthony and Ian Wagstaff. Readers might also recall previous articles with the art work by Joel Clark. As we were putting this issue of *Northlander* to bed a email arrived from Anthony describing his recent work with Joel. Details Below:

David

Please find attached some photographs of the 917 art slice I'm doing with Joel Clark.

Joel is finishing it off in the 1970's Le Mans winning red and white graphics in his art style. I had a piece of white vinyl signed by Richard Attwood (original driver) and Joel will incorporate that in the finished art. It has a proper 917 style fuel cap and door latch fitted.

The finished piece will hang at an angle with the top and bottom edges sitting about 10 -15mm away from the wall. This one will be going to an USA customer to be mounted in his new garage.

We're hoping to get some more orders once this one hits the world car press. It was a lot of work to finish but the second one will take half the time.

Regards,

Anthony

Photograph on the adjacent page and the two at the top of this page are from Joel illustrating the finished sculpture. The autograph on the flank is Richard Atwood – he was the driver of the 917 at Le Mans.

The lower two photographs on this page are from Anthony and show the work in progress in his shop. You may recall Anthony, with his father Andrew and brother Tim, build the 908 and 917 Kraftwerkz replicas in the UK and in Australia.

For more on the 917 slice and to see more of Joel's art go to his website by clicking on the link below.

<https://joelclarkartist.artweb.com/wall-sculptures>



6 Hours of Mt. Fuji, October 14, 2018

Text and photographs from Presse Porsche

The Porsche GT Team has won the six-hour race at the Fuji Speedway in Japan. At round four of the FIA WEC World Sports Car Championship, Kevin Estre (F) and Michael Christensen (DK) crossed the finish line in first place in the GTE-Pro category with the ca. 510 hp Porsche 911 RSR. The sister car driven by Richard Lietz (A) and Gianmaria Bruni (I) concluded the race in fifth place. With this, Porsche has extended its lead in the manufacturers' and drivers' classifications. Porsche also won the GTE-Am category on Sunday: The newcomer team Project 1 with Porsche works driver Jörg Bergmeister from Germany, Patrick Lindsey (USA) and Egidio Perfetti (N) secured its maiden victory in the WEC.

Ten vehicles from five manufacturers made a bid for victory in the GTE-Pro class under changing weather conditions. After drizzle fell in the first hour of the race, the track slowly dried during a 30-minute safety car phase. After an early switch to slicks, Estre and Christensen concentrated on working their way through the field. With an optimal setup and a clever pit stop strategy, the French-Danish duo systematically reeled in the frontrunners. With about 1.5 hours to go, Christensen swept into the lead. At the final pit stop with a driver change, the Porsche GT Team again timed things perfectly and Estre went on to take the flag in first place. Scoring fifth place on the 4.563-kilometre racetrack, the sister car earned vital points, however Bruni and Lietz struggled with a less than perfect pit stop and deteriorating tyres towards the end.

In the GTE-Am class, Project 1 celebrated its first WEC win and Dempsey Proton Racing its second place. Porsche Young Professional Matteo Cairoli (I), the Japanese driver Satoshi Hoshino and Giorgio Roda from Italy were delighted to climb the podium for the first time this year. Porsche Junior Thomas Preining (A) also enjoyed a successful debut. Joining forces with Michael Wainwright (GB) and Ben Barker (GB) for Gulf Racing, he concluded the race on fifth place. A pit stop for repairs threw Porsche Young Professional Matt Campbell (AUS), Christian Ried (Germany) and Porsche Junior Julien Andlauer down the field. Finishing on eighth, the second 911 RSR fielded by Dempsey Proton Racing earned more critical points towards the championship and continues to lead the GTE-Am classification.

Round five of the FIA WEC World Sports Car Championship takes place in Shanghai/China on 16 November.

