

# NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 42 — Number 8

September 2019



## IN THIS ISSUE:

VINTAGE DAY AT NHMS

NCR AUTOCROSS 4

NCR MAKE-A-WISH CAR SHOW

NCR RALLY 4



# PANORAMA WEALTH

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## STRATEGIES

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**PORSCHE**



# NCR

## North Country Region's Annual Banquet

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

*We would love to see old and new members attend.*

**Saturday, November 16, 2019**

*Concord Country Club, 22 Country Club Lane, Concord NH*

Time: 6:00 – 10:00 PM

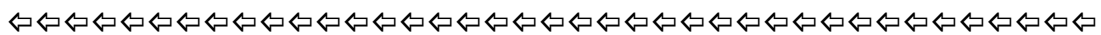
Cash bar: 6pm

*Appetizers @6pm*

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

**Any questions please email [ivy@thunksreviews.com](mailto:ivy@thunksreviews.com)**

Always a great time! Share your year ending stories. Can't wait to see you there.



Additional info forthcoming...

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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 Thursday, November 08, 2019.** Tie is optional; no jeans, please.

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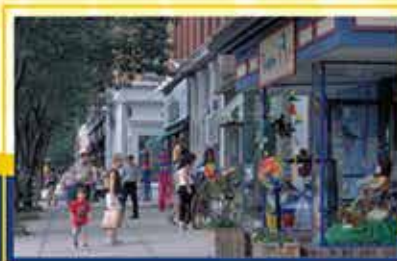


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The regular article and Advertising closing date for the Northlander is the 1<sup>st</sup> of the month preceding the publication month. See page 44 for advertising rates.

# NORTHLANDER

## NORTH COUNTRY REGION PORSCHE CLUB OF AMERICA

Volume 42 – Number 8

September 2019

## Upcoming Events

NCR DE at Club Motorsports September 6-8

NCR Make-A-Wish at Club Motorsports September 7

NCR Rally 5 - Fall Get-A-Way September 14-16

NCR Autocross 5 / Zone 1 AX September 14-15

**Please see page 2 for details of the 2019 NCR Annual Banquet and page 39 for The Call for NCR 2020 Officers.**

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## On the Cover

NCR Vintage Day at NHMS August 1, 2019

The Vintage Day was such a big influence on this issue of *Northlander*. We have taken the theme seriously and made a number of photographs “retro” to look like Kodak Tri-X pushed one stop in Rodinal or like Ilford HP4 in Neofin Red. Are you “vintage” enough to know what these references mean? :-)

Photograph by David Churcher.



# BOARD

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## EDITOR'S DESK

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“Vintage” is a word which usually conjures up, for me, an image of a fine 2012 Barossa Valley red. But sometimes the context shifts and it conjures up a long-hood 911 or a G-body 911 – with, or without, a duck tail, a whale tail, or a turbo. All are vintage and equally beautiful. So the recent NCR Vintage Day at NHMS was a day to really enjoy. There is nothing wrong with the newer Porsches but the vintage and air cooled Porsche have a particular charm. Perhaps my strong feeling for these cars gives a clue to my own vintage. But I am not alone ...

Vintage enthusiasts have a lot of material to enjoy. While reading some blogs this recent week I saw a note to say a center seat position Porsche RSK was going to auction. Surely this had to be the Jean Behra modified RSK. I remember very well the time Jean Behra had the car modified, by Italians no less, and for a while had Porsche annoyed. The car had successes in Formula 2 and eventually Jean Behra was killed in it when he lost traction on a wet Avus track [in Berlin] in 1959. To read about this, and a tonne of vintage material, go to [www.PorscheRoadandRace.com](http://www.PorscheRoadandRace.com). And to see some glorious photographs of “the good old days” go to [www.klemcoll.com/TheGallery.aspx](http://www.klemcoll.com/TheGallery.aspx) ... this is the gallery for the *Klemantaski Collection*. Who was Klemantaski? A vintage motorsports photographer.

Continuing a bit with this vintage thingy – you may recall the photograph on our July cover taken by Florent Gooden. I exchanged a couple of emails with Florent, who is 30, and he asked me if I could show him some of my photographs from what I had called “the good old days” ... so I sent him several black and whites and my cover shot from the 1964 Indianapolis 500. Suddenly I realized how time flies and that “vintage” has real meaning.

NCR’s DE Team did a super job with the Vintage Day idea. We must do it again. And the NCR Make-A-Wish *Cars and Coffee* car show was also a great collection of vintage Porsches.

As time moves on it is not only wine and cars that become vintage. It happens to magazines too. As September rolls around it is time for the *Northlander* team to begin thinking about our 2020 plans. We are not yet a vintage magazine like *Christophorus*. Nor like some of the exotic and expensive magazines now being published to celebrate vintage cars and vintage offset printing. But we do want to continue to provide NCR members with a modern-looking magazine and a good read while documenting the activities of NCR. We do **not** want to become part of the trend towards digital only or revert to a simple newsletter of the style of years ago. A publication like that might need a typewriter and a Gestetner hand cranked machine ... and volunteers to lick stamps. That is too vintage for this old editor. So – please begin to think about your *Northlander* 2020 subscription. We will be advertising renewal details in the October issue of *Northlander*.

