

# NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 38 Number 7

August 2015



**IN THIS ISSUE:**  
Porsche World Road Show 2015  
Ebenezer's Pub  
New Member  
And....Much Much More



**These days, with Photoshop, CGI and the myriad of ways a photograph can be altered, we believe it is very important to occasionally take a moment and appreciate natural beauty...**

The above photograph was taken while Tom's 2003 911 turbo was in for routine maintenance. European Performance Engineering has been caring for Tom's cars since 2009... oh, by the way,

Tom's wife's vehicle, a 2004 Cayenne turbo has traveled 310,000 miles... so far.

So, the next time your Porsche, car or truck needs maintenance be sure and give us a call.

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**NCR Annual Banquet  
Saturday,  
November 7, 2015  
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# NORTHLANDER

**NORTH COUNTRY REGION**  
**Volume 38      Number 7**

**PORSCHE CLUB OF AMERICA**  
**August 2015**

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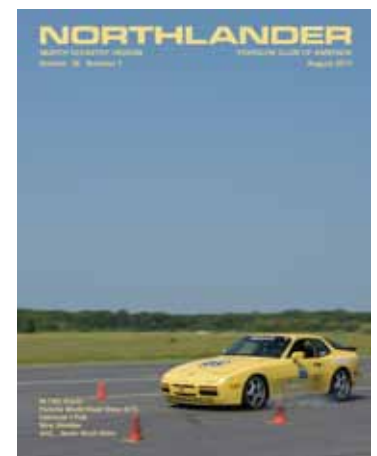
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## On the Cover

This photograph was taken by David Churcher during AX#3. The owners of the 944 are David and Jonathan Malcolmson.



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## CALENDAR

Calendar of Events

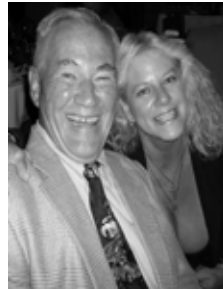
### NCR Calendar of Events

Date	Event	Contact
<b>AUGUST</b>		
08/01/2015	NER Autocross - 7am Devens Ma	autocross@ncr-pca.org
08/02/2015	NCR Autocross #4 7am Devens Ma	autocross@ncr-pca.org
08/08/2015	NCR DE Palmer Motorsport Park	De-registrar@ncr-pca.org
08/11/2015	NCR Board Meeting 6PM	president@ncr-pca.org
08/22-08/23/2015	Zone 1 / NCR Autocross 7am Devens MA	zone1registrar@gmail.com
08/29/2015	MAW Car Show - Porsche of Stratham 10:30am Registration	Social@ncr-pca.org
<b>SEPTEMBER</b>		
09/08/2015	NCR Board Meeting 6PM	president@ncr-pca.org
09/11-09/13/2015	NCR Fall Getaway Weekend Essex, VT	Rally@ncr-pca.org
09/18-09/20/2015	NER DE Thompson Speedway Thompson, CT 7am	
09/20/2015	NER Autocross - 7am Devens Ma	www.porschenet.com

See you soon!

[www.ncr-pca.org](http://www.ncr-pca.org)

## EDITORS' DESK



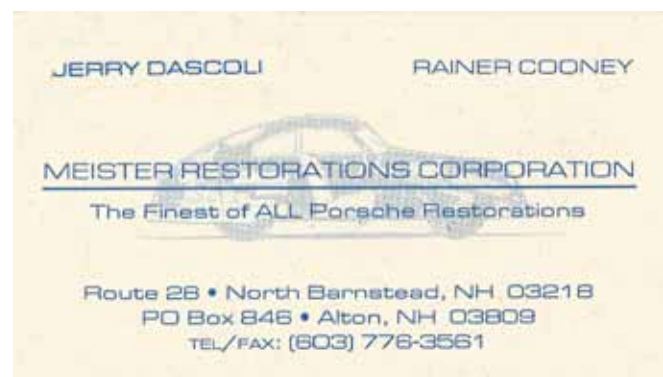
I honestly cannot believe this is August already! Where does the time go?

I have had the Cayman S out only 5 or 6 times this year as the schedule just becomes too busy to fit the drive time in.

I know the summer is passing quickly and the beautiful weather is in its prime. So I not only say to myself but to other members and friends as well. Get out and enjoy the cars but most importantly get out and enjoy the people.

See you at some of the upcoming NCR events!

[www.ncr-pca.org](http://www.ncr-pca.org)



## MEMBERSHIP



**Laura Futterer**

### August 2015 Northlander - New Members and Anniversaries

#### New Members:

Scott Barrett  
Hollis, NH - 2008 Cayenne

Kurt Gerrish  
Lebanon, NH - 2008 911 Targa 4S

#### 1 Year

George Burnet  
North Hampton, NH - 2006 911 Carrera S

John Duffield  
Meredith, NH - 2015 Cayman

David Gladstone  
Norwich, VT - 2008 911 Carrera 4S

Lin Lancaster  
Nashua, NH - 1999 Boxster

Craig Longsderff  
Manchester, NH - 2002 911 Carrera

Richard Murray  
North Conway, NH - 2002 911 Carrera 4S

Paul O'Neil  
Manchester, NH - 2007 Cayman S

Robert Sawyer  
Laconia, NH - 1985 911 Carrera Targa

Bruce Traumuller  
Bristol, NH - 2013 911 Carrera Cabriolet

#### 2 Year

Wolfgang Schuler  
Portsmouth, NH - 1985 928S

#### 5 Year

Stephen Hoffman  
Carrie Hoffman  
Keene, NH - 2001 Boxster S / 2002 911 Carrera

#### 10 Year

Russell Lawson  
Cathy Coe  
Hollis, NH - 1992 968

Cara Ness  
Charles Moss  
Medfield, MA - 1987 / 924S

David Pichette  
Deborahanne Pichette  
Bedford, NH - 1973 911E / 1964 356

Kenneth Viscarello  
Anna Viscarello  
Manchester, NH - 2013 Panamera

#### 15 Year

Jason Morin  
Lonnie Morin  
Bedford, NH - 1998 911 Carrera /  
1998 911 Carrera / 2011 Panamera 4

