

NORTHLANDER

NORTH COUNTRY REGION

Volume 37 Number 10

PORSCHE CLUB OF AMERICA

November-December 2014



IN THIS ISSUE:
Thompson
Tribute to Harry
NCR Fall Tour
...and much much more!

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*Happy
Holidays*



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CALLING ALL PORSCHEPHILES

We are looking for members interested in keeping this club going. Past administrations have done the hard work - they have built a strong and varied program with ever greater participation from the membership.

We are growing each and every year. Any member, whether active, affiliate, or associate can help out. If you have any interest in helping out this great region, please contact Matt Romanowski - matt@jraplastics.com

Thank you!

NCR



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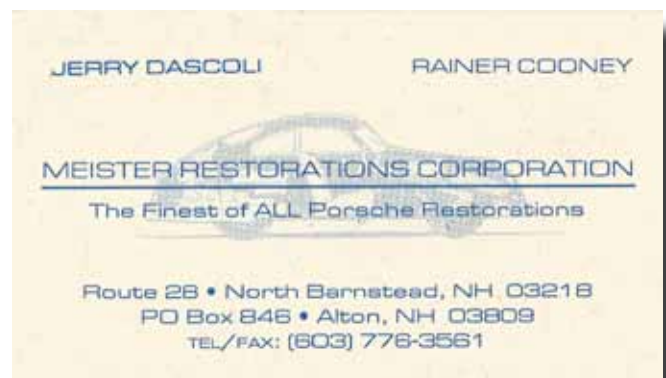
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Harv and Alyssa enjoying the day's events....

November / December issue in Memory of Harry Dean Robinson July 8th, 1955 - October 24th, 2014

Obituary for Harry D. Robinson

Barrington - Harry Dean Robinson, 59, of Barrington, died Friday, October 24, 2014 unexpectedly in his home.

He was born July 8th, 1955 at Bryan Air Force Base, Texas, the son of Helen (Dean) Robinson and the late Whitney B. Robinson.

Harry was raised in Beverly, Mass., and attended schools there until the family moved to Hampton. He attended Kimball Union Academy in Meriden, NH and graduated in 1974. Subsequently, he attended classes at UNH.

He served in the Navy from 1977 to 1981 and was stationed on the USS Brumby, FF-1044. He spoke frequently of travelling to parts of the world he never dreamed of seeing and of the importance of serving his country.

Harry's professional career spanned almost 4 decades and included sales positions at a variety of car dealerships: Ed Byrnes Chevrolet of Dover Point, Park Porsche of Lawrence, MA, Porsche of Nashua and Porsche/Audi of Stratham. He was the consummate Porsche aficionado and had attained Master Sales status.

Harry married Kathy Ardini Robinson December 21, 1985. Their son, Dean, was born October 16, 1991.

Harry's passions were vast and varied and included snow skiing, automotive sports, and boating. He was an active member in a variety of clubs including the Strafford County Ski Dawgs, the New England Ski Museum, The New Hampshire Boat Museum (Vintage Race Boat Regatta), and The Porsche Club. All remember him for his camaraderie, organizational skills, numerous fundraising events and ability to bring people together for purposes of supporting his causes. Harry was also well known for a generous sense of humor.

An avid boater, Harry spent summer vacations on Lake Winnepesaukee with friends and family. Harry looked forward to winter snow season so that he and his wife, Kathy, could enjoy skiing at many New England ski areas including Gunstock and Cannon. Over the years they spent a number of wonderful ski vacations with their friends in the French Alps. His Porsche Club activities involved coordinating many tech sessions, rallies, and fundraisers in conjunction with his employer at Porsche/Audi of Stratham. Harry looked forward to reunions with his fellow Kimball Union Academy alums. Together, they reminisced and planned events to help ensure the successful future of Kimball Union. He loved attending concerts and listening to rock & roll, especially the Allman Brothers and Joe Walsh.

In addition to his mother, he leaves wife, Kathy (Ardini) Robinson, his son, Dean William Robinson, his mother-in-law, two aunts, an uncle, and several cousins.



We will never forget you Harry!





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Statement of Policy

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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 43 for advertising rates.

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NORTH COUNTRY REGION

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PORSCHE CLUB OF AMERICA

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On the Cover

This picture was taken during the NCR Fall tour put together by Judy Hendrickson. Photograph taken by Catherine White



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CALENDAR

NCR Calendar or Events

December

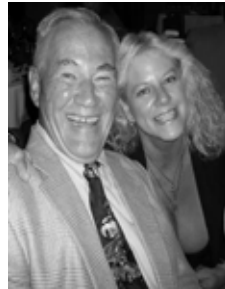
Dec 13th -Tech Session at AutoWerkes of
Maine / 10am

Be sure to look for information regarding the
Annual Yankee Swap to be held in January

www.ncr-pca.org/



EDITORS' DESK



I AM THANKFUL!

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!



Matt Romanowski **Wide Open**

Thank You. To all our members. To all our volunteers. To all our advertisers. To all our sponsors. To everyone that helps make NCR so great. Reflecting on the year that has been 2014, NCR has put on amazing events, been financially strong, and had a lot of fun. That is thanks to you, the people who make up NCR.

We've had a series of great rallies, capped off by Judy Hendrickson's incredibly successful Ramble through the Nashua/Hollis area, ending with lunch at LaBelle Winery. Jeff Torrey had put together a number of other fantastic drives with near record attendance while generating a new level of excitement for our tours.

Through the year, we've had a series of great DE events. The DE team along with all of the instructors, students, and participants have shown how to have a series of fun, safe, events. With some help from professional driving instructors, NCR has also put a great amount of education into our program. Tie in our excellent instructor feedback and student tracking, and you can see why the program has been setting the standard for DE events in the Northeast.

Inside the Autocross program, I'm not sure what is more impressive - their ability to drive and win the Zone Challenge AGAIN, or the fact that they were tapped to run the Zone 1 Autocross AGAIN? I don't think any region in PCA can compare to the autocross program that Joe Kraetsch has built over the years. With a great cast of supporters, NCR continues to set the autocross standard.

Throw in a few great social events, a fantastic Make-A-Wish Car Show, the Annual Banquet at Cochecho Country Club and we have had a terrific 2014. But that means.....

We are already starting to plan for 2015, with the DE and Autocross teams working on putting together their schedules, budgeting their events, and replacing some key team members. Their is already some planning going on for the car show. Jeff Torrey is waiting for some of the other dates to be finalized, but I know in his mind, he is busy working on some more great drives, fantastic views, and fun lunch spots.

Even more fun, Bob Futterer has been putting together a great group of tech sessions to get us through the winter doldrums. We'll all have a chance to get out, learn something, and be around a few Porsches and lots of friends. I can't wait for those events, though the snow and cold could wait!

Not necessarily Porsche related, but I just saw that the original founder of the now defunct SpeedVision TV network has started a new network called Torque.tv. It promises to eclipse the old Speedvision with even more racing coverage of all types. Even better, it will broadcast much of the footage on the CBS Sports Channel that we get, versus the MavTV network that you can't get here. I know this is going to help me get through this winter!

I'm sure you will see in this issue that NCR has lost a long time member, active supporter, and great guy in the passing of Harry Robinson. While Harry might not have known every member, his contributions to the club over the last 27 years have been significant, if not always easy to see. His support of NCR as a liaison of sorts with Dover Auto World, Park Porsche, Porsche of Nashua, and most recently Porsche of Stratham has helped the region in ways that will never be fully known.

Harry was also a friend to many folks in the club, helping them find their Porsche. Harry was never a salesman, but rather a trusted friend, who was able to help guide you through the process of your journey, not just selling you a car. RIP Harry.

Autowerkes Maine – NCR Tech Session

Date: December 13, 2014

Time: 10:00 AM – 01:00 PM

Location: Autowerkes Maine, 398 US Route 1, Freeport, ME

Website: www.autowerkesmaine.com

Tel: 207-865-6600

Seminar:

This tech session will focus on the process for doing a vehicle pre-purchase inspection. This is an important (and often skipped step) when purchasing a used vehicle. Autowerkes Maine will take you through a step by step process of what a mechanic would inspect to determine what repairs are needed or could be needed in the near future.

Coffee and donuts will be served.

Also, a great opportunity to do some last minute Christmas shopping at LL Bean or any of the other numerous outlet stores in the area.

Please RSVP to Bob Futterer at tech@ncr-pca.org



Please visit us at our new facility at
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207 865 6600



Jeff Torrey

Rally Time

As Rally Chair I would like to close out the season and say thanks. We had a great year driving and spending the time together. Some special memories and new stories to tell. At year end, members were very positive and grateful for the program we were able to put together this year.

My experiences working with you, the membership... has been satisfying for me, and I am looking forward to next year.