If you have strong opinions you would like to share about *Northlander*’s look, and content, and continuity; please drop a line to [www.northlander@ncr-pca.org](mailto:www.northlander@ncr-pca.org) or to [www.NCRBoardMeeting@ncr-pca.org](mailto:www.NCRBoardMeeting@ncr-pca.org).

# MEMBERSHIP

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Kristin Allen

## New Members

Kyle Declimente; North Hampton, NH – 2003 Boxster  
James Myers; Westmoreland, NH – 1998 Boxster  
Ross Nadeau; Manchester, NH – 1977 911  
Deborah Penney; Mattituck, NY – 2017 911 Carrera  
Frank Arcidiacono; North Hampton, NH – 2013 Boxster S  
Rob Hamlin; Pelham, NH – 2018 Cayenne  
Fiona Myers; Strafford, NH – 2003 Boxster

## Member Anniversaries

### 1 Year

Luis Colom; Fremont, NH – 2000 Boxster  
Eric O'Donnell & Jeanine O'Donnell; Hampton, NH – 2017 Cayenne

### 2 Years

Bryan Bickford; Newmarket, NH – 2008 Cayman S  
Daniel Ringelstein; Moultonborough, NH – 2001 911 Turbo  
Adam Towne; Chichester, NH – 2016 911 GT3  
Nick Vullemier; East Bridgewater, MA – 1987 944 Turbo

### 5 Years

David Seavey; Pelham, NH – 1987 944  
Norman Ahn; Portsmouth, NH – 2008 Boxster

### 15 Years

Robert Jauch & Patricia Jauch; Lyndonville, VT – 1976 911  
Carol Hottenrott; Newport, RI – 2004 Boxster S

### 20 Years

John Demetry & Elizabeth Demetry; Deering, NH – 2002 911 Carrera  
William Jackson & Martha Jackson; Stratham, NH – 2000 Boxster  
David Porter & Beverly Porter; Dunbarton, NH – 1987 924S

### 21 Years

Richard Kletzien & Cindy Rivers; Stratham, NH – 2008 911 Carrera S

### 23 Years

Judith Boule & Scott Lane; Keene, NH – 1983 944  
Gabriel Thomas & Patricia Thomas; Londonderry, NH – 2006 Boxster S

### 26 Years

Martin Smith & Deedra Benson; Dover, NH – 1996 911 Carrera

### 29 Years

H. Benz & Susan Benz; Hollis, NH – 2002 911 Carrera

## 32 Years

Steve Gratton & Ann Gratton; Estero, FL – 1977 911

## 35 Years

Elizabeth Ames & Brewster Ames; Frankestown, NH – 1984 944

## 39 Years

Peter Thompson & Joyce Thompson; West Newbury, MA – 1957 356

## 47 Years!

Peter Dallas & Christine Dallas; Lyndeborough, NH – 1972 914

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## NEW MEMBER

Mark Schneider



Hello! Thank you for the warm welcome at my first PCA-NCR event last Thursday (Magical Mystery Tour), I have been enjoying your magazine immensely, too!

I wanted to introduce myself and send a photo of my 2012 Panamera.

I am delighted to finally be a Porsche owner. It has been a dream since I was young. Early Porsches and the 60's/70's race cars sparked my imagination, especially with Hollywood stars like Steve McQueen and Paul Newman (I have a story about him that is also formative) behind the wheel.

I found my 2012 Panamera 4S in Queens, NY, last February and she has performed all my mundane and sports car requests with finesse and style. From transporting my motorcycle to the mountains of North Carolina, my sailboat to Lake Champlain and others, driving to work, or just out for an afternoon cruise with my wife, Renee, and our dogs, I can't think of a better vehicle to do it all with. I am blessed and looking forward to years of street and track fun!

**Are you a new member?** Please write a brief bio and take a photograph of your Porsche ... send them to Kristin (Membership) or to David (Editor) and Northlander will publish the material so your fellow members will get to know you.

**Please notify the membership chair:** [membership@ncr-pca.org](mailto:membership@ncr-pca.org) if you have changed your home or email address.

# PRESIDENT

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Bill Hutchens

## Trip to Calabogie

I had heard Calabogie was one of the best tracks in the Northeast and being a certified track junkie I had to check it out. So I signed up for the three-day event, changed the brake pads on the 911, and loaded up the trailer for the 450-mile trek through NH, VT, and Canada.

It is a long journey. I had my papers in order ... passport, license, registrations for the truck, trailer, and car in hand as I approached the border. Not too bad this time as there were only a handful of vehicles in line ahead of me to speak to the stern and business like border agent. Seems they are really focused on whether I had any weapons with me. Several times he asked me whether I had any handguns, long guns, ammo, defensive weapons. No, just here to participate in driving event with the Porsche Club at Calabogie.

Traffic was ok going through Montreal but my GPS lost its mind and I had to navigate from the map and with all the construction and road work going on it was a little tricky ... but we made it through in good order. When I got to Ottawa it was another story ... at evening commute time it was heavy going ... it was stop and go for about an hour. Once through, it was clear sailing. Got to the track and unloaded the car and headed to the Motor Inn to check in.