#### 20 Year

Peter Fail  
Melanie Campbell  
Groton MA - 1964 356 / 1964 356

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



# Welcome to NCR Jim..

Jim Daley is a new NCR member and owns a 1978 SC Targa and a 1988 3.2. Both of them are stunning cars.. we look forward to seeing Jim at some of the upcoming events.



Jim's 1978 SC Targa



Jim dropped the engine in the Targa for some oil fixes and "while you're in there repairs"



Jim's 1988 3.2



Yes that is Jim checking on the engine compartment... that's what you call man power...



## VICE PRESIDENT



### Jeff Torrey - Just around the corner...

#### 2015 Tours and Rallies

##### Fall Getaway Weekend September 11-13, 2015

The Essex Resort and Spa, Essex, Vermont

Lodging for 2 nights in a Traditional Room

Hors d'oeuvres Friday Evening

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Buffet dinner Saturday night

Full use of the facilities

Package includes all taxes, fees, and gratuities

Single Occupancy – \$510

Double Occupancy – \$599 / couple

The weekend will include a driving tour on Saturday. We will be touring Route 2 in Vermont, exploring the islands of Lake Champlain.

Please call the resort directly to make your own reservations. Mention NH Porsche Club: Essex Resort and Spa 800-727-4295. A deposit of \$255.00 (single) or \$299.00 (couple) is due at the time of reservation. Cancellation fees: Prior to September 4th – \$20.00 / after September 4th will result in the loss of your deposit.

\*Please book your room as soon as possible. September is high season at the resort. The hotel will sell out, and rooms will only be held up to August 10th.

**Any questions can be directed to Jeff Torrey Rally@NCR-PCA.org**

Jeff Wrote: Sunday was extraordinary. Folks didn't pause for pictures. The event was created in the moment. Shortly after the start the rain began. Some people turned around and headed for home. The regulars hung in and proceeded onward. When it rains on tourists they usually get off the road. This time it happened at the right time. From NH Route 302 we turned left onto Route 113 and the sky opened up. Rich was in front of my small group, and there was a tractor holding us back. We had to get through the farms before we entered the National Forest. The voice inside of my head was saying. Pass that tractor, please pass the tractor, please... it's go time! Then we passed the tractor. Evan's Notch? Note to self (check your safety belt for tension). The rain let up but the water kept coming off of the 911 turbo tires in front of me. Car getting dirty but promise of cold beer soon. Ok, ok keep close and pay attention. More gas pedal, if we catch the group in front we can be on time for lunch. Just after Bethel we caught the group and coasted into Ebenezer's for lunch. Its 12:15 and we are on time give or take. Big puddles and dirt on the way in. Out of the car and enter the screened porch. I see smiles all around. Note to self "this is good". So many speak up and say that was a blast. The beer menu is two pages long and the staff is waiting for us. Lunch was outstanding, food, service, the beer, and the company couldn't have been better. After lunch I outline the road surface on Hurricane Mountain Road and we go our separate ways. I saw joy on more than a few faces. A Porsche has the ability to do that, and that's what I am reaching for...

**Next up... Fall Getaway weekend and Lake Champlain. See you next time.**



# Autocross #3.. by David Churcher

Our editor, Ivy has asked me to write a few words on the subject of photography at an Autocross event. I must begin by warning my reader that photographers are a peculiar bunch usually with few manners but with lots of opinions. Photography as an art form is full of rules. The rules exist but they can all be broken. It's a good idea, as with any game, to learn the rules before breaking them.



**A spin and both feet in...always a treat for the photographer but sometimes the photographer has to hold his breath**

The rules for composition are probably the most important part of making a good photograph. These rules have names such as: "The Rule Of Thirds" and "Golden Mean" ... there are others too ... and if you use Adobe Lightroom you will find them all there as an overlay to use as a guide. I have noted a few tips in the captions of the photographs with this article. Please note some of these tips are my opinions only.

How does one break or bend the rules? By experimenting or by taking inspiration from another photographer's work. Try slow shutter speeds (at Autocross I often use 1/90), pan the camera with the car's motion, shoot from a low angle, look for composition elements such as a row of cones or lines on the track.



**Composition: The car is on the third and the cones are coming from the corner**

And manners? I find it is usually better to ask forgiveness than to ask for permission. Shoot first and talk second. By doing this you will capture the candid you wanted and if there is a smile and conversation you get more. I have never had an issue with this approach at Autocross but I have been scolded in other circumstances.

Equipment does play a role. And you need a good eye ... at least one good eye :- ) ... my equipment is Nikon and I am biased towards Nikon. Lenses make a difference too ... I use 24mm as a wide angle and 300mm as a telephoto.