-Jeff Torrey

Contact rally@ncr-pca.org

A note Jeff Torrey wrote to the Bethel Inn. I think this pretty much sums up that Jeff and the rest of the crew had a great time!

Diana- I got your phone message last night after hours. All is well. The weekend was very special for my wife and I. I appreciate the service that the staff and yourself extended to the group. Friday night in the tavern was exceptional. We all made new friends and will cherish the memories. The "Moose Tour" could not have been better. There was no traffic. Outside of Mexico the roads were our own. The occasional pick-up truck quickly and graciously pulled over to let the group pass. The views from Rangeley Lake were beautiful, my perception of the Maine wilderness is forever changed. I can not get back soon enough. Many thanks from everyone in the group. Best wishes to yourself and The Bethel Inn.

Kind Regards,- Jeff Torrey / Rally@NCR-PCA.org



Jeff - thank you for a great season.....

MEMBERSHIP



Laura Futterer

**November 2014 Northlander - New Members
and Anniversaries**

New Members:

Thomas Bisceglia
New Boston, NH – 2015 Cayman GTS

Rick Bombard
Greenland, NH – 1975 911S Targa

William Hutchens
Concord, NH – 2012 Cayman

Michael Johansson
Laconia, NH – 2011 911 Carrera GTS

Eddie Macaroco
New Bedford, MA – 2012 911 Carrera S

Kevin Orr
Manchester, NH – 2007 Cayman S

Will Rittmeyer
Concord, NH – 2003 911 Carrera 4S

Laura Saati
Nashua, NH – 2010 Cayenne S

David Salerno
New Boston, NH – 1985 911 Carrera

Joseph A. Tortorelli
Danvers, MA – 2015 Macan Turbo
Transfer-In to NCR – Joined PCA 07/08/2013

Jason Tucker
Hudson, NH – 2005 911 Carrera

William Zierden
St. George, ME – 1988 911 Carrera

continued on page 18 ...

Member Anniversaries

1 Year

Charles Fosberry
Leigh Fosberry
Stoddard, NH – 1979 911 SC

John S. Grisham
Littleton, NH – 2014 911 S

2 Year

Paul Armstrong
Kim Armstrong
Derry, NH – 2008 Cayman S

Ronald Campbell
Ellen Campbell
Pelham, NH – 2006 911 Carrera 4S

December Member Anniversaries:

1 Year

Felipe Avery-Miranda
Westborough, MA – 1977 911

E Victor Hall
Peter Zaremba
Bluffton, SC – 2003 Boxster

Kelby Longueil
Maria Longueil
Portsmouth, NH – 2005 911 Carrera

John M. Martin
Lee, NH – 2004 911 Carrera

Craig Rief
Jonathan Caron
Durham, NH – 2012 Cayman

Roger Thibodeau
Charlestown, NH – 2006 911 Carrera S

John Thonet
Patricia Reilly
Bedford, NH – 2013 Panamera

2 Year

Edward H. Chivers
Ester Romero
North Springfield, VT – 2004 Boxster S / 1997 911 Carrera

Christopher Hubert
Kathleen Hubert
Pelham, NH – 1999 Boxster



Rich Willey **Where The Rubber Meets The Road**

“Life moves pretty fast. If you don’t stop and look around once in a while, you could miss it.” - Ferris Bueller

What do the initials “GMC” stand for?

Musing #1

A few months ago I’m reading a magazine in a barber shop (not a salon, or spa), and I see a picture of a Vollrath Viking steering wheel on a hot rod. Maybe the most beautiful steering wheel I’ve ever seen. I do a web search when I get home, because doing them on a Smartphone screen makes my hair hurt. It’s a boat steering wheel modified to fit a Deuce Coupe. As I looked through the Vollrath website, what do I see? Spinner steering wheels. I do a spinner search and there are dozens of them for sale on Amazon.

You don’t know what I am talking about? It’s a knob with a u-shaped bracket that attaches to your steering wheel and allows you to rotate the steering wheel with one hand without palming it. Back in the day they were known as “Suicide Knobs” because they were notorious for loosening or breaking at the worst possible moment. We also called them “Necker Nobs” for reasons that should be obvious. Mine was white with a red rose design on top.

Musing #2

I subscribe to an online newsletter called Smarter Traveler and earlier this year, they featured several roads for those of us more adventurous than smart. Here are a few:
1-North Yungas Road connecting the Amazon rain forest to La Paz, Bolivia. 300 drivers die here each year. Dirt road, steep drop offs, no guard rails, and adventure seeking cyclists make it a drive for those with steely nerves and exceptional skill. (Or no brains)

2- National Highway 110 China. In 2010 there was a twelve DAY traffic jam caused by trucks carrying materials to a highway expansion project. Speed was 2 miles a day.

3- Spreuerhofstrasse in Reutlingen, Baden-Württemberg, Germany. It is 12 inches wide at its narrowest point and

was laid out in the 18th century when folks were, um, more svelte. It is the narrowest official road in the world. It may cease to exist soon as the walls of adjoining buildings are bulging due to water seepage.

Musing #3

Check out YouTube for videos of the Road Racing Drivers Club (RRDC) interviews with Redman, Andretti and Hall. Especially Hall. You don’t know who Jim Hall is? He was the race car innovator from the oil fields of Texas, who was a peer of Phil Hill, and Dan Gurney as America’s best sports car drivers. He pioneered movable rear wings, rear side radiators, and ground effects on his beautiful white Chaparral sports prototypes. (Aside: when I was at GE Plastics we supplied the Lexan used for the side skirts on the Chaparral “Sucker car”). He took those cars to Europe and towed them around on open trailers with Chevy pickup trucks. In the Chaparral 2D they won the 1000KM Nurburgring race in 1966. Like all Chaparral’s it had an automatic transmission. Jim was also the car owner for Brian Redman’s victories in Formula 5000 as well as team manager for Indy 500 wins by Al Unser and Johnny Rutherford. Jim’s the guy I wanted to be when I was young (er). PS. You can see the original Chaparral 1 #66 at the Lime Rock Historics each Labor Day.

Musing #4

The Kraft durch Freude wagen or KDF wagen was designed and built by F. Porsche in the mid 1930s. You all thought it was the Volkswagen. Not so. KDF means “Strength through Joy” and Hitler had a minister for this campaign which provided the working-class German family with outlets for having fun. The Reich was to build a resort on a lake where families could vacation and to get there they could buy a KDF wagen. Saving five Reich Marks a week, the family would purchase stamps from the government and when their stamp book was full (ala S&H green stamps – ask your parents what that was!!) with 990 RMs worth of stamps (3.8 years-worth of savings), they could turn it in for a KDF-wagen. But if you missed a week you forfeited all previous payments and had to start again.

Except it was all a ruse. Hitler's ministry built a KDF factory with those savings, but only built a few cars for Reich ministers. They mostly built war materials. And they built one vacation resort that was never used for vacationers. So the whole Peoples Car deal was a giant fraud to channel money to the war effort.

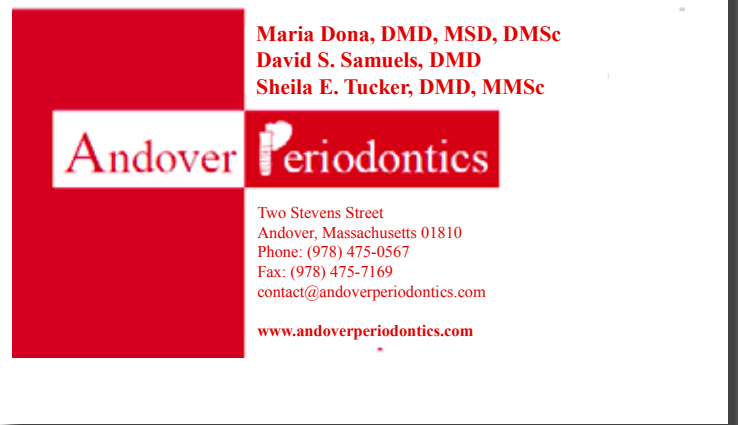
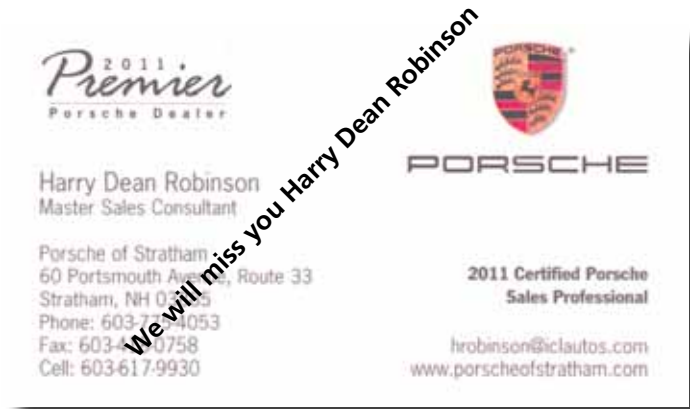
The Volkswagen may have never materialized had it not been for British Major Ivan Hirst who was in charge of the bombed KDF wagen factory after the war. Britain's army was in short supply of light transport, so Hirst had one of the remaining Beetles painted olive drab and sent it to British High Command. They ordered 20,000 of them. By 1946 the car had been renamed Volkswagen and they were building 1000 a week. Britain offered the car and factory to Henry Ford, and then to the Rootes Auto Group in Britain as well as to French, Italian and Australian motor companies for FREE. Everyone turned it down as impractical, ugly and not worth a damn. Today Volkswagen runs an empire including Porsche, Ducati, Skoda, Audi, SEAT, Bentley, Lamborghini, Bugatti, Scania, and MAN.