Calabogie is a one-horse town ... a couple of pubs, a church and just the basics ... Redneck pub was the favorite so I headed there Monday night for the wings and local beer special ... it was not disappointing. Likewise the small motor inn was clean and they even had WiFi which I was very pleased about.

Headed back to the track Tuesday morning for Tech and morning meetings. This event had a different format. It was for solo drivers only ... so my 20 years as an instructor was no help! We had several coaches and only 40 drivers so this was a treat. I was in fact the student and it was just amazing to have someone like Bob Kelleher guiding me around the course ... faster, faster he drilled through the communicator! I thought I WAS going fast. Nope!

The track is 5km long, 3.1 miles for those who cannot do the math in their head, 20 corners of nasty rough asphalt. Really challenging, and I was glad to have someone show me the way. The track is really technical as the layout is unusual and demanding. The corners are unusual as well: decreasing and increasing radius, elevation changes, very busy, requiring a lot of focus ... mentally exhausting. You know you have spent a day at the track when 5:00 pm rolls along.

NER and John Dunkle put on a really great event. I am thankful to have had the opportunity to participate. I encourage all NCR track junkies to check it out next year. It is a long way but well worth the trip. And the local beer is really good as well!



A large sign for Calabogie Motorsports Park. At the top, it says 'CALABOGIE MOTORSPORTS PARK' and 'www.calabogiemotorsports.com'. Below this is a track map with 20 numbered corners. To the left of the map are sections for 'ES &amp; REGULATIONS' and 'BOCK RULES'. To the right is a section for 'CMP LAPPING FI'. The track map includes labels for 'Mulligan's', 'Big Rock', 'Rajon's Ridge', and 'Spoon'. A central logo reads '10 NORTH AMERICAN PREMIER RACING EXPERIENCE EST. 2005'.

Top row: The 911 arrives at Calabogie after 450 miles.

Bottom row: An awesome Audi ready for the track; and the course map with 20 corners spread over 5 km.



Glimpses of what put the Magic in the Mystery Tour. Photos by Bill White.

## RALLY CORNER

### By The Rally Team

Rich and Marilyn Willey produced a Magical Mystery Tour for August that lived up to its name. Route details were kept secret until a few minutes before departure, and even then, drivers/navigators received only instructions for the first half of what proved to be a challenging trek along back roads of southern New Hampshire. We completed the tour with lunch at Murphy's Tavern in Bedford, NH. Door prizes awarded by random drawing.

With summer passing at an alarming rate, we look next to September's three-day Fall Get-A-Way Weekend: low-traffic roads in the Catskill and Shawangunk Mountains where Porsches will run beside world-famous trout streams before arriving for lunch at the Mountain Brauhaus. Once provisioned for the afternoon, explore at will. We suggest any of multiple historic sites in nearby Hyde Park, NY, including the FDR estate and Presidential Library, the Vanderbilt estate, and Eleanor Roosevelt's hideaway "Val-Kill". Social hours and dinners, of course. Still time to Register!

We regret to report that despite a concerted effort by the planning team, logistical problems have forced us to cancel the Whiskey & More Tour for October. It remains a worthy idea, and perhaps we will be able to make it work in the future. Instead we are planning a "Ridges, Bridges, and Vines" tour. Watch the NCR website calendar for details.

Check the NCR website calendar regularly for details about each event as plans are finalized and registration opens.

Please make your voice heard. Join the fun / make the fun. Contribute your ideas. Contact [Rally@NCR-PCA.ORG](mailto:Rally@NCR-PCA.ORG).

### NCR Rally/Tour Program for 2019 Season

Event No.	Date(s)	Description
1	5/19	May Meander to Bellows Falls, Vermont
2	5/31 – 6/2	Spring Get-A-Way Weekend to St Albans and Northern Vermont
3	7/13	Lake Shores and Hinterlands Tour
4	8/18	Magical Mystery Tour
5	9/14 – 9/16	Fall Get-A-Way Weekend: The Catskills, The Gunks, and Historic Hyde Park
6	10/26	<b>CHANGE:</b> Ridges, Bridges, and Vines



The Magical Mystery Tour poster — photograph by Harv Ames

## Magical Mystery Tour

It was “Navigators Challenge Day” ... drivers were just along for the ride ... and yes, it was a mystery tour. Under a bright, sunny sky Rich and Marilyn Willey rose to the occasion by supplying a route that combined mental agility with humorous twists to match the roads. We were warned before departure when Rich admonished every driver to give his/her navigator an appropriate sign of affection before heading out for what would be a taxing adventure. Lead navigators and drivers worked furiously to decode cryptic instructions, but at some point or other, every car went off course, and crews had to scramble to recover. The Sweep was kept busy chasing down runaways.