**A classic car such as a 904 always makes a nice photograph. Composition: car is on the third, the trap makes a "barrier" for the eye going out of the picture**

Just one more comment here. What is the hardest part of being a photographer at Autocross? After 12 years of attending NCR I find the hardest part is to find something fresh and not to repeat myself. That's a challenge ... and part of the pleasure



**Multiple colors and patterns attract attention**



**Composition: The starter is a barrier to keep the eye in the frame and the diagonal umbrella and cones bring the eye up to the Porsche...and to Bob Canter - on the right a "sneaking up" shot of Mark Scala**



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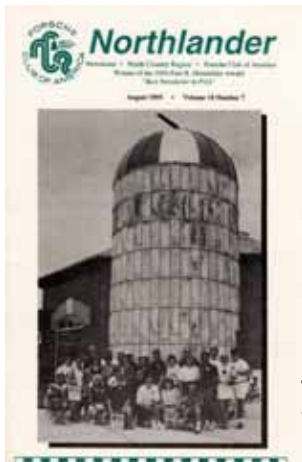


# Judy Hendrickson **LOOKING BACK**

Summer has surely arrived in NH. Hot and sticky mid July as I write this, thank goodness for central air. Matt, family and I are just back from a week in Mont Tremblant. A glorious 3 days of excellent driving for Matt and me at the track with NER and another great 2 days of enjoying the resort with Xana and the kids. While we might have been a little too close to the music this year (Blues Festival) we had glorious weather, just right temps and breeze, and the car performed flawlessly, save for our usually reliable long lived front brake pads deciding to turn into dust after the first day. NER/DER/NCR friends to the rescue with spare worn pads (thanks Dennis Mascetta) and brand new pads (thanks Igor Prokopiw). Seems Cayman rears are useable on early Boxster fronts. Of course we learned this after having ordered for overnight shipping a set of substitute pads from Porterfield west coast (after hours on east coast), forgetting that in addition to the overnight shipping costs we would also have duty to pay (thanks Stan Corbett for giving us a place to ship to). All part of the adventure and cost of having fun. Matt and I are convinced Porterfield must have given us the wrong compound last time. We have been using the same compound for several years and never had this kind of wear before.

No 1985 issue for August, but great articles in 1995 and 2005. I've chosen articles from both that reflect the camaraderie and fun to be had at major Zone 1 and PCA National events. Zone 1's 48 Hours event is a must attend for any DE enthusiast or wanna be enthusiast and Parade is a unique experience and one that will be in our backyard next year – Jay Peak in Vermont, June 19-26, 2016.

## From Volume 18, Number 7, August 1995



**The NCR Ramble at the Vermont Teddy Bear Company** Photo: Vic Oliver

NCR was 287 members strong and had a treasury balance of \$9,105.48 and was hosting it's first ever DE on its own (Lime Rock). We've come a long way baby!

## Zone 1 --- 48 Hours by Linda Petersen

It was bright and sunny on the morning of June 30th as we embarked on our long awaited journey to Zone 1 at Watkins Glen for two glorious days of driver education. We were to lead Caravan #2 driving the less scenic but more trailer-friendly route. The day began smoothly, picking up daughter Karen and fiancé Gary in their silver '73 911T at the Maine Turnpike entrance in Wells, and meeting Sid Wilde and family with his beautiful green notch-back 356 coupe in tow at the Portsmouth Traffic Circle. Pete asked Sid what speed he was comfortable with and after Sid exclaimed that we had scared him half to death on the MT Tremblant caravan last year, we agreed on 70 MPH. Mental note to remind Sid that our former safety chair, initials GR, actually led that (and other notorious) caravans!

Now on to meet the Brensinger family at a rest area on I-495. We're getting close and our cell phone rings - it's Caryl letting us know they're running a bit late due to being "organizationally challenged". Upon arrival at the rest area, Karen and I decide we need a "comfort break" and walk down a path into a lovely wooded area. We came upon many things, ????? littering the area and decided that future caravans will add folks at places with bathrooms. Coming out of the woods we found Cam and Evelyn had arrived in the yellow 914, with Barry and Caryl trailering the black 944Turbo. So,,, off we go, caravanning down I-495 to I-290 to the Mass Pike to I-90... to meet up with Ellen Beck and Stuart Gabel in her diamond blue 944



LINDA PETERSEN

*The Brensinger Clan, Barry, Cam, Carol & Evie.*

On the road with a 914, a 911, and a trailered/towed 356, 944 and 911... we are all anxious, grinning, jockeying for position ... what a great time! Getting lots of looks from admirers along the way. A quick stop to refuel, get comforted, and to add a friend of the Wildes to our group with a red 356. Welcome Jack and Justin!

Much patter on the CBs... Caryl is a real pro at this! Heard she had lots of practice out to Mid-Ohio and back! Another cell phone call, this time from Ellen... she said, "let me guess where you are . . . like, right outside of the Springfield area?" Wrong ... we were just nearing Sturbridge! Oh well, Pete says our ETA is still 11:30-11:45 to the NY rest area for lunch. Onward!

Made it - it's still 11:45 and we're on time and Ellen and Stu are not! We had a wonderful assortment of lunches and goodies - a nice break. Everyone stood and stretched, talked and swapped car stories amid admiring glances. Ellen and Stu arrive and we're off! This is a great lunch stop - indoor plumbing, a good view, nice breeze, picnic tables, and lots of parking.

Whoops! Bottleneck at toll booth near Albany - next time we'll take I-87 around this. Headed for I-88!

Another phone call, this one from Barb and Blair. Caravan #1 is just leaving Bennington. Chit chat 'tween the ladies ... movin' on, movin' on.

Due to Petersen's not refueling when we picked up Jack and Justin, we are now nearing the big ole "E" on the gas gauge. Soooo ... an off I-88 excursion looking for petrol. Exit we took had a sign for gas, but now that we've exited we see no signs at all. Sid has some knowledge of the area (these CBs really are handy!) and directs us along Rt 7 going parallel with I-88 and finally we arrive in Cobbleskill and a Mobil station... with indoor plumbing!