Musing #5

I dare you to view this and not be gob-smacked. <https://www.youtube.com/watch?v=SeUMDY01uUA>
And while you are in YouTube check out "9 Days in Summer"

GMC: I have been on the surface over 60 years and I, like perhaps some of you, know that GMC stands for General Motors Company. Right? In 1909 General Motors bought the Rapid Motor Company which had since 1902 built trucks, really good trucks in Pontiac, MI. This purchase launched GMC, the truck division of General Motors. Rapid was owned by two brothers, Max and Morris Grabowsky. So in the hallowed halls of those Detroit black towers known as The Renaissance Center, GM execs refer to GMC as the Grabowsky Motor Company or just the Grabowsky. BTW in the lobby there is a very cool exhibit of perfectly preserved GM cars from the 50s and 60s often side by side with their contemporary cousins.

Adieu: Your humble scribe says goodbye. I have enjoyed finding automotive tidbits and providing the behind the scenes Magnus stuff for your reading pleasure. Hopefully you have had as much fun reading them as I have had writing them. But my tenure as VP is ending so it is time to heed Ferris's warning. Have fun. Drive fast. Be safe. See you at an NCR event soon.





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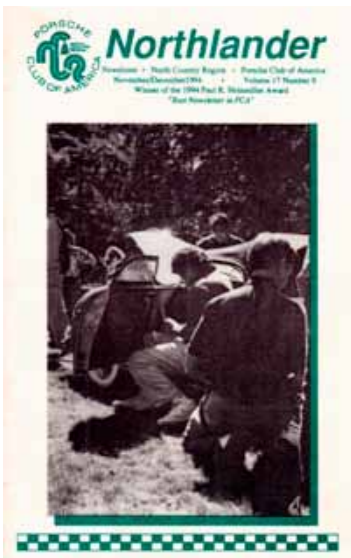
Judy Hendrickson **LOOKING BACK**

I can't believe I am already writing for the November issue! Where has the year gone? I just finished the 2014 DE Season with our October 9/10 event at NHMS. Chiquita performed flawlessly and I felt my driving was decent, but my body is definitely out of shape. Way too much huffing and puffing even before the end of the 20 minute sessions. Time to get back to the gym and some strengthening exercises as well as endurance work. After all, ski season is just a couple months away!

Since both 1994 and 2004 saw November/December issues, I have selected an article from 2004 for publication this month. With my own Ramble scheduled for October 26 in mind I chose Ellen Beck's entertaining tome on Matt and Jay's Seacoast Ramble in 2004.

In addition, I've also selected Bruce Whittier's article on Winterizing Your Porsche from the November/December 1994 issue for its timeliness and utility.

From Volume 17, Number 9 November/December 1994



The "David's (Rosette and Weber)" Judging Rob Petersen's Speedster at NER's Concours
Photo by Vic Oliver



WINTERIZING YOUR PORSCHE by BRUCE WHITTIER, Tech Chairman

Winter is just around the corner and that means it's time to put your Porsche to bed for the winter.

Before you put your Porsche into storage and walk away for the winter months there are some things you should do to insure it will be ready logo in the Spring. Below is a list of the ten things I like to do before I walk away for the winter.

- Wash the car and put on a fresh coat of wax.
- Put a bottle of fuel dry in the tank and fill the tank with fuel. (Ed. In 2014 fuel dry of choice is Stabil Blue)
- If it's a water-cooled model, set the anti-freeze to -40 degrees.
- Drain the windshield washer tank.
- Put the car up on jack stands when in storage. If this is not possible pump the tires up to 50 lbs so that the tires are not flat spotted over the winter.
- Remove the battery and store in a warm dry place, but never on a cement floor.
- If you have a coded radio in your Porsche, remember to write down the code before you remove the battery so you'll be able to reset it up in the Spring.
- Spray the brake rotors with WD40® to keep them from rusting.
- Cover the air intake hole of the air cleaner housing with a pair of panty hose. This lets the engine breathe but keeps the little critters out.
- Tape a note to the steering wheel listing all the things you've done so in the Spring you will remember to wash the WD-40 off the brake rotors, etc.
- Install a clean soft car cover.
- Last but most important,
HOPE FOR AN EARLY SPRING!



Photo: David Churcher

SEACOAST RAMBLY By Ellen Beck

Matt and Jay's Most Excellent Rambly "Took Over The Seacoast" Sunday, October 17, on a most excellent autumn day. Anticipating an amusing, adventurous ride with attractive scenery. Judy and I met at the Newington Mall parking lot, with the rest of the intrepid gang, 71 adults and children in all. With Matt and Jay one never knows what one will get, which is half the fun.



A chilly, breezy but bright morning, our gathering of Porsches and assorted other vehicles were the only occupants of the mall parking lot, with the exception of the mall security guy, who did repeated drive-bys, ogling our lovely cars. We were the only living things in sight,



The Starting Line Up

not counting the seagulls. For some reason we attracted billions of them, swirling above and hopping about on the pavement. As we all gathered round for our driver's meeting, ready for most anything, the gulls seemed happy to dive bomb the tallest thing there... Jays head!

The guys kept it short, explaining that the questions were in chronological order, exhorting us to "think like them" in order to answer the questions, enjoy the scenery, and find the end for lunch in Wells, Maine. After passing out the route instructions (fairly clear) and the list of rambly questions (much less so), we all lined up to be sent off.

Judy and I have rallied several times together (with doggie passenger Sabrina), and as we sat warming ourselves in the 993 waiting, I asked her if she wanted to take this one seriously and try to win. After some thought (too early and too cold for true serious thought) she said. "Yes. I think so. We both like to win, and we can't help but be like that!" True enough, so I began to try to think like Matt and Jay, our devious and devilish rambly masters.

Jay, at age 15, was my very first navigator on my very first rally way back in 1994 (ask us about that sometime), so I've known him (and best friend Matt) a long time. I've seen their wacky escapades, and aided, abetted and encouraged them in more ways than I should admit.

Getting into their heads is an experience to be avoided, but they did encourage us to think like them, so I figured that their clues might be offbeat, with clever plays on words, or obscurities that would foil even those with minds like sharp tacks (that would be me and Judy).

Finally, our turn, the second to last in line, and we were off! I drove, scanning continuously for clues, and following the route instructions as Judy read them out. Our technique is for Judy to read out the questions in twos, always keeping a couple ahead. The idea here is that if we find the second clue we know we've missed one and can decide to go back, or skip it. Simultaneously, she would read the route instructions as well, always keeping one or two ahead. At times, the turns happen quickly, so I would have to look ahead for the next sign or marker, in addition to keeping the questions in mind and looking for those too. The first answer came only a quarter mile into the route, a common trick to use when participants are still getting their act together (tsk. tsk). Who is the 14th President of the US? Why, Franklin Pierce, as in the College, right on Pease Tradeport, Bingo



Preparing for the Rally

Our route took us to downtown Portsmouth, and as we exited Route 1 onto Maplewood Avenue we noticed an Audi abruptly U-turn around a traffic median (lots of honking horns). "What's up with that guy?" Judy looked into the rearview and said. "Why, it's JJ!" I slung into a little parking lot (opposite Portsmouth Curtain Call, the answer to question #2, smirk) and JJ Dunkle pulled up wanting to know what all the Porsches were doing in Portsmouth... WE wanted to know why he and his dad John weren't on the rally with us! A quick cell call to Matt determined that they were already gone from the mall with all the paperwork, so we thought up an idea and thought it up quick. JJ U-turned again and we both drove the few hundred yards to the Dunkle establishment. JJ bolted up the stairs to inform his Dad that plans for the day had changed and we followed with papers in hand. John, being the good sport he is, offered to let JJ drive the 993 C4 (sweet) and we hurriedly tried to copy papers so we could all catch up to the rest of the rally. The end result being that Judy faxed them from one room to John's computer in another, who printed them out while JJ found a clipboard, got jackets and within minutes of arrival we all zoomed off, the hijacked Dunkles in tow.