The intensity of the route was tempered by a relaxing rest stop at Cathedral of the Pines in Rindge, NH to regroup, and another at Carr’s Store and Gas in Dublin, NH where snacks replenished energy levels. Even in areas which some of us thought we knew well, we were introduced to new roads with twisties and vistas worth revisiting at leisure. The route’s cunning and complexity were such that sometimes disorientation set in, where both drivers and navigators were bamboozled by what should have been familiar surroundings.

Even the destination restaurant remained unnamed in the driving instructions, so hungry navigators had to pay close attention to odometer readings. Nevertheless, everyone managed to find camaraderie swapping tales of missed turns over an enjoyable lunch at Murphy’s Tavern in Bedford, NH. Dean and Susie Laughy won the Grand Prize for most appropriate attire. After lunch a few of us heard the irresistible call of ice cream at The Inside Scoop just down the road. A fitting end to a great day.

continued on page 14 ...



**Photographs by Bill White:**

**Upper right:** Chris and Dana Russian work on their Boxster Spyder top as Doreen Ames looks on.

**Middle Left:** Judy Hendrickson, Sara Gaul (partially hidden), and Dana and Chris Russian tuck into lunch at Murphy's Tavern.

**Middle Right:** Paul Tallo discussing a deep philosophical point as Pat Tallo, Naomi Risch, and Dylan Eastman (partially hidden) pay rapt attention.

**Bottom Left:** Mac and Harold McComas with Geno Kievit (foreground) and Richard and Jackie Atherley with Mark Schneider (background).





**Photographs by Harv Ames:**

**Upper Left:** Bill White, Becky and Mark Schneider, Rich and Marilyn Willey ready to go.

**Upper Right:** Susie Laughy, Luis Colom, and Dean Laughy with P cars.

**Middle Right:** Susie and Dean Laughy were 100% committed to the Magic of the Mystery Tour.

**Bottom Left:** Doreen Ames, well-deserved winner of one of the door prizes.



## DRIVERS ED

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By The Drivers Ed Team

### August DE Report

It's August, it's hot, and our DE season is already half over. We had a very successful event at Lime Rock last month and other than a few sprinkles and a thunder clap or two all who attended had a fantastic time. Pam & I arrived Sunday night a full day after the big IMSA race and there were still a few big transporters in the paddock along with several large generators. The staff was somewhat slow after hosting the very large event in unbearable heat on Saturday and were still cleaning up the paddock Monday morning as we got our show rolling.

Our turnout was one of the largest ever for this event so our onsite tech team lead by Gary Gammons had to work hard to get all of the cars checked before the drivers meeting, but they pulled it off. Thanks to Gary and his team! There were no incidents despite some wet laps, and the social gathering under the tower after the track went cold on Monday night was a big hit. Our social director Margurite Zrimsek brought a wonderful spread of small sandwiches, snacks, deserts and a nice variety of beers, wines and soft drinks to please all who attended. Thanks Margurite!

Whether you are a track warrior or a Sunday driver you should put this event on your calendar next year as this iconic track has to be on most Porsche drivers' bucket list!

### NHMS Vintage and DE

We also had our very first mid-week combination DE and Vintage event at New Hampshire Motor Speedway. Thank you to our sister club NER who helped make it a success. This was a big hit for those who were able to get away on a Thursday for the short drive to this huge facility near Concord. It is awe inspiring to drive through the tunnel and come into the infield with the huge grandstands looking down on the track. The stands were empty, but the track was busy with a variety of old and new cars. The "vintage" cars had two run groups of their own and brought out some people to the track who have not come in recent years due to the amazing speed and capability of the newer cars. We will look at expanding this opportunity next year.

### Upcoming Attractions

The days are getting shorter and your opportunities to get on the track with your club are dwindling. We will be at Club Motorsports at Tamworth NH for two events before the snow flies, so check your calendar and sign up today. Otherwise, next spring is a long way off!

September 6<sup>th</sup>, 7<sup>th</sup>, and 8<sup>th</sup> is our Make-A-Wish event which is always a crowd pleaser. On Friday we will have a “advanced day” with only white, black, and red drivers on the track. Saturday at noon the Make-A-Wish kids will have a chance to get a ride and do parade laps on the track in some “neat” cars. It puts big smiles on the kids and parents as well as the drivers who share their time and their cars with these challenged kids.

September 20<sup>th</sup>, 21<sup>st</sup>, and 22<sup>nd</sup> will be a three-day DE event at Palmer Motorsports Park in Central MA hosted by NER. This challenging road course cut into the side of a mountain has a little something for everybody. Come for one day to try it out or all three days for the maximum track time.

October 5<sup>th</sup> & 6<sup>th</sup> NER is back at Palmer for their first ever two day vintage event. So, for all the somewhat older cars, that don't enjoy sharing the track with GT3's and other newer faster cars there are three vintage run groups to suit your vehicle and skill level. Visit the NER website for more details.

October 19<sup>th</sup> and 20<sup>th</sup> we will be back at Club Motorsports for our “*spring is a long time coming*” event to close out the DE season. The leaves will be turning and sweatshirts will be on as we drive in the crisp fall air. The views up there are spectacular and mother nature will be doing her part to enhance the scenery.

See you in the paddock,

Dennis Mascetta

NCR Track Co-Chair



continued on page 18...