A new wrinkle is added for us - the air conditioning has stopped working in the tow vehicle. Whew - it's hotter than we thought!

Its 3:05 and we finally leave I-88 for I-17. A quick comfort stop at the rest area at 3:30 and we're on our way... next stop SENECA LODGE!!! But wait! What is this? Two more Porsches . . . with New Jersey plates ... going by us ... pulling ahead of the lead vehicle ... and POOF! A cop is sitting in the median and the Petersen's are saved from the radar by the two New Jersey cars!! Thank You!! BUTWAIT!!...the cop is pulling over the Brensinger low vehicle, now being driven by Caryl. We almost made it to the Glen without a cop stop. Caryl radios us not to wait, Barry and Cam in the 914 pull over behind Caryl, so we drive slowly forward towards the Glen. We pull off the road to wait for the Brensinger 4 at the exit to Horseheads. Soon they're back on the radio, coming up soon, so we are now back in full caravan form ... driving a bit slower... very tired, needing to stretch, needing a beer... soon, soon, soon.

WE'RE HERE AT SENECA LODGE! "Everyone meet at the bar...!" It's raining so some who had planned the track walk backed out, others having decided long ago not to participate due to the heat... or whatever excuse they could come up with! Found the other caravan participants in the lodge at dinner - we're all charged up for tomorrow! WATKINS GLEN - ZONE 1 DRIVER EDUCATION EVENT.

Saturday dawns hazy, hot and humid. Some meet for breakfast downtown, others go directly to the track. There are so many NCR drivers this year we can't all fit into the same parking area so we break up into two groups. We had planned to meet under the CAMEL(now Winston) sign as usual, but it is being painted and no cars allowed in that area. Tech line goes smoothly, driver's meeting goes smoothly, novice meeting goes smoothly ... hope our driving follows... smoothly!

What a thrill to be back on this track! My first run group is quirky ... finding the line, but whoa baby... from then on it felt so GOOD!! I love this track!! It's fun having other NCR drivers in your run group -I got to "play" with Kathy Surgi, Caryl Brensinger, Barry Brensinger, Blair Talbot, Craig Rief, Phyllis Stibler and Ray Marcos. Back-braced Pete is doing the "pit crew" routine ... worrying, checking brake pads, pacing, taking pictures, but most of all wishing he was participating on the track. I feel a little guilty, but I'm loving this little red cabriolet on this fantastic road course. Son-in-law Tom is sharing the car with me at this event, having proven to us how ably he can handle the car at Motorsport Weekend! He has Sieve Urschel from HCR as his instructor so Pete and I are comfortable knowing the "parrot head" won't become a "speed head" driving more MPHs than his seat time says is prudent (just kidding, Tom!). Actually, Tom drove very well and the smile didn't leave his face the whole weekend! This event was Heike Martineau's and Fred Bruch's first as well, and we sure did see a lot of teeth "! Fred was heard to exclaim he didn't know what took him so long to try this! Other NCR members who have participated in driver education before but for whom this was the first time at the Glen are Scott Martineau, Cam Brensinger, Ellen Beck, Miriam Gill, Barb Talbot, Gary Utgard and Sid Wilde.



*Pete Petersen, In his 'Carapace'  
- Wanting to drive!*

Other happy-to-be-there NCR drivers were: Caryl and Barry Brensinger, Susan Bird, Abe Anderson, Bob Brooks, David Gill, Kathy and Rand Surgi, Don Osborne. Blair Talbot, Dick Minesinger, Norm L'Italien, Phyllis Stibler, George and Craig Rief, Steve Gratton. Jim Gratton, Ray Marcos and me! That's 29 drivers!

With all gathered, including friends and family members, we totaled near 50! We are such an impressive group . . . friendly, outgoing, supportive, and good looking, too! Wow, what a bunch!

Portions of the track had been re-paved, and the "bus stop" AKA inner loop had been broadened. The grounds were particularly clean this year. The toe of the boot is as challenging as ever a turn where I take particular caution. The esses continue to be a favorite for everyone, with speeds exceeding 120 on the back straight before breaking for the inner loop. Such a flowing, rhythmic feeling to this course. A safe weekend for all!



LINDA PETERSEN

*The Esses - Full of a train of Porsches.  
(One of the best track photos I've ever received! Ed.)*

Sunday was cool - the first time I'd ever been cool at this track! The day got off smoothly, but by noon we had three cars that were not running on the track again that day. The generator on Sid Wilde's 356 seized, Dick Minesinger's 944 blew the head gasket, and George Rief's 944 Turbo S had a leak in the cam cover seal. Sid hitched his Porsche up to his tow vehicle, Bob Brooks offered his trailer and rig to Dick and his car, and George drove home in our truck and trailer with his car on it. To quote Dick Minesinger, "North Country drivers and non-drivers, rookies and veterans, pitch in to help. Our region is especially supportive, I'm convinced." A bonus for us - sorry George- but we got to drive our little red car home! We took the scenic route and had a very, very nice day!

It appeared that everyone had a great track experience this year and there was a lot of chatter about who will be driving to what track next! I know MT Tremblant on September 9/10 will again be popular and Lime Rock the last weekend in October will close this track year. We've had a lot of NCR members try driver education for the first time this year, and like we've been saying... try it once and you'll be hooked (just like Fred!).

## SOCIAL SIDE

Friday evening found NCR taking over the "back room" at the Seneca Lodge restaurant (did our reputation precede us?). A good start to the weekend. We caught up on

who did the track walk, who didn't, swapped caravan stories, talked tire pressures, "what kind of room are you in?", ate, drank and were very merry.