That little excitement over, we settled back into the route, which took us onto New Castle Island to the town Commons. A lovely park on the harbor, (NCR has had lobster bakes there in the past) there is a life-size metal sculpture of a man painting on a large canvas. He is right along the rocky shore, and as you look through the empty rectangular picture frame, you see a charming view of the Portsmouth lighthouse (question #4), surrounded by sailboats and harbor activity. It is a great view, and the first of many wonderful shore scenes along our drive. As we left the park, Judy noticed a little cemetery to the side. Oceanside Cemetery (#5). Just around several bends we also saw Riverside Cemetery – aha, tricky.



944 and Fall Foliage

We traveled back through Portsmouth and over the old drawbridge to Kittery, Maine. I had been puzzling over #9. "Where do the Doors get their lobster?" I had just mentioned that Jim Morrison was the lead singer of the Doors when we saw Morrison's Lobster Pound. Score. #11 was another puzzler. "Where do Texans go to school?" Driving along we pondered that one, trying to imagine what it all meant, when we passed the Austin Elementary School. Got it. After finding America's oldest family store (Frisbee's in Kittery Point) we missed the John Bray house immediately after, which caused us a backtrack of several

miles when we realized we had passed it. We did see the Kittery Beach where dogs are allowed in the off-season, and carried on.

About this time we began traveling in a little triad of 911 s, John and JJ in their white 993 C4S, Alan and Lois Porter in a beautiful blue cabriolet (top down, Lois in earmuffs) and our own Jelly Bean. One route instruction (which turned out to be an undeleted error) had the three of us piled up on each other at a bridge on Route 1, with John bravely running up and down through whizzing traffic looking for a non-existent sign! A bit later, we all stopped for a potty break at the Stage Neck Inn harbor parking lot. Lined up against the white-capped ocean, with white-sailed boats and white clouds in a crystal blue sky, our Porsches made a stunning display. We stood and admired, grateful for the pleasure of the moment, and how lucky we were on this fine day.

The Nubble Lighthouse is known far and wide for its beauty and classic grace among the rocks and surf along the Maine coast. What a perfect day to see it once again. Nearby we found Fox's Lobster House (# 17), where "you can buy gorgeous seafood". Ok, that's a guy joke! Sheesh. (Matt and Jay were seen later yukking it up over their cleverness.) But they WERE clever and devious just a short while later, among the myriad of little shops and galleries in Perkins Cove. The route took us around the narrow winding road right down into the cove, where you could literally reach out and touch the weathered gray shingles of the fishing shacks. There were lots of folks out walking, so the going was slow. Following the blue cab and white coupe we drew many stares and smiles. As we crept along I happened to look directly out the side window at a tiny sign in a tiny door window. Ugly Anne'sShop. Why can't Anne get a date? (#20) She's UGLY!! Aha! This was one of the trickiest.... And to think that John Dunkle also got this one, but because he saw a little fishing dory on a dock called The Ugly Anne. What a lucky coincidence!

Leaving Perkins Cove, we continued north, looping around Route 1 with its busy tourist attractions. Eventually we arrived at the entrance to a quieter time and place, the Wells National Estuarine Research Reserve, a long name for a lovely farm along the tidal marsh. The Laudholm Farm was settled in 1643 where two rivers meet the ocean, and is now a visitor's center including nature walks, exhibits, the restored farmhouse and barns and a nature gift shop. We gathered at picnic tables in the lee of a huge yellow barn, framed by cornstalks and pumpkins of all sizes. Matt and Jay provided huge subs with all the fixings, kettle potato chips, oversized oatmeal raisin or chocolate chip cookies and a cold tub of drinks. Despite the chilly breeze, or perhaps because of, we all enthusiastically tucked into our lunches with great appetite.

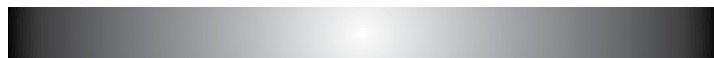
The results were self-scored, in the finest tradition of the assembled masses shouting out the answers (visualize Matt and Jay ceremoniously standing on a picnic table, rallying the crowd, so to speak). Judy and I managed to get every



The Smith Team on Open Road

question answered correctly - a triumph. UNTIL I remembered that the winners have to write the article for the Northlander! Drat! John and JJ Dunkle tied for second with a skillfully driven mini-van and had to answer a trivia question correctly to break the tie. The trophies were a collection of stunning enlarged photos by David Churcher, similar to those awarded at the NCR Car Show in September. We were all quite happy - to have successfully completed the rally, have full tummies and to finally be back in our warm cars out of the wind.

The ride home was most pleasant, with talk of the beautiful vistas along the route, the clever questions, and the great people in our club. We live in the nicest part of the country, and what better way to see it than in a Porsche! What a fine day... see you at the next one!



continued from page 11 ...

December Anniversaries cont'd from page

2 Year cont'd from page

Douglas S. Pomeroy
Becky Ohler
Dover, NH – 1986 911 Turbo

Anthony Pournaras
Pelham, NH – 1988 11 Turbo

Peter K. Rice
Kevin Rice
Mirror Lake, NH – 2004 911 Turbo

5 Year

John J. Kearns
Charles Kearns
Fayston, VT – 1997 911 Carrera

Jimmy Locke
Tary Locke
Center Barnstead, NH – 2007 911 GT3 / 1983 944

10 Year

A. Lawrence Blahut
Sue Cuff
Dover, NH – 2006 911 Carrera / 2005 Cayenne

Frederick P. Reiner
Susan Reiner
Williston, VT – 1995 911 Carrera / 2006 Cayenne S

Peter R. Stevenson
Jennifer Stevenson
Peterborough, NH – 2000 Boxster S / 2008 Boxster



Mark Watson **MY SPIN ON THINGS**

I was incredibly late getting September's Spin to the editors, and I finally exceeded their patience and deadline. So here is a brief recap of our September event at NHMS: we had two days where the weather was very pleasant and as usual everyone was well behaved on the track. Attendance was quite low so Brian and Pat re-organized the schedule so everyone had ~2.5 hours of track time on each day (5 x 30 minute sessions). There were lots of comments about the extra seat time and I was amazed at how many people noted the difference in their concentration level during those additional minutes. Numerous people came in a few minutes early just because they were starting to make mistakes which to me demonstrates how level headed our drivers are and why our events remain safe and fun.

Toni and Lew gave us another fantastic garage party and another opportunity to get to know each other. Excellent weather, good driving, super cars, fantastic food and great camaraderie made for another fun event.

Our final event was even better than September. Attendance was basically back to normal so we used our 5 run group schedule and we again had two beautiful days to end our 2014 season. The trees were in good color so you had some beautiful sights as you worked your way around the track – not necessarily a lot of time to reflect on the view but none the less fantastic scenery. We did have one incident when a stuck throttle put a car into a tire wall. No harm to the driver but the car will need some time in the shop. Toni gave us a track dinner to remember with hickory smoked chicken, sausage, pork and beef plus beans, potato salad, coleslaw and cornbread. Grab a beer find a table with good friends and all is right with the world. To top it off, John Lussier presented the Mario Spaghetti Award to Damon Josz for launching his cell phone out his car window in turn 3 at NHMS. Damon's recount of the incident was hilarious and had the entire group laughing. The Award was well deserved and we congratulate Damon for his achievement. A word of warning – the Award can be presented at any time during the year and Damon will be watching all of us for the next colossal 'OOPS' that occurs at the track so he can pass on the trophy.

John Lussier also took a few moments to also announce that I was retiring as DE Chair. Lisa and I will be relocating to Singapore for a couple of years making it impossible for me to carry on as Chair. I want to take this opportunity to thank everyone involved with the DE program for making Nov/Dec 2014

the last 5 years memorable and fun. Without your ongoing support and participation, the DE program would fail to grow and evolve into something that provides a safe, fun and educational environment for you and your fellow drivers. I cannot possibly put into words how grateful I am for your participation and how fortunate we are to have such a great group of drivers and instructors involved in the program.

I would be remiss by not acknowledging how terrific it has been working with our DE Team. Everyone knows their 'job' and goes about getting things done in an efficient manner. I am going to miss working with the Team more than driving when the 2015 DE season rolls around. My thanks to every one of you for everything you do for the NCR DE program

With that said, there are other changes that are occurring within the DE Team that you should know about: In addition to my retirement, Brian Arenstam is retiring from the Track Ops position and John Dunkle is retiring from the Chief Instructor role. Taking our places are: Pat Maloney as DE Chair, Steve Schindler as Chief Instructor and Dennis and Pam Mascetta for Track Ops. Judy Hendrickson is going to continue to support Steve with all the student / instructor paperwork during the transition.

It is already the 15th of October and I want to get my final Spin into the editors on time. So for myself and the entire 2014 DE Team, we thank all of you for a fantastic DE season and to the 2015 DE Team, I wish you nothing but success for 2015 and the years beyond.

From all of us, stay safe until we meet at the track.