# NCR Vintage Day 2019

PHOTOGRAPHS BY *NORTHLANDER*







# AUTOCROSS 4

## New Timing Equipment and Help Wanted

We held our fourth autocross of the year on Saturday, August 3rd at Devens. Due to a couple competing events, we had only 64 drivers. We expected a hot day but a couple morning showers kept temperatures comfortable for the remainder of the day.

We have been planning to upgrade some of our wireless timing hardware but we found another new system that we could purchase for less than the cost of the planned upgrades. Several local clubs are already using this new system and our friends at Renegade Miata were generous enough to loan us their new hardware for the day to test it out. The system is plug and play with our current software so we gave it a try. The system worked beautifully; the only issues we had were a couple of false finishes but they were not caused by the hardware.

Lisa and I still do not have a car ready to autocross but Erick Aubin and Jeff Johnson were kind enough to share their Caymans with us for the day. Thank you both so much!

On a great course designed by Rob MacAlpine, we did five morning runs and took a short lunch break but only did four afternoon runs so we could finish before the next storm threatened. Justin Chen took FTD while Grant Barron had the fastest Porsche. Lyle Zyra captured top PAX and Bill Aubin took top Porsche PAX.

We had fourteen Novices including one new Junior Participant Program member. Thanks to our great Novice program, and Dan Q's leadership as Novice Captain, I think they all left smiling!

Our next event is the PCA Zone 1 Autocross on September 14-15 which NCR will host again at Devens. Our final event will be our Loaves & Fishes Autocross fundraiser on September 28<sup>th</sup>.

**BTW**, I am looking for someone to help write up Autocross events. I am told that I am in a rut and that my articles are basically boring and uninformative. [**Editor's note:** I did not say this :-)] Perhaps I have become a formula writer. We could use a new perspective. If you like to write and could help out please contact me – [autocross@ncr-pca.org](mailto:autocross@ncr-pca.org)

Joe Kraetsch

NCR Autocross Chair



# AUTOCROSS 4

PHOTOGRAPHS BY NORTHLANDER









# NCR PROFILE:

## AKIRA MOCHIMARU

By David Churcher

### Preamble:

NCR has several members who came to the USA from another country and brought not only their driving skills and a love of Porsches but also interesting professions and perspectives. This interview/profile is the second in what we hope will be an interesting series.

**DC:** Akira ... I recall you once said to me that you, like many of us, have been in USA long enough that we feel it is home but we still hold onto our roots as a sort of second home. Do you still have that “two places are home” feeling?

**AM:** Yes. Actually it gets stronger as I gain more age. I have started recognizing more about good parts of both countries. Also I see things could be better or improved in my own perspective. But I still feel both countries are home to me because of influence on the culture and business.

**DC:** Can you give us a brief story on what inspired you to move to the USA?

**AM:** The best thing is to accept different ideas openly without shutting it down before letting a try. Although you are responsible for the consequences with your idea, nobody stops you if the idea doesn't hurt others. Japan is opposite. There is a saying “sticking out nails will be hit”. I don't like that culture and it is still somewhat true there. I am not an entrepreneur type person but there is no room for being different in businesses in Japan.

**DC:** I understand you are an engineer with a degree in two disciplines.

**AM:** Technically speaking, my degree is engineering in architecture. But I am specialized in room acoustics. Room acoustics involves some architecture and physics while most of the successful and famous acousticians are physicists. I think it's crucially important to have a great motive to do room acoustics which my desire to provide better audio experience to the music lovers. I love music and there are many people caring about the music but not getting something they deserve. I also studied electronics by myself since my father was an electrical engineer. All three disciplines led me to what I am doing today, electro acoustics in public spaces.

**DC:** When you decided on the two fields did you know they would be a great combination and lead you to your present job, and, to the USA?

**AM:** No, I have never thought about it. I just wanted to pursue what I am passionate about it. I believe I got a job in the US because I was doing right things at the right time. Also I have moved on to a management job which I never thought

about when I was an engineer. I was not aiming for the management job but my skill and results in managing small team and projects were recognized by top management people at the work and the industry.

**DC:** Can you give us a description of what you do?

**AM:** I am managing professional audio business at Bose Corporation for 13 years. My responsibility is divisional strategy with product planning, development, market development, marketing, global sales and services. We currently have businesses: live music (concert and touring), conferencing, installed system (from restaurant to stadium), and portable.

**DC:** And you travel a lot? Does the travel allow you to enjoy motorsports in other countries? Have you been to the WEC series at Mt. Fuji?

**AM:** I am traveling a lot because professional audio is about relationship. Customers and supplier are depending on each other to provide great solution to our clients (venue owners and concert/rental companies). I meet our customers regularly and meet end users to support our partners.

Unfortunately, I don't have opportunity to participate any Motorsports related events. I tried to run some of the international race tracks during my business trip but our HR policy does not allow me to do so during my travel.

**DC:** Why a Porsche? What made you prefer a Porsche?

**AM:** I just liked Porsche when I was a high school kid. The 904 was my dream car. When I got the first car, Nissan Skyline – original GTR, as my first car as a college student, I lost a battle at a freeway in Tokyo against Porsche while I was 120% focused and the Porsche driver was just almost cruising. I decided to become a Porsche owner and I had become one when I was 25. Since then I always drive a Porsche (or a few).