Saturday at the track a surprise was in store at lunch time! Bob and Sandy Brooks brought a grill and LOTSA food and hosted a trackside picnic! Thanks a million Bob and Sandy from all of us hungry NCR trackies. Saturday late afternoon small groups gathered on various porches at the Seneca Lodge to quaff a cold one or two, munch some healthy snacks and get ready to meet at the Glen Club at the track for a buffet supper. And then? ... TO THE GO CARTS!!!



BRENDA GREENE

*The NCR Picnic Grounds - Also know as Chez Brooks!*

Pete and I took care of granddaughter Caroline, handing keys and car to Pam and Tom to join the bunch at the go cart track. Sunday morning we heard all sorts of stories! This vicarious thrill almost exceeded the fun of being there! Craig Rief wins the "bad boy" award, and daughter Pam earned a bit of a reputation as well! On Sunday when I am in staging, this strange man appears and informs me that a call has come in from the go cart track owner saying my privilege to drive this day should be revoked based on my go cart driving the previous evening!! After I let him know I was not the driver of this car the previous evening and had not been go carting, I ALMOST went immediately in search of Pam to find out what happened, but, you know, the track was calling, my run group was up, and so I entered the track, flew up the esses and heard later the story of Pam running Blair off the track or some such tale, Craig's story was a bit more interesting. Hmmm . . . following in Dad's footsteps, I'd say!

Sunday lunch was again Chez Brooks. You guys are too much! We'll remember not to leave home without you ever again! Castel Grisch was the location of Sunday evening dinner, as is NCR Zone 1 tradition. We filled



LINDA PETERSEN - PHOTO

*The North Country crowd at the Castel Grisch - taking up three tables.*

three long tables! An outstanding bunch if I do say so myself! We all parted after finding out who was leaving

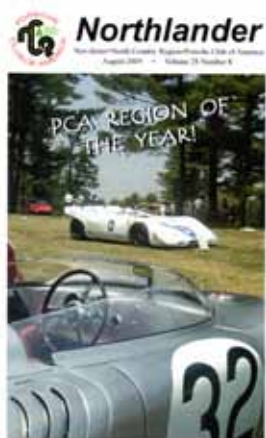
when, via what route, etc. A wonderful weekend for all. No injuries, no dented fenders.

Our sympathy to Dick, George, and Sid . . . don't let this stop you from joining us next time!

PS Thanks to the four people who responded to our questionnaire ... it helped a lot!

*(Susan Bird provided the following stats for the Glen: 238 registered drivers; 20 Regions represented; largest representation from any region - Northern New Jersey with 56 drivers (they have 1700+ members) or 3% of their membership; North Country was second with 30 registered drivers (we have 280+ members) or 11% of our membership. Way to go NCR! editor)*

## From Volume 28, Number 8, August 2005



### Porsche's Roots

by David Churcher

## ANOTHER PARADE

By Judy Hendrickson - Contributor

The 50th Porsche Parade, my 26th Parade, was like none other that I had been to. Each Parade has had its unique qualities, but this one was very special, as one would expect, it being the 50th anniversary of PCA and the 50th Parade.



*Carrera Pan America*

While I don't begrudge any of my years of service to the national organization, this would be my first Parade in 10 years where I would be attending as a simple member of PCA, free to partake of all the Parade had to offer, no meetings, no responsibilities. IT WAS WONDERFUL !!! Plenty of time to spend with old friends not seen in a year or more, get to the Goodie Store on Opening Day, time to volunteer for work at activities not tried before and much more. However, there was still not enough time to do it all at this Parade as there was so much more available than usual.

Certainly a highlight for me was the PCA Museum. It brought to life much of the history I had read about over the years. The video put together by Betty Jo Turner and her daughter Lynn was very enlightening. Seeing the early Parades in action courtesy of old films from charter members Jack & Ginny Case and other long time PCAers was great. It's amazing what they did in the space of a motel parking lot. We moan at not being able to find AX space. We just aren't being creative enough in our thinking. Driving skill was definitely tested back then - backward maneuvering thru the cones!

Of course a highlight not to be overlooked was the Welcome Party where Porsche Cars North America unveiled a special edition 911 in honor of PCA's 50th Anniversary. Dubbed the 911 Club Coupe only 50 will be built, with 48 to be sold exclusively to PCAers. The other 2 have a special destiny, one for the Porsche Museum and the other to be given away to a PCA member. It is a stunning metallic blue - (Azurro California) I'd call it PCA blue. unbelievably heavy with metallic flake. It has enhanced performance and other special features geared to the PCA enthusiast. Such a special effort on Porsche's part for us.

Another special memory from this Parade will be the reflections of past Parades DVDs shown during the banquets. They had even more detail than the special commemorative 50th anniversary DVD that was in the Museum. There was the one taking us through the 50's & 60's and then the 70s & 80's and finally the 90's. So many friends and loved ones now gone, seen once again as they were. Of course it was also great fun to see how we all used to look compared to now. Very nostalgic indeed.