Function	2014	2015
DE Chair	Mark Watson	Pat Maloney
Registration	John Lussier	John Lussier
On-site Registration	Lisa Roche & Joe Kraetsch	Lisa Roche & Joe Kraetsch
Safety Steward	Ed Broadhead & Mark Nadler	Ed Broadhead & Mark Nadler
Track Ops	Pat Maloney & Brian Amerstam	Pam and Dennis Mascetta
Chief Instructor	John Dunkle	Steve Schindler
CI Assistant	Judy Hendrickson	Judy Hendrickson
Student Development	Matt Romanowski	Matt Romanowski
Track parties / Dinners	Toni Surdam	Toni Surdam
Car Control Clinic	Dave Logan	Dave Logan

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Magnus Wrap Up

by Rich Willey

Petit LeMans - Road Atlanta

After helping Magnus win at Sebring earlier this year, Marco Seefried returned for his first 10 hour Petit LeMans. John Potter started the race as usual and drove so well that he triple stunted. This was helped by an extensive testing session at Road Atlanta a few weeks before the Petit.

But things were not all sunshine. Before practice started, there were reports of cracking in the aluminum front shock towers on all Pcars, so the Magnus crew worked most of Thursday night to replace them. Then the transmission set-up wasn't correct and my friend and the crew chief changed the gearing three times on qualifying day, each time man-handling the 200 degree lump. Given all the thrashing, Andy qualified the car 9th on his home track as he now lives less than 10 miles away.

Back to the race. Just before the mid-point, with Marco having moved into contention, a slight mistake at the crest of the hill heading for the last turn, put him in the "clag" (David Hobb's coined this term for the bits of tire that accumulate off the racing line) Aside: when clag is launched by another car and hits your car at speed it sounds like a gun shot. Fortunately Marco gathered the car without hitting anything, but his tires were flat spotted and he had to make another complete lap before he could pit.

With Andy Lally now in the car the march to the front began again. Unfortunately when he was in sight of the leaders, the left front tire blew on the back straight (highest speed portion of Road Atlanta). Fortunately Andy was only 2 corners from pit in. Magnus was now a lap down.



Strategy and cautions got Magnus back on the lead lap, albeit at the very end. Again Andy marched through the field to get back in contention. They were now six hours into the 10 hour race and Marco got back in the car.

During this driver change the in-car radio was damaged. Out came the old fashion pit boards. This compounded a race long electronics problem which minimized the telemetry data transmitted to my friend, the data analyst. With two hours to go Andy got back into the car which Marco had moved up to fourth place.

A dice with Mario Farnbacher (#23 Porsche) resulted in an off for Mario and Andy "securely" in third. Fuel consumption had been calculated manually all race and Magnus felt they had enough fuel to go to the end without stopping if there were no cautions.

Disaster! A caution bunched the field and allowed contenders to pit for a splash of fuel. As the green fell, the #58 Porsche squeezed past in Turn One causing Andy to high side on the outside curb. Back to fourth with only one lap to go.

But going into the left hander at the end of the back straight, the #23 Porsche (remember him?) had an incident with the leader. Although he had no idea what had happened, with only three corners to go Andy was back in third and remained so to the checker.



Finishing 5th in GTD for the year Magnus was on the podium 5 of 11 races, including a win at Sebring, the only Porsche GTD victory in the inaugural IMSA Tudor season. Further Marco Seefried podiumed in all three races he ran in the series. Aside: Turner Motorsports, headquartered in Amesbury, MA, won the GTD championship in their Z4 BMW.

Magnus has not yet announced if they will be back next year. Let's hope so because there is no more consistent and fun Pcar team out there. (And we all want to watch them at LRP next summer.)

The Porsche 919. Is it Beautiful?

by David Churcher

Which of the racing Porsches over the years is the most beautiful? The 550? The RSK? The 917? The 956 and 962? The 911GT1-98? The LMP2 Carrera? Or, perhaps, the new Hybrid 919?

What is beauty and is it only in the eye of the beholder? As far as machinery, and racing cars, go it is usually a matter of form follows function. Over the years between the 550 and the 919 a lot of understanding of "function" has changed and it has become far more scientific. Has "form" followed and carried "beauty" with it?

I recall first reading about the RSK. I was young in those days and living in The Great Southern Land. To see an RSK was impossible but to read about it in detail was possible. I concluded this was the most beautiful car, and the most functional, ever. A space frame chassis and clean body lines. Perfect. Well, for a while. The Lola T70 appeared in the mid 60s and changed the game. But then came the Porsche 917. Form, function, and beauty like never seen before.

Could there ever be anything, ever, more beautiful than a 917? For a long time I did not think so. I worshipped that car back then and I still do. Hans Mezger became an engineer I worshipped too. So much technical achievements in one car ranging from the space frame chassis to the flat 12 engine and the aerodynamics. Ah yes. Aerodynamics. They were becoming important and technical. Enzo Ferrari apparently said he did not care for or need aerodynamics because he had a V12 and 400hp. He soon changed his mind.

Aerodynamics in motor racing began to get a lot of attention in the 1960s. The engineers called to work on the GT40 expressed amazement at the lack of knowledge in the automotive field (as compared to aeronautics) and they also noted not a lot was understood about what happened underneath a car. That changed quickly ...



The Porsche LMP2 Carrera at Lime Rock 2010

the 917 went through some changes (with the help of the Brit engineer John Horsman) and became stable. Downforce was a new term being used. Fully triangulated space frames were being replaced by a stiffer, and lighter, monocoque (stressed skin) ... just like an aeroplane. Function had become scientifically engineered. Form, and beauty? Still obvious.

The 1980s were a giant leap forward. Engineers like Hans Mezger and Norbert Singer took Porsche into a new high tech era. The 956, and later the 962, were engineering marvels and made those of us who are technically inclined wonder if it could get any better. The 956 generated enough down force to equal its own weight and could, theoretically, drive on the ceiling. And look beautiful while doing it.

Could it get any better? Oh, yes. Norbert Singer took the first iteration of the GT1 and built the GT1-98. This car maintained "beauty" and a look of the classic 911. And it could, and did, fly upside down. At Road Atlanta the GT1-98 "caught some air" and did a complete loop in the air at three to four meters above the track. The driver walked away with only a broken rib ... which attests to the strength of that monocoque.



Jack Saunders at Le Mans 2014 sharing in our first glimpse of the 919

For engineering spectators it was a lean time between the GT1 and the LMP2 Carrera. Porsche was facing some financial issues and the CEO, Dr. Weideking, was not particularly a fan of racing. He shelved the LMP 2000 project and directed the funds towards the SUV project. This was a good business move and the success of the Cayenne and Boxster probably saved the company. But Porsche is a sports car company and a racing marque too. The LMP2 Carrera was a very successful car and indicated Porsche was staying in the racing business. Was it beautiful? Yes, I think so, but it indicated a change in engineering far removed from all its predecessors. A new

world was beginning.

Enter the 919. It looks like an Audi ... yes? Did the 917 look a bit like a T70? Yes. It would appear that all engineers gravitate towards the same solutions. It's not imitation ... the numbers from the wind tunnels and stress tests will point in the same direction if they are tested in Weissach or Ingolstadt. It's all science now and less "art" or styling. The engineering team who designed the 919 are mostly ex-F1engineers (many from the BMW team) and they have a new perspective on aerodynamics. The air does not flow over the car ... today's designs require it to flow over, around, under, and through. Does this functional designing leave us with an object of beauty?



Feel the excitement! The 919 at COTA (TEXAS) 2014 - Photograph by Porsche

Beauty is in the eye of the beholder. I remember today how I thought the RSK and Sabre F86 were beautiful. The 919 and the F18 are a long way from those designs of the 1960s and they bring their own version of beauty. The future is here and there is no going back ...the 919 will take some getting used to but it will grow on us ... and become beautiful.



The 919 at COTA (TEXAS)...feel for the driver - Photograph by Porsche



Mark Webber at the WEC in Japan...Porsche 919 third and fourth places - Photograph by Porsche



The 919 at the WEC in Japan, October 2014 - Photograph by Porsche



Mark Webber in "the office" Photograph by Porsche

Abarth and Ferrari Day Thompson Speedway Motor Sports Park October 1, 2014

by David Churcher

It is often said amongst Porsche people that it is not just the cars; it is the people. This can be said of Ferrari and Abarth people too.

John Tirrell is president of Independent Ferrari Service in South Easton Ma. John has a Ferrari 430 CH and he is also an Abarth owner. He likes to drive his Ferrari or his Abarth and to spend time with like minded colleagues. John organized the Thompson Speedway to be a Abarth and Ferrari DE session for October 1 and 2. The Abarths had a one hour enduro race with two drivers per car.

NCR was well represented by Jay Gratton driving the enduro with Ron Hirshberg and Jim Gratton as support. Jay drove the last 40 minutes of the enduro showing the skills he learned at NCR and came third.