**DC:** You never had a desire for a GTR instead [smiling /wink]?

**AM:** The current GTR is great car but I like cars without power assists and electronic controls.

**DC:** It is perhaps well known that I consider your 904 replica as my favorite NCR Porsche. I fell in love with the 904 back in 1964 when I saw one racing in Canada. What was it that made you decide on a 904?

**AM:** Thanks, David. I don't remember exactly when I saw a 904 the first time. But I fell in love with the 904 when I saw a picture of a 904 when I was in middle school and watched a video of the second Japan Grand Prix where a 904 won in 1964. It looks so different from the rest of the cars.

**DC:** Your 904 now has a 2.7 flat six? Tweaked in Japan? Makes about 190BHP?

**AM:** The engine is from 1974 911RS. It has been modified to 2.8RSR spec. It is controlled by Motec M4 with TWM throttle body. It should produce 250Hp or more. It has been rebuilt last year in Japan at a shop where the motor was built originally. It's my friend's Porsche tune-up shop in Tokyo.

**DC:** So the Beck body and suspension, and the engine you have, would make the car perform equivalent to the 1964 version with a Porsche four-cam? Is there a certain thrill derived from this knowing you are experiencing what must have been a real thrill in 1964?

**AM:** I never had a chance to drive real 904 so I cannot compare. But Chuck Beck (creator of Beck 904 replica) said the suspension geometry of the replica should be better than the original (he borrowed the design from Shadow racing car in early '60s). The power-weight ratio on my car is way more more than the original. So it should do better than the original but it may require better driver since there is no controls like modern high performance cars. You have to be a real race car driver to balance the car.



# 2019 Make-A-Wish Car Show

By Dave Doran



This year our annual car show to benefit the Make-A-Wish Foundation of NH was held on Sunday, August 4<sup>th</sup> at the Fox Run Mall in Portsmouth. This change of venue was due to the start of building reconstruction at Stratham Porsche. Our car show was held in conjunction with the Seacoast Cars & Coffee monthly car show, and we thank those folks for their hospitality and providing the space, table, chairs and tent for our volunteer team.

There were 42 cars and trucks that entered the show in our usual divisions of Porsches by decade, British, Italian, Non-Porsche German, People's Choice, and Sponsor's Choice. This year we added divisions for American Muscle, American Classic, Adventure, Exotic, Two-Wheeler, and Japanese to attract the variety of vehicles that show up for the Seacoast Cars & Coffee events. There were two Ferraris, a fine example of an Austin Healey Sprite, a 2003 BMW Z8, three cars in the American Muscle division, two trucks and one car in the American Classic division, seven Japanese branded cars, one Exotic Lamborghini, and a late entry in the Adventure division. This last entry was a 2003 Ford Crown Vic with the roof sawed off which the NCR team decided qualified as an Adventure vehicle. There were no entries in the Two-Wheeler Division.

Of course, there were plenty of Porsches entered from a lone 356 Cabriolet to a 2018 Carrera 4 GTS. There were also a 1975 914, a 1978 911 SC Targa, and three 930s. The trophy for 50s Porsche will be ready for next year since there were no entries in that division. They are getting quite rare! The winners in each division are in the table below.

Of special note was the Sponsor's trophy (Harry Dean Robinson Award) that went to Judy Hendrickson for her 1995 911 C2 coupe in Riviera Blue (aka "JellyBean"). Harry sold this car to Judy and her late husband, Doug. I'm sure Harry would have been pleased. Also of note was the fact that there was a four-way tie for People's Choice. The winner was picked out of a hat by one of the MAW team. Ivy says she had nothing to do with the selection...yah, right. The other choices were Scott Costa's 2006 Ferrari 430, Ann and Ray Ashenhurst's 1965 356, and Judy's 1995 911 C2.



Photograph at top left: Sam Gratton by Mark Ettinger. Second from top left: future Porsche racer by Ivy Cowles. Bottom row second from left: NCR enthusiasts by Mark Ettinger. Remainder of photographs by *Northlander*.

Division	Year	Make	Model	Color	Owner
50s Porsche	No Entry				
60s Porsche	1963	Porsche	356 Cabriolet	Silver	Ann & Ray Ashenhurst
70s Porsche	1975	Porsche	914	Black	Rich & Terri LeBlanc
80s Porsche	1988	Porsche	930	Black	John Dunkle
90s Porsche	1995	Porsche	911	Riviera Blue	Judy Hendrickson
2000s Porsche	2006	Porsche	Cayman S	Yellow	Ivy & Hank Cowles
2010s Porsche	2016	Porsche	GT4	Grey	Pete Santin
British	1959	Austin Healey	Sprite	Red	Mark Duffy Monrong
Italian	2006	Ferrari	F430	Red	Scott Costa
Non-Porsche German	2003	BMW	Z8	Black	Tim Lindsay
American Muscle	1976	Pontiac	Trans-am	Blue	Matt Beyer
American Classic	1993	Ford	F150	Burnt orange	Scott Allen
Japanese	1990	Nissan	Skyline GTR	Grey	Mattew Tatro
Exotic	2019	Lamborgini	SVJ	Matte Red	Chris
Adventure	2003	Ford	Crown Vic	Light Blue	George Burke
Two-Wheeler	No Entry				
People's Choice	2006	Porsche	Cayman S	Yellow	Ivy & Hank Cowles
Sponsor's Award	1995	Porsche	911 C2	Riviera Blue	Judy Hendrickson

continued on page 28...