Comments on the race

Alexander Stehlig (Program Manager Factory GT Motorsports): "After the disappointment with the qualifying results, today was a great day. It was a hugely successful weekend for Porsche with the victory at Petit Le Mans in the USA and the two successes here at Fuji in the Pro and Am categories. We almost always made the right decisions during the race and the car was good and fast. The number 92 car drove a flawless race, our number 91 unfortunately had problems during the pit stop. On top of that, the balance wasn't great in the last stint. But all in all, we're very satisfied."

Michael Christensen (Porsche 911 RSR #92): "The changing weather and track conditions were a challenge, but we mastered them very well. We changed to slicks earlier than the others and that was very probably a key factor for our success. The weather forecast was uncertain, but we observed the cars that were already on slicks and took the risk. That ultimately paid off."

Kévin Estre (Porsche 911 RSR #92): "I'm incredibly happy about our victory. Our setup was simply fantastic and the good braking performance was an important aspect of our success at Fuji. After we changed to slicks during the safety car phase early on in the race, our car setup allowed us to brake later than the others and thus gain positions. Our pit stop strategy also ran perfectly."

Richard Lietz (Porsche 911 RSR #91): "First and foremost I'd like to congratulate the winners in the GTE Pro and Am categories here and of course at the Petit Le Mans in the USA. That was a great weekend for Porsche, but unfortunately not for our car. We had several problems, which we now need to analyse and of course fix. There was certainly nothing wrong with the performance of the drivers or the speed of the 911 RSR. We'll come back stronger in Shanghai."

Gianmaria Bruni (Porsche 911 RSR #91): "That was a really difficult race for us. Unfortunately we lost valuable time during the pit stops and therefore lost positions. We will now take a good look, work on it and hopefully do it better at the next race. The changing weather conditions were also not easy, but all in all we did a good job."

Jörg Bergmeister (Porsche 911 RSR #56): "At first the race ran like the entire weekend: Not so satisfactorily. We had contact, a spin and had to change the door. But midway through the race the tide turned in our favour and we brought home a pleasing victory. It's the first WEC win for me and also for Project 1. That's a great step for us in terms of collecting points. We're all happy with this and it's going in the right direction."

Matteo Cairoli (Porsche 911 RSR #88): "A good result for us. The first podium in the WEC season. I very much enjoyed driving the 911 RSR here. It felt really great – especially the over-taking manoeuvres and duels out on the track. We could have actually won because we were the fastest in our category. I was particularly impressed by my teammate Hoshino. This was only his second time in the RSR and he was really fast."

Thomas Preining (Porsche 911 RSR #86): "That was a good first experience in the WEC. At one point we were even leading with our team and my teammates did a fantastic job. At the end I drove a double stint and managed to work my way up to fifth place with our RSR. For Shanghai we'll try to optimise a few things. I'm very pleased that I can compete again."

Matt Campbell (Porsche 911 RSR #77): "I'm a bit frustrated. In the middle of the race we were looking promising, we were fast and within striking distance of the leaders. Unfortunately an electrical problem cost us 25 laps. Ultimately we should be satisfied that we earned some points for the championship classification. However the speed of the 911 RSR was great and we're feeling optimistic about the next race in Shanghai."

Julien Andlauer (Porsche 911 RSR #77): "The race started well and we were fast. Then a technical problem brought us into the pits, unfortunately. I could only rejoin the race 25 laps later. The car then felt good again, the balance and the speed were excellent. It's a pity because no one made a mistake, it was the technology that hampered us. There's nothing you can do about that. I think we could have won, but that's racing."