Jay Gratton in Ron Hirshberg's Abarth

For the DE part of the day Porsche was represented by Jeff Segal with his 911. For something very special John Kendall brought his 1931 super charged 1.5 litre Alfa Romeo. The cars and the people made for a great day in spite of the weather.

For this photographer it was pleasure to be invited to the session. Thompson is an interesting track for a photographer because it has a portion which is a bit like Nurburgring where I can play at being Jesse Alexander for a while.

A great day. Thank you, John.



John Kendall with his 1931 Alfa Romeo



Jeff Segal's 911 in turn 3 with a Ferrari close behind..



**John Kendall took the Alfa out a few times.
The rain did not stop him**

Harvest Ramble, October 26, 2014

by Judy Hendrickson

Fifty one souls spread amongst 28 cars gathered at the McDonald's off Northeastern Blvd, in Nashua on Sunday. At one time there were as many as 33 cars and 58 people, but there were a few inevitable cancellations and no shows.

I can't remember when we have had such a turnout for a Ramble, Rally or other Sunday drive in NCR. Perhaps it was the low key nature of this Ramble, no questions to answer, no tricks and no tedious Time-Speed-Distance calculations. Just follow the leader, OR, if separated, follow the comprehensive turn by turn directions.

I included a Farm Stand stop in Hollis at either the Brookdale Farm or Lull Farm (they are almost right next to each other) for a rest break and snack about a half hour into the drive. I saw a lot of people taking advantage of the wonderful fruit and vegetables for sale as well as delicious baked goods and beautiful home decorations.

We wound our way from Nashua, to Hollis, on to Brookline for a short bit, back through Hollis, then into SW Merrimack, into Amherst, then Milford, a bit of Lyndeborough, then into Mont Vernon (past Alan MacGillivray's house – he was in the driveway waving us by), back into Amherst, then on to W Merrimack, around to Bedford and finally, back to Amherst and the LaBelle Winery. A 2 hour drive for just under 60 miles plus the half hour farm stand stop.



Stunning color displayed...Photograph by Bill White

Luke, LaBelle's Bistro manager, had everything waiting for us in the wine cellar. Geno Kievit felt right at home amongst the stainless steel fermenting vats – seems he has a couple at his house. We were in the wine cellar as our numbers had exceeded the Bistro's seating capacity. Luke was fantastic in coming up with this alternative at the last minute – too late to change the destination. Instead of ordering off the menu, he had set us up with a family style/buffet for a per person fixed price/separate checks. His choice of foods was superb: tomato soup with roasted red pepper – just a hint of a kick, arugula/mixed greens salad, assorted flatbread appetizers and a selection of rustic sandwiches (chicken, roast beef and mushroom duxelles). Of course, being at the winery, wine was an optional add-on for those who desired. I heard nothing but praise for both the quality and quantity of food.

Thanks to the good turnout, I was able to offer three surprise door prizes (wine from LaBelle). Recipients were determined by random drawing. I had pre-prepared the numbered slips and everyone took one per car. There were more slips than cars and ironically, the first three or more numbers called no one had. Finally the lucky winners were determined: Chris Hegarty, Steve Ross & Barbie Maloney and David Churcher.



Porsche's and the open road....Photograph by Bill White

People seemed to really enjoy the scenery, the spectacular houses/barns and the twisty/windy roads. If you didn't make it and would like to take the drive just email me and I'll send you the directions.

Till next time.

Judy Hendrickson, jh993@comcast.net



Some of the 28 cars that came out for the harvest ramble



Edgar Broadhead partakes of the scrumptious first course



Judy Hendrickson provides key information during the drivers meeting



Some of our NER friends who came up for the ramble - Bob Canter, center, regales Chris Ryan, left



New friendships made during the farm stand stop



Steve Ross and Barbie Maloney arriving at Brookdale Farm



Welcome Amelia to the Romanowski family.. Jackson loves his baby sister



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Our joy will be greater
Our love will be deeper
Our lives will be fuller
Because we share your moment
He can not be replaced



Please help us find someone to follow
the path he has left to us

Harry Robinson
“Mr. Porsche”
1955—2014



In Memory of Harry Dean Robinson

Some of you have known Harry for many years and some all of your lives. I was lucky enough to meet Harry about 9 years ago, I knew by the 3rd sentence that Harry was a funny, fun loving caring man.

Yes.. the 3rd sentence...lol

Like Doug, John, Don and other NCR members Harry has left us way too soon. For those of us that knew him we are much better individuals because of it.

Harry was everything.. a family guy, a friend, a mentor and well.. just Harry being Harry.

The twinkling of Harry's eyes, ready smile, and infectious laugh will never be forgotten. We will see an old picture or read an old email and it will bring some of those fond memories back. Memories to cherish and hold onto forever.

One of my favorite memories was the New Years party at the Robinson's that I attended...I will never forget that Kathy paired me up with Harry in a New Years game consisting of putting a condom on a banana.. yup... take it from there. You can figure out how that went I am sure.

Harry would not want us to weep.. he would want us to celebrate. Celebrate the life he lived. When I got word from Kathy of Harry's passing I was in shock, on the golf course and the tears falling – yet discussing with Kathy that Harry would want a celebration.

Harry would say this to us all:

I am gone but not to be forgotten

Remember me wearing that Porsche shirt made from cotton

Don't cry because my laps around the track have not come to an end...

My ski's in the sky will continue to bend

We follow that pathway that has no finish line

Just to wonder when will it be that very time

But sometimes a friend or loved one must travel ahead for reasons that aren't always clear...

While we are left behind to continue on, missing the one who is no longer here...

So don't shed those tears anymore

Just think of me whenever you open the Porsche door

Think of me when your on the slopes

Never to cry or to sit and mope

Celebrate my life as I will live on in your dreams

My memories are forever so it seems

See you sometime at the gate Harry – RIP my dear friend

Our thoughts and prayers are with you Kathy, Dean, and the rest of the Robinson family.

Written by your friend Ivy...



NCR Bethel / Weekend Get-A-Way

Photographs by Harv Ames, Bill and Kathy White, Gordon Gillette and Marilyn Willey



Rich and Jeff all smiles for the weekend get-a-way



Taking in the group discussion about the days events



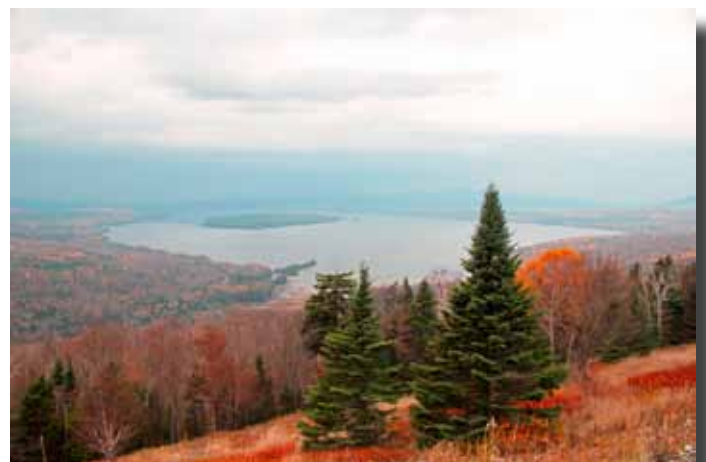
Nothing like the display of Porsche's lined up...



It is not just about the cars.. but yet about the people...



Stunning Porsche's - I am partial to the yellow GT3...



Breathtaking view during the NCR Bethel Tour...



Drive through Rangeley Maine



Amazing colors captured...



Nothing like the open road and a Porsche...



Taking a break for the stunning views...