# Not Just Another Woman Driver

By Pam Mascetta

Recently, I had a fascinating conversation with Tania Coffin at the NCR-NER Vintage Day event at NHMS. As it turns out, Tania has been driving at DEs since 1995, although I met her just a few years ago. A school teacher, she brought a group of her students to the iconic NH track for a field trip. They had a great time checking out the driving action from various vantage points. Don't you wish you had a teacher who planned such awesome field trips?

Tania started driving on the track with the White Mountain Chapter BMWCCA in 1995 after purchasing an E30 325iX. Mike Cooney, of Concord Motorsport convinced her to give it a try, and although it was initially intimidating sharing the track with more powerful cars on slicks, by the end of the day, she was hooked! She continued doing one or two track days a year until 2000, when she and her brother bought a 1985 944, some track tires and then started doing more events with PCA and BMWCCA. Due to family circumstances, Tania had to take a break in 2004 for a few years. Thanks to the excellent advice of Mark Nadler, however, in 2008 she purchased a 1989 944-S2 and has been driving it ever since. Mark told her the 944 would be reliable and it has been "bulletproof" throughout the last 11 years of intermittent driving.

Tania explained to me that in years past drivers not only staged cars and manned control, but flagged as well! As Operations Manager, I was confounded at the thought of trying to organize all this, as well as amazed at the commitment drivers had to make. They drove half of the day and flagged the other half. One would have to either scramble to the flagging station right after Tech, or right after your last driving session. According to Tania, "Using professional flaggers is probably safer, and the calmer pace of track days with only a 45 minute work assignment is much more pleasant, but flagging was educational – you learned the flags because you used them, you also learned lines through corners because you watched them for several hours."

Now that Tania has retired from the teaching profession, we look forward to seeing more of her at the track. When asked what "drives" her love of DE, she said it's the way her car feels when she gets the line right that has kept her coming back for all these years. I think we can all agree with that!

## Editor's note:

Do you know Bugs Bunny's mad mate The Tasmanian Devil? He is not exactly a real representation of a Tasmanian. A real Tasmanian looks like Tania, and, your *Northlander* Editor – we are both from Tasmania and very happy in our chosen home of the USA. We both wear a two flag emblem on our Porsches – a Stars and Stripes, and a Southern Cross.





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# Give Me A Film With Cars and Racing

By Danielle Badler

Yes, it's true. Give me some racing footage. A good, unpredictable story that sucks you in. Great dialog. The chance to shed a tear or two. And I'm there.

Does "The Art of Racing in the Rain" qualify? Well, I read the book when it first came out, and loved it. So I had to see the movie. We went on opening night. I think it works pretty well. At least against its historic competition. Although that may be damning with faint praise.

First off, let's pause and acknowledge the competitive pantheon ... "Grand Prix" and "Le Mans" ... and move on. Then what have we got?

Not many. And that's the point. Remember, we're not talking about movies that have cars in them. Movies like "Gone in 60 Seconds" or the "Fast and Furious" franchise. Or movies with chase scenes. Like "The French Connection." They're a dime a dozen.

No, we're talking about serious films that revolve around racing. There's "A Man and a Woman," where the male lead, played by Jean-Louis Trintignant, is a racer who is shown driving in the Monte Carlo Rally ... in a ... stumped? Gotcha. But can you hum the movie theme? I knew you could.

"Bobby Deerfield," with Al Pacino in the lead. It was directed by legend Sydney Pollack. But it was panned by critics and is largely forgotten today.

"Winning." Remembered mainly as the film that hooked Paul Newman on racing. For life.

"Driven." Sylvester Stallone's "Rocky meets a racing car" movie. I came, I saw it, I left. What got to me was when I read that they filmed the cars going a maximum of 90 mph or so. Indycars. "The audience won't be able to tell the difference," they said. Not true.

"Rush." About the Lauda-Hunt competition during the '76 Formula 1 season. What do I remember? The crash, of course. And the aftermath, where the film did a great job of capturing the off-the-charts focus and pain of Niki Lauda. Made all the more poignant with his passing this year.

And, just for grins, there's "The Racers." Featuring Kirk Douglas. From 1955. I remember watching it once. Although, for the life of me, I can't remember anything about the film. I wouldn't mind seeing it again, if I could find it.

I believe we should have a new addition to the list this month, with the upcoming "Ford v Ferrari." I have high hopes. Although, and I had the same problem with "Rush," it irks me to know, going in, how it ends. But, then again, it features Matt Damon and Christian Bale, who are both Academy Award-winners. Although I have no idea how much either actually knows about cars and racing. Or whether it matters.