Second and third in Shanghai for the Porsche GT Team after strong effort

Text and photographs from Presse Porsche

Both Porsche 911 RSR fielded by the Porsche GT Team finished on the podium at the FIA World Sports Car Championship WEC in Shanghai. Heavy rain caused a turbulent race and led to multiple safety car phases, red-flags and many changes of position on the racetrack. After six hours and a strong team effort, the No. 91 Porsche 911 RSR crossed the finish line in second place. The cockpit of the 510 hp sports car was shared by the Austrian Richard Lietz and Gianmaria Bruni from Italy. The No. 92 sister car driven by Kévin Estre from France and the Dane Michael Christensen came third in China. A total of eleven vehicles run by six manufacturers battled for GTE-Pro class victory on the 5.451-kilometre Shanghai International Circuit. Thanks to this result, Porsche has extended its lead in the manufacturers' and drivers' championship.

Porsche also had reason to celebrate in the GTE-Am class. The three Porsche 911 RSR campaigned by the customer team Dempsey Proton Racing and Project 1 concluded the race on positions one to three. Climbing to the very top of the all-Porsche podium was Porsche Young Professional Matt Campbell (AUS), Christian Ried (Germany) and Porsche-Junior Julien Andlauer (F), who shared driving duties in the No. 77 Porsche 911.

Spectators were treated to a heart-stopping finale in both categories. Persistent downpours and the onset of darkness required utmost concentration from drivers. At the wheel of the No. 91 vehicle, Lietz fought his way from fourth to second place in the final 40 minutes. In the 911 with the starting number 92, his brand colleague Christensen overtook a rival in the last lap to secure position three.

In the GTE-Am class, Porsche works driver Jörg Bergmeister from Germany driving for the Porsche customer team Project 1 swept past the second Porsche 911 RSR fielded by the Dempsey Proton Racing squad in the penultimate lap and took the flag in second. Sharing the cockpit of the No. 56 car with Bergmeister was Patrick Lindsey (USA) and Egidio Perfetti (N). Position three was occupied by the No. 88 vehicle of Dempsey Proton Racing with drivers Khaled Al Qubaisi (UAE), Riccardo Pera (I) and Porsche Young Professional Matteo Cairoli (I). The Gulf Racing trio, Michael Wainwright (GB), Ben Barker (GB) and Porsche-Junior Thomas Preining (A), finished on ninth place.

Round six of the FIA World Sports Car Championship WEC will be contested in Sebring on March 15, 2019.

Comments on the race

Dr Frank-Steffen Walliser (Vice President Motorsport and GT Cars): "After the first three hours of the race we were very uncertain whether it was still a race. But it turned into a brilliant event. Our drivers with Nordschleife experience underlined their prowess. Finishing second and third earned important points towards the world championship, it also expanded our lead, and we're heading home from Shanghai feeling very happy. We're also extremely pleased to have extended our collaboration with the Manthey Racing team for the next two WEC seasons. In the GTE-Am class Porsche locked out the entire podium. I'm thrilled for all three. A fantastic job – it doesn't get any better than that!"

Gianmaria Bruni (Porsche 911 RSR #91): "We finished on the podium with both vehicles. That's fantastic and I'm proud of the great team performance, particularly with the pits stops. We managed to do here what we missed out on at Fuji. For me, that's the Porsche spirit! Richard drove brilliantly and things went well for me especially at the end, although the rain and falling darkness made conditions very difficult."

Richard Lietz (Porsche 911 RSR #91): "It was a hard-fought second place. A wonderful result for the team. I'm really thrilled about that because they all worked really hard. We can be proud. The conditions were difficult. We opted for the right tyres at the right time. The start with all the spray was chaotic, but then it got better. I found the final 30 minutes, when dusk fell, especially tricky. Still, the No. 92 still managed to bring home P3."

Kévin Estre (Porsche 911 RSR #92): "What a huge race! The water on the track and the light conditions at the end made it super difficult. We made the most of it and didn't make any mistakes. Michael put in an inspired drive in the final lap to score third place. The double podium is a wonderful achievement for Porsche."

Michael Christensen (Porsche 911 RSR #92): "That was a crazy race for us. Over the six hours it went back and forth with the positions for us. Ultimately, everyone delivered an excellent performance, that's the best way to describe it. The team, the car, Kevin and I – we all gave our utmost and that put us on the podium."