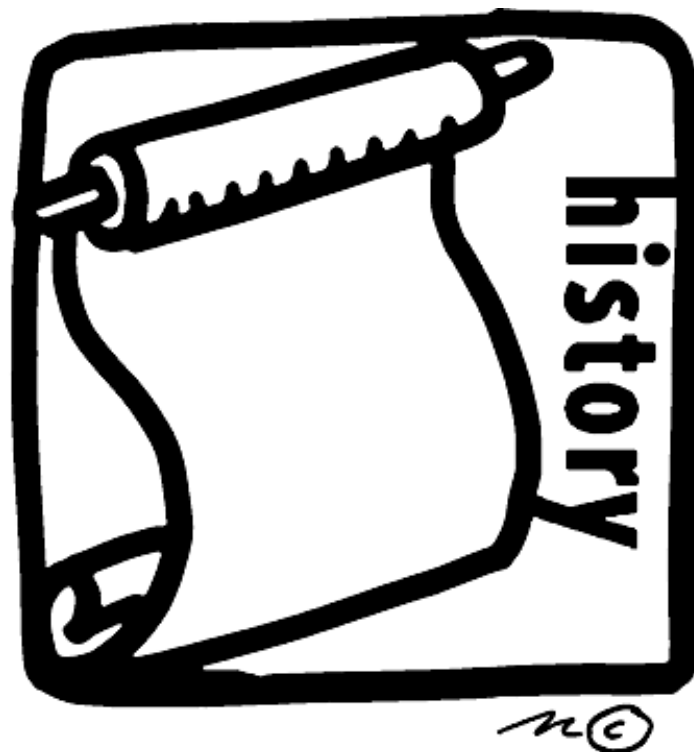
*Abarth Porsche*



On the competitive side, this was a special Parade for me as I entered Jelly Bean (my 1995 993) in the Preservation Class of the Contours for the first time. Preservation is for cars 10 years old and older and unlike the other groups is subjectively judged based on condition of the car given its mileage and use. Cars must be original in all respects other than normal maintenance items. People have often asked me why I tape my car so at the track and for cross country drives - this competition is why. I've been planning on entering Jelly Bean in this competition ever since it was created in 1997. My hopes that her track history, cross country adventures and total mileage (57K) would give her a fighting chance with all the older well preserved 911s was rewarded with a first place in class and Division. A group win was not in her destiny, however, losing out to an original owner 1988 924S with about 30,000 miles looking like it had just come off the showroom floor. After having a chance to look at it later in the week. I would have had to make the same decision as the judges and given it the nod. Oh well, a few of the judges did share with me later that it took quite a bit of discussion before they decided between Jelly Bean and the 924S. However, the 924S did not compete in the AX, as did Jelly Bean where she netted a first in Class. My hopes were high for the Tech Quiz after the self scoring, but when the scores were posted there was apparently an error between what I had filled in on the score sheet and what I had recorded on the question sheets as my 75 and 13 tie breakers became 74 and 13 tie breakers versus the overall winner Debbie Cooper with 75 and 9 tie breakers. I think that brings Debbie and me to a tie for most overall wins with 5 apiece. Next year will be the rubber match. I may have to study this time! My score was good enough for first in the 914 class, however.

The final highlight of Parade is most certainly having our Region selected as Region of the Year for the second time. The first time being the last time I attended a Parade as a simple member and all was still right with the world in my life - 1994 Lake Placid.

The next two Parades are on the West Coast - 2006 Portland, OR and 2007 - San Diego, but next time you have a chance plan on attending. You'll have a wonderful time. Just remember to register on opening day as you never know when they will sell out (like 2005 did overwhelmingly on opening day).



# Ebenezer's Pub

by Judy Hendrickson

It's a long way, but well worth it. Over 50 NCR folks (nearly 30 cars) turned up at Boyle's Family Market at 41 Route 25, Effingham, NH (on the left heading east between Routes 16 and 153) to start the journey to Ebenezer's in Lovell, ME. Gordon Gillette and Jeff Torrey really outdid themselves with this route. Fantastic Porsche roads (albeit sometimes a bit bumpy but well worth enduring for the great twisties). If you were not one of the 50 that enjoyed the NCR tour on Sunday, July 19, then take the route on your own or gather a couple of other Porsche friends for a group drive. Here are the directions from Boyle's in Effingham:

Reset ODO and exit Boyle's parking lot left onto Route 25 East (Mileage is cumulative)

1.9 miles Left onto Route 153 North

11.9 miles Right onto Brownfield Road

19.5 miles Left onto Haley Town Road

24.9 miles Right onto Main Street/Route 302

25.9 miles Left onto River Street/Route 113 - (Wonderful Mountain Rd experience)