Which begs the question of whether any of this makes any difference in the quality and lasting ability of a film. Remember, the only test, ultimately, is time.

From my reading up on "The Art of ...," the male lead, Milo Ventimiglia, is an actor, plain and simple. Not a bad actor. But he's not a racer. My understanding is that actor/racer Patrick Dempsey was a producer. And ace drifter and former "Top Gear" US host Tanner Faust did most of the driving. Indeed, in the rain in a Turner Motorsports BMW. Behind the wheel of a Penske Dpi Acura at the Rolex 24 at Daytona and also in, yes, a Wright Motorsports GT Daytona Porsche. He's also shown drifting a new Ferrari coupe.

The footage looks really good. And, with all due respect to Faust, part of the credit for the action cinematography has to go to Jeff Zwart. Don't know him? You know his work – virtually every car commercial that features action footage is his work as director. He's also set a number of records in Porsches at Pike's Peak.

As for the shots of Ventimiglia, behind the wheel with the dog (he's named Enzo,) which is part of the trailer and used for the movie poster, that had to be the actor doing his own driving. Although he is, clearly, not exactly exercising the Ferrari. Which is a shame. Because the car is a '50s classic which I'd love to hear at speed. My best guess is it's a Testarossa. Correct me if I'm wrong.

Now, some critics have said the film is really a dog movie. I guess you could say that. And I guess some writer for a dog magazine is chronicling, right now, how the film stacks up against dog classics. Although I'm not sure there are any. Does "The Shaggy Dog" qualify? "Marley and Me"? "Beethoven"? "Lady and the Tramp"? "Old Yeller"? "Turner & Hooch"? "101 Dalmations"? How about my favorite, "Best of Show"? I have no idea. But, gee, I do think there are actually more dog movies than race car movies!

This film is narrated by Enzo, who's a Golden Lab (using the voice of Kevin Costner.) And he does do a great job of endearing himself to everyone with whom he comes in contact.

At one point, Enzo tells the audience that Mongolians believe in dog reincarnation. He explains, Mongolians believe that, if you're a dog and you lead a worthy life, you will come back as the sort of human you most emulate. Enzo says he's working on it. He's "imprinting" all the knowledge he's accumulating, to be ready for his upcoming life as a human.

I gotta tell you, when I got home from seeing the film, I stared long and hard at my dog, looking for a sign, a hint, anything. No luck. All he wanted to do was go for a walk.

So, how does the film stack up as a work of cinema? I've no idea. See me in 10 years. If I told you anything else, that would ruin everything. I refuse to spill the beans. Although, if you read the book, as I did, it will all come rushing back. Just as, if you saw "A Man and a Woman," you'd remember by now what he drove. Still stumped? Oh, ok, it's a rally-prepared Mustang.

There just aren't enough movies with racing. Cherish them always.

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Ivy Cowles, 2019 Nominating Committee Chair

Isn't it just amazing how fast summer goes? It is time to start the search for those who will continue to lead and shape the future of our Club.

Kristin Allen, Stephen Allen, and I will serve as the 2019 nominating committee and our task is to find and interview qualified candidates for the four elected officers of NCR as well as chair persons. The only qualifications for office are that you must be a member (primary, family or associate) in good standing with PCA/NCR and you must have a desire to help shape the future of the club.

We are soliciting suggestions for candidates for all elected positions.

We will also accept any names you might have for the various committees (Chair or member) that are vital to the Club. These are appointed positions so we will pass the names to the board for further consideration.

Please contact Ivy by October 1<sup>st</sup> if you are interested in serving or nominating someone for one of the elected positions (or if you have a suggestion for any Board position or Committee Chair):

Ivy Cowles

[charity@ncr-pca.org](mailto:charity@ncr-pca.org)

Mobile: 603-767-6461

Nominee Statements and ballots will be circulated to the membership for final voting in October. Election results will be announced at the Annual Meeting / Banquet in November.

Thank you for your ongoing support and participation in this important process.

Ivy Cowles – NCR Nominating Committee Chair

# MART

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***If you wish to advertise in Northlander please contact: Hank Cowles***  
[advertising@ncr-pca.org](mailto: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 15<sup>th</sup> of the month before the month when the ad will begin. Thank you.

# BTW



The details part of Autocross 4



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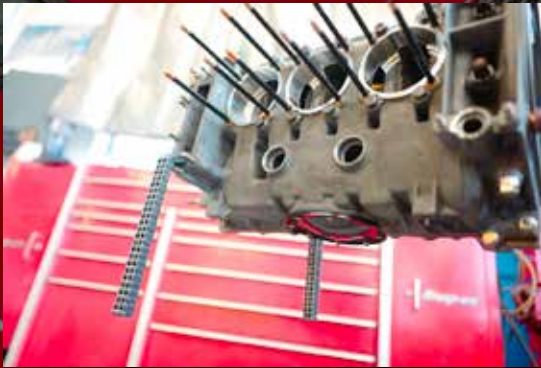
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Volume 42 — Number 8  
September 2019

Kristin Allen  
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