Jörg Bergmeister (Porsche 911 RSR #56): "The race was interesting. I didn't do much driving but in the end it worked out just fine. In the penultimate lap I managed to get past Matteo Cairoli and we finished on second."

Matt Campbell (Porsche 911 RSR #77): "I'm over the moon with our win. The race was anything but easy. Christian had a hard time, especially at the start. When Julien then climbed into the cockpit the situation eased up and the team did a super job strategically. The track conditions changed again for the worse during my stint and it was a very challenging driving experience."

Thomas Preining (Porsche 911 RSR #86): "It certainly wasn't an easy race. In the beginning there was a lot of water on the track and the safety car was deployed several times. My teammate Michael experienced aquaplaning and hit the guardrail. This caused quite some damage, which the team did a great job of repairing. My stint wasn't flawless unfortunately, but even though it isn't shown in the result, we've made good progress since Fuji and we had the pace."

Matteo Cairoli (Porsche 911 RSR #88): "We finished on the podium in Shanghai and that's great. Today, the car proved difficult to drive towards the end. I did my best but ultimately the others were simply faster. We have to take a good look at the reasons for this. But I'm happy for my teammates with their victory. They deserve first place at this race."

MART

For Sale: 2011 Porsche Boxster Spyder for sale by original owner. 2625 miles. Garaged.

6 cylinder, 3.4 liter 320 HP, 273 lb ft torque engine. 6 speed manual trans with dual mass fly wheel.

Guards Red, Black Leather Sports Seats.

Options include: 19" Carrera S II wheel, Sound Package Plus, Automatic Climate Control, Wheels painted black and Roll Bar Painted Guards Red.

Asking \$72,500.

Please email inquiries to sala013@gmail.com.



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

Wanted

Fifty-plus year PCAer seeks 1985-1991 944 or 1992-1995 968. Must be in exceptional condition. Manual transmission only. Other factors such as accessories, etc. unimportant beyond condition. Must be original, service records and history a plus, first or second owner a plus.

Please contact Dick Kruppa, 603-772-3387 or rakruppa@aol.com

For Sale:

1984 911 Rims and Tires - \$1600

4 Tires & Rims & Center Caps. Milla Miglia Cup 1 Rims. (5x130 Bolt pattern). All excellent condition! No curb Scuffs. Slight nicks. All straight. Fronts: 205/50Z17, 89y:1/2 worn. (17x7.5 wheel). Rears: 255/40Z17, 94y:5/8 Worn. (17x9 wheel). Bridgestone Potenza S03 Pole Position. Price is negotiable, buyer pays shipping.

Contact: Dan
Exeter Motor Works, Exeter, NH



For sale:

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

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Inside Back Cover EPE

Outside Back Cover Mallard Insurance

If you wish to advertise in Northlander please contact: Hank Cowles

advertising@ncr-pca.org

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

Northlander advertising rates:

Back Cover 1/2 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.
1/2 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

UH OH

So — you forgot to sign up for **NORTHLANDER 2019** before the November 1st deadline.

Oh dear.

But guess what? You have another chance — sign up by January 1st and you will receive a copy of the January - February "twofer" issue and all 10 issues for 2019.

Printed copies of Northlander may become as rare as hens teeth and will certainly become a collector's item.