55.1 miles Right onto Route 2 East

64.8 miles Right onto Route 35/Route 5 South

77.5 miles Right onto Route 5 South

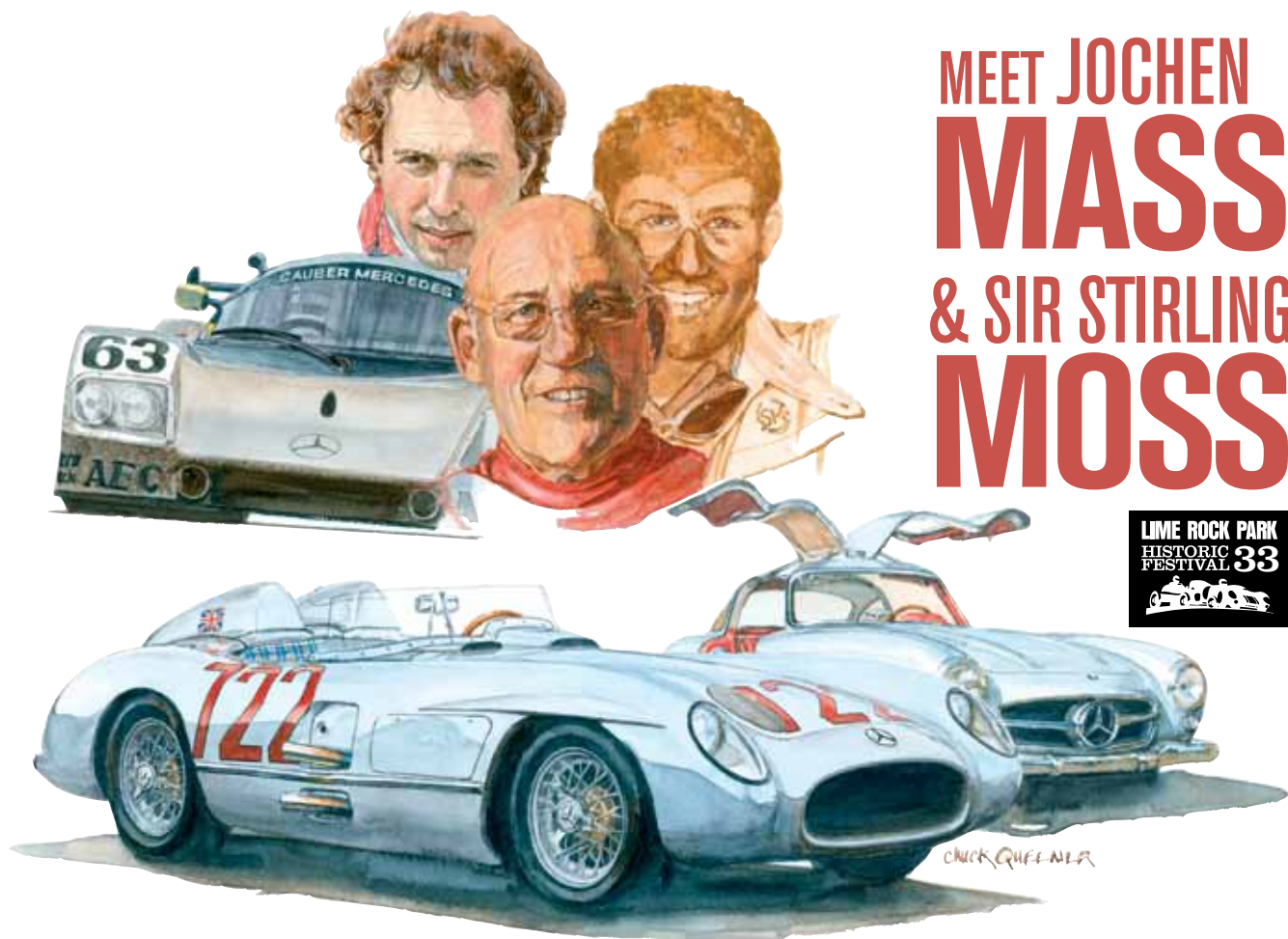
89.5 miles Right onto Allen Rd (hard to see post is partially pushed over, do not turn at the first sign for Ebenezer's Allen Rd is just a wee bit further down on right) Ebenezer's Pub, 44 Allen Rd, Lovell, ME 207-925-3200, [www.ebenezerpub.net](http://www.ebenezerpub.net) 35 Belgian Beers on tap, rated best beer pub in America by Beer Advocate.

Some of us went on to drive over Hurricane Mountain Rd after a delicious lunch and liquid refreshment at Ebenezer's, but there was a mistype in a mileage clue so I won't repeat those instructions here. As advertised it is a "paved" fire road about 1 1/2 lanes wide, second gear, but still a lot of fun. I was told I was an aggressive driver as those that followed me lagged behind. Must be all the track driving I do as I thought I was being pretty conservative. Remember keep your eyes UP looking down the road, not at the pavement directly in front of your car. :-)

**NCR Rallies and Tours**  
**See you on the next one!**



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# Porsche World Road Show 2015... by Dave Doran

So... if someone offered you and a guest the opportunity to spend an afternoon driving a sampling of new Porsches real hard (like you stole them), would you accept? Damn right you would! And that's just what I did when I won a raffle at the Porsche of Stratham Le Mans day a few weeks ago. I immediately signed my son Mike and myself up for the early afternoon session on Friday, 10 July. The Porsche World Road Show is a traveling event that covers nine major market areas across the US. For the first event of the 2015 season, it rolled into the Boston area and set up a couple of courses on a large parking lot (P10N) across from Gillette Stadium in Foxboro. The three-day event had four sessions each day and each session lasted about 3 hours.



**Ivy would sure love this car**



**Simply stunning.. no other words needed**



**Many colors to choose from**

There was a host of driving instructors from the Porsche Sport Driving School, plus numerous Porsche of America marketing staff and other supporters from their Atlanta headquarters to keep things moving and on schedule. Registration, introductions and light snacks/drinks were provided in an air conditioned tent. Just outside was a collection of new models, including a Boxster S, Targa 4 GTS, Macan and even a Cayman GT4 in bright yellow for everyone to try on for size. This proved a bit difficult in the GT4 with its deep racing seats.

After a welcoming and brief instructional video on do's and don'ts ("feel free to drive to the limits, but don't ever turn off the PSM!"), the session group of about 34 was split with half going to a mini-autocross area and the others to the quasi- road track area. Mike and I went to the track area for a series of laps led by one of the instructors in a "lead/follow" format. There were a selection of cars including Cayman Ss, Carrera Ss, and a Cayman GTS and Carrera GTS. We each got to drive each car for two laps and ride with our driving partner after switching seats. Other than the Boston and Chicago venues, all other locations got to do this on a real road track like the Texas Motor Speedway near Dallas or Raceway Park in New Jersey. Why isn't there a good road course near Boston?

It would have been more fun to do this at NHMS.