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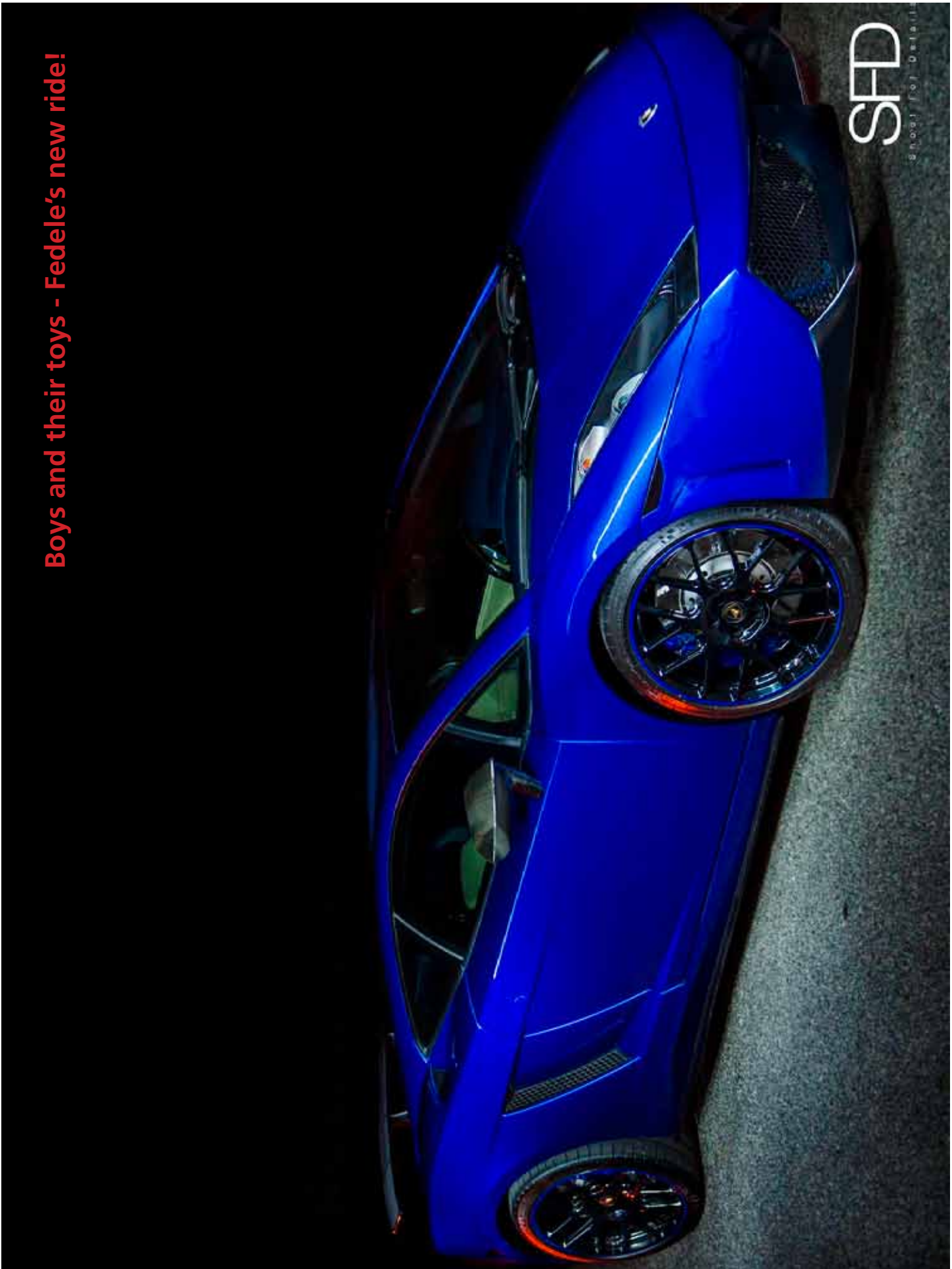


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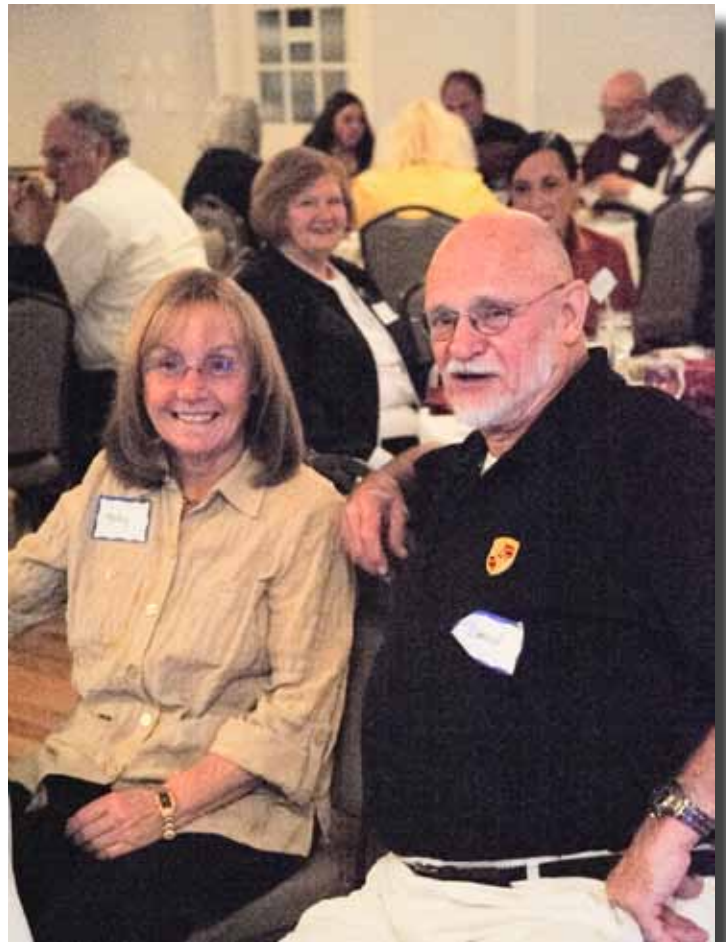
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NCR Annual Banquet Photographs by David Churcher

The Annual Banquet was held November 8th at the Cochecho Country Club in Dover NH. We took the opportunity to present Make A Wish of NH a check for \$10,000. We enjoyed great food and great fun. More on this event in the January issue.



Congratulations to Bob and Laura Futterer on receiving the Doug Hendrickson Enthusiast of The Year award



The photographer taking a break.. David Churcher and Kelley Moore



May I have this dance...



NCR donated \$10,000 to MAW NH at the annual banquet



Rob, Ivy, Barb, and Roxanne... Mustang Sally Performance



President and MC Matt Romanowski taking the stage..



Jack Saunders all smiles and enjoying the evening



Rich sharing stories with Dave

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Edgar Broadhead

The following individuals have been approved as Tech Inspectors for those region members who enter track events that require inspections prior to the event. The Tech Inspection is provided as a service (some of the Tech Inspectors charge a nominal fee) to North Country Region members who print and bring the inspection form for driving events. Here is the link for the inspection form: <http://ncr-pca.org/images/stories/downloads/TechForm.pdf>

Name	Position	Phone Number
Autowerkes Maine	Maine	(207)865-6600
Ayer European Auto Restoration	Maine	(207)582-3618
Autosportsnortheast	Maine	(207)698-1000
German Auto Service, Inc.	Maine	(207)282-3013
The Boston Sportscar Co. LLC	Massachusetts	(781)647-7300
Kachel Motor Company	Massachusetts	(617)759-8973
Exotech	New Hampshire	(603)382-3599
Sports & Vintage Car	New Hampshire	(603)675-2623
Dupont's Service Center	New Hampshire	(603)742-8627
Series 900	New Hampshire	(603)863-0090
Porsche of Nashua	New Hampshire	(603)595-1707
Blair Talbot Motors	New Hampshire	(603)740-9911
Precision Imports	New Hampshire	(603)624-1113
AVA Restoration	New Hampshire	(603)563-8910
JSP Motorsports	New Hampshire	(603)477-9738
Zak's Auto	New Hampshire	(603)943-7682
Continental Automotive Repair Service	New York	(845)356-2277
Auto Union	Vermont	(802)223-2401
Green Mountain Performance Co.	Vermont	(802)775-3433
Eurotech	Vermont	(802)660-1900
Rennline Inc.	Vermont	(802)893-7366
The Metric Wrench	Vermont	(802)751-8577
Heads Up Motorsports Inc.	Vermont	(802)886-2636
The Auto Master	Vermont	(802)985-8411

For Sale: 2010 Audi A5 Prestige S-line - \$26500

Up for sale is my 2010 Audi A5 2.0T with both the Prestige Package and S-line. It has just over 69k and I'm going to do everything in my power to keep it under 70k before I sell it. It comes with a warranty up to 77,500 miles and is fully transferable which covers everything on the car except for glass and rubber. Brakes, hoses, transmission, clutch, everything.

The car is bone stock and has the really sleek 19" rims that only come on the sport/s-line cars. I've tried my best to take care of it and I'd love to keep it but I just need to put my money into different things at this point. I'd like for it to go to a good home and make sure she's taken care of properly. The car is fully loaded and has all these features

Exterior Color: Brilliant Black - Interior Color: Black S-line Interior

Prestige Package: Six-speed manual transmission, Audi Music Interface w/Ipod Cable, Bluetooth/Homelink Package, Heated Front Seats, LED Daytime Running Lamps, LED Tail Lamps, Rain Sensor, Light Sensor, Three Zone Climate Control, Xenon Plus Headlights DVD Player, Advanced Key- Keyless Start/Stop, Auto-dimming Interior Mirror w/Compass, Auto-Dimming Exterior Mirrors Bang & Olufsen Premium Sound System, Color Driver Information System, Memory for Drivers Seat and Mirrors, Navigation Plus System w/3G MMI, Bluetooth Hands-Free Phone Interface, Homelink Garage Door Opener,

S-Line Package: Brushed Aluminum Interior Trim, Exhaust Tips, S-Line Steering Wheel, Sport Suspension, I also got the weather-tech floor mats for the car which I will include for the buyer.