Mail your check for \$15 made out to NCR-PCA and include your address to:

Kristin Allen (Northlander)

58 Edgewood Drive

Hampton NH 03842

NEW OFFICERS FOR 2019

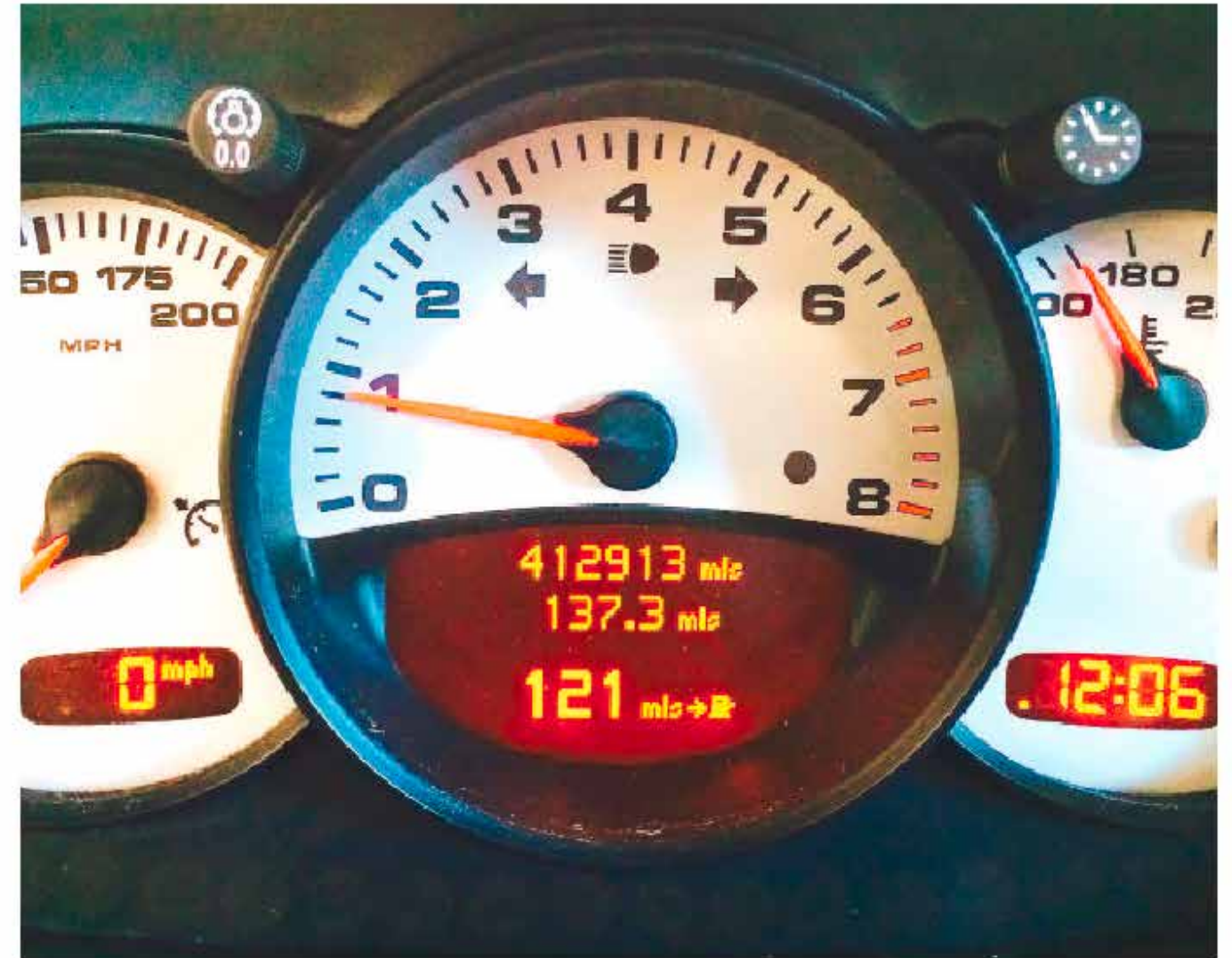
The new board is Bill Hutchens, President; Stephen Allen, Vice President; Lisa Roche, Treasurer; and Paul Tallo Secretary. They were elected to the board on November 10th during the annual meeting and banquet.

NEXT MONTH

NCR Yankee Swap 2019

NCR 2019 Planning Meeting and calendar

Looking back on 2018



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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