Bottom line; the cars tight as if you drove it off the lot and it is till in great shape. No low-balls but reasonable offers will be considered. Thanks for looking! Please contact Zach at wielgoszinskiz@gmail.com

**Unimog for Porsche**

Restored 1970 Mercedes Unimog fully restored with 10K miles and 1K hours. 3Way dump Bed. 24 speed trans.

Interested in trading for 911 930 or other interesting car. Let me know what you have.

I'm located in Keene NH.

Looking to get 38,900 OBO for the Unimog willing to use cash to make up differences either way. Thanks Gary 603 357 2484 grautoworks@yahoo.com

**For Sale:**

2000 **Harley** -Anniversary Model - Fat Boy

603-742-4000 Hank or Ivy

2006 **Harley Sportster** XL 1200R - inquire within for photographs and additional details.

603-742-4000 Hank or Ivy

I am the owner of a yellow 1977 924. This car has been owned by our family twice and spent time in Vt in-between. I am too busy to put work into this old girl (install front fenders that I have for it and tune-up), and with two small children don't have the time either. I am not hard-up to sell this but don't want to watch it rot....if anyone has a similar car or needs a project first \$1000 takes it... Harold Lamos veggieh@yahoo.com

MART

1984 chassis 935 replica, white with Martini (what else?) livery. Lightweight ARE fiberglass body panels with full adjustable wing. 3.4L fuel injected engine dyno'd at 274 whp. Leakdown 4%,3%,4%,4%,3%,5%. Haltech engine management, new fuel cell, Recaro SPG's, RS fuel pumps. Two sets BBS 3-pc wheels, including mounted unused set of Goodyear R-085 radial rains. Contact Hank Cowles @ (603) 742-4000 or email bigcheese@consumerprofilesinc.com \$40,000.00 obo. Pictures and more details available upon request.



914 6cyl conversion package – 2.7L engine, complete with wiring and FI. Has had valve cover and fan upgrades. Include correct tach. Package also include most parts to do 914 conversion: new vellios aluminum oil tank, new correct flywheel, new bulkhead engine mount (allows engine to sit lower so you can use FI system), used headers \$3000 for all ...17" cup wheels - \$400 ...Silver boxster/996 center console - \$200 ... Gray and silver boxster/996 e brake handle - \$150 ... Gray and silver 6 speed boxster s/99 shift knob - \$75 ... Boxster S front bumper for normal boxster/996 upgrade (currently yellow but needs refinishing) - \$150 ... Boxster/996 CD changer - \$35 ... 944S/944S2/968 Nology hot wires (barely used) - \$100 ... 944 series short shifter – new - \$45 ...944 series pair of engine mounts – new - \$60 All parts are in Contoocook/Hopkinton, NH frank.sanford@us.army.mil

2005 Boxster S: Silver, with a number of nice accessories and in great condition. About 20,500 miles. For additional info please call Bert Jordan @ 781-820-5475



Sun Sport tire trailer - holds 4 tires and has diamond plate tool box, spare tire and custom hitch that will work any 1997-2004 Boxsters,996 and probably on newer model Boxsters and Caymans with some modification. Wiring has been completely redone in the last 6 months and wheel bearings also have been repacked. Asking \$450 - Email to Steve at SLR944@AOL.COM or call 508-653-1695



For Sale: 1973 Porsche 914 1.7

One owner since 1977. 135K miles. Body restored in 1995. Good condition. Still runs but needs some work. Asking \$5500 Contact: Kim Scoggins 843-705-6053 Kimscoggins91186@gmail.com



For Sale:

4 - 17" wheels (with a Carrera 4 logo on hub) with 4 mounted Pirelli 240 Snow Sport tires (Fronts= 205-50-17; good cond't & Rears= 255-40-17; worn cond't) Note:Reason I'm selling them is my shop reports that new tires for these wheels are discontinued. But some previously made tires might be available. Asking \$199.00 or best offer. Contact Jack Saunders @ 603-536-4275



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Inside Front Cover CPI

Inside Back Cover EPE

Outside Back Cover Mallard Insurance

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

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

BTW



For those who did not recognize this adorable face it is Rusty Talbot learning to check the tire pressure on Blair's 911 early - great stuff...

Northlander advertising rates:

Back Cover ½ page - Color \$960/yr.

Inside front cover:

Permanent (non-rotating) \$125.00/mo. \$1250/yr.

Inside back cover: Permanent (non-rotating) \$125.00/mo. \$1250/yr.

Full page \$960/yr.

½ page \$600/yr.

1/4 page \$500/yr.

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

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



Congratulations to Steve Schindler - 2015 NCR Chief Instructor. Steve on left sporting mohawk helmet...

NEXT MONTH

Additional coverage for The NCR Annual Banquet.. and much much more...



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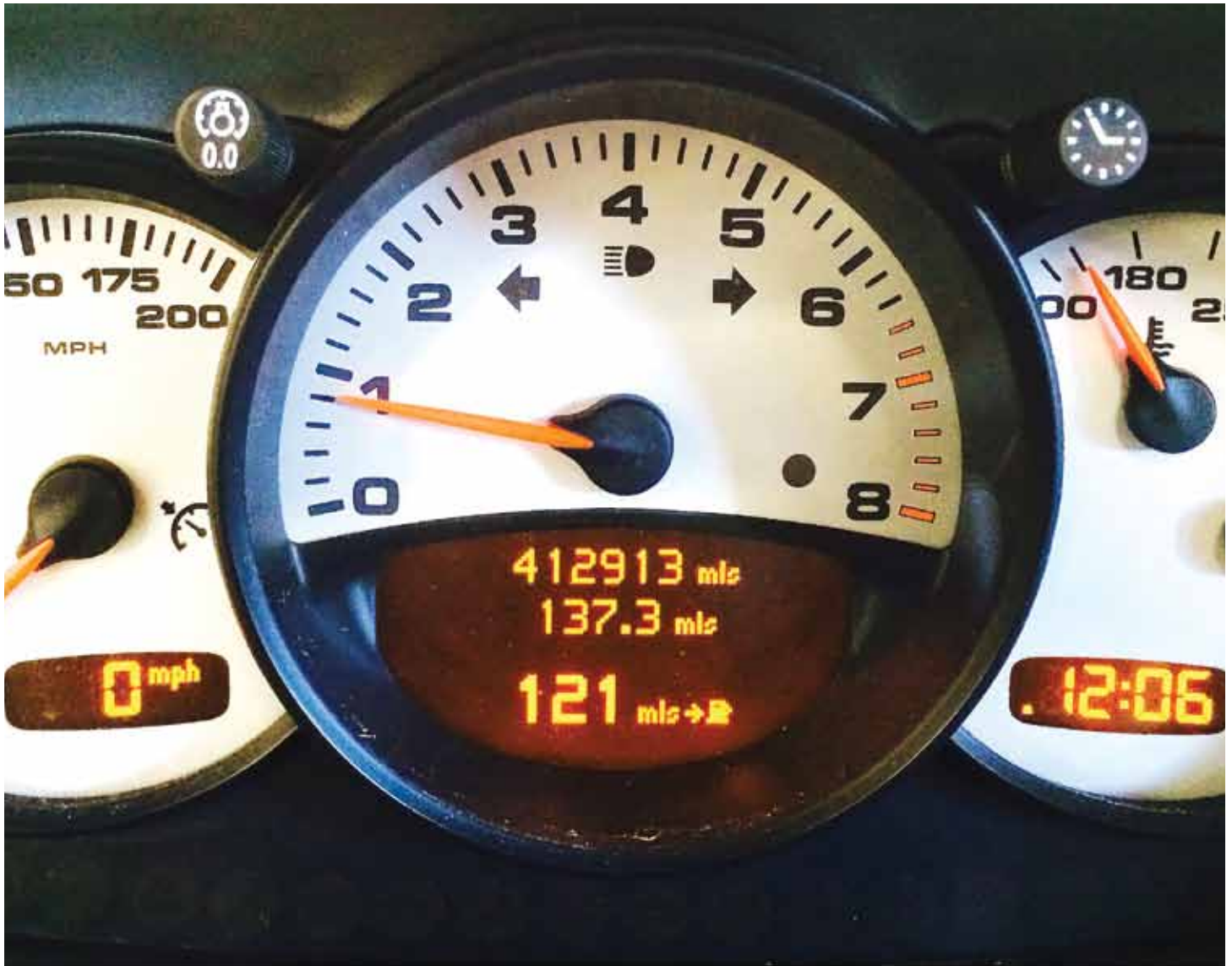
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***Must present this advertisement upon entering to claim discount.**



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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