The temporary track layout on the huge parking area was pretty challenging with some very tight corners that saw some cones flying. Each car was equipped with PDK, and we were told that using Sport or Sport Plus mapping was welcomed. However, they said that manual shifting of the PDK wouldn't improve performance, which they had already proved at the Porsche Sport Driving School. Mike thought the Carrera GTS was the best of the lot and I couldn't disagree with him. The Cayman GTS was a close second.



**Everyone got to drive 2 laps**

After the Lead/Follow session, we swapped places with the other group and went to the mini-autocross course. This was a fairly straight shot up a rise to a 180 degree turn and then a couple of corners back down to a stop box area. We each got to do a practice lap and then a timed lap in a Panamera S with a driving instructor. After that, we did a timed lap in a Panamera GTS with time added for knocking over cones or stopping outside of the stop box. The driver with the best time of the session was awarded with a Bose headset. My time was a bit over 22 seconds and the winner's time was just over 18 seconds. There was also a woman in our group that had a time in the 18s.

The end of a fun day was followed by battling stop-and-go traffic on 128 and 93 on the way home (sure glad I don't work in the Boston area anymore). I would do it again in a heartbeat even with the traffic problems.



911 Carrera GTS

For the finale of the day, we were treated to a ride ("Hot Lap") with one of the instructors on the lead/follow track in a Panamera GTS, a 520 hp. monster. This was an unbelievable experience for me to be in a car that large that completed the course much faster than I had done it in the smaller and more nimble Caymans or Carreras. As a special treat, the car was equipped with a 360 degree camera and the videos were later uploaded to a website where we could watch the course, the driver, and our open mouths while we tried to hang on. I posted the link to the NCR Facebook Group. Watch the instructor wheel through the tight corners near the end.



Nice rear



Hmm... which one will I pick



Looks almost as if it could fly

# The Pinnacle Portfolio by Danielle Badler

If it's August, it must be time for Monterey insanity.

Let me start by stating this categorically. No, I haven't gone. And I don't expect to make it this year. But I do know people who have.

Then again, that's like saying I once had dinner with Billy Joel. What actually happened is that I once sat in a restaurant where, across the room, I saw Billy Joel dining alone, reading one of those free real estate listing brochures.

It's true. While I shared the same physical proximity with him, and breathed the same air, I was in reality not even in the same galaxy.

Just take a look at some of the rare fruit being auctioned off this year.

I draw your attention to a collection which, according to Motor Authority, is called The Pinnacle Portfolio. They say it's "the most expensive car collection ever to hit the auction block."

Cutting to the chase, so to speak, there are 24 cars. Yes, there are three Porsches in the group, a '56 356 A Speedster, a '95 911 Carrera RS 3.8 and an '88 959 "Komfort."

There are also nine Ferraris, including one each of all the supercars from the 288 GTO on, with the exception of a LaFerrari.

The Enzo is number 400 of 400. The very car that was presented to the Pope.

Two Bugatti Veyrons, serial number 001 and a late-run 16.4 Super Sport, "one of less than eight in the US." Does that sound more impressive than seven?

A McLaren F1 'LM-Specification.' Which means, according to auctioneer RM Sotheby's, it's one of two street cars upgraded to race specs.

I've been trying to get my head around the collection, and the collector, who remains anonymous.

For example, there are three cars from the '50s, no more and nothing older. Along with the Speedster, there's a '55 300 SL Alloy Gullwing, one of 29 aluminum Gullwings produced, and a '59 Ferrari LWB California Spider. That's it from the Eisenhower Era.

From the Swinging '60s, we find a '64 250 LM (more rare than a 250 GTO, they say -this one is from the '64 Earl's Court Motor Show,) a '67 275 GTB/4 and a '67 Toyota

L2000 GT, the first LHD built, and the first in the U.S. (the Japanese E-Type, they say.)

No genuine E-Type? And, while we're at it, no 427 Stingray? No Cobra? I know!

Now, if you ascribe to the theory that we covet today what we drew in study hall in junior high school, I would guess that the owner is a male (please... name one female collector of this provenance, name just one) in his 60s.

That he has mega-wealth and connections in the automotive world is a given. I mean, just how does one go about acquiring the Pope's Ferrari?

Why sell? To cover the cost of service on his Gulfstream? On the refit of his Wally Yacht, which is bobbing as we speak in the harbor in Antibes?

But there are a few chinks in the heavenly aura. For example, an '05 Saleen S7. Yeah, it's twin-turbo and it was in a few movies. But really.

And a Jaguar XJ220, which they call highly original. Do I care?

And a Koenigsegg CCXR, one of five in the U.S. Just waiting for the next Cannonball Run debacle?

And an '05 Mercedes-Benz SLR McLaren. Even if it was purchased new by Robert Petersen and shown at the Petersen Automotive Museum.

I don't know.

Ok, ok, if it were up to me, I'd swap these out, quicker than you can say "not up to snuff." And I'd backfill, with a '65 Aston Martin DB5 (make mine shaken, not stirred) and a '73 Carrera RS, along with the aforementioned E-Type, Vette and Cobra. And maybe a P1 and a 918 Spyder. Along with the LaFerrari. Just to complete the contemporary supercar set and the historic supercar set.

Where is a Miura SV? An original Daytona Spider? A Dino? I guess I forgot to mention them... they're in the collection already.

Hey, let's give the guy some credit.

# Type 356 Event by Skip Wareham

This 2-Day event was part of the TYP356ne schedule of events for 2014. I only participated in Saturday's activities so I don't know what went on Sunday.

It was to be a gathering of 356 Porsches from the New England area. NCR's own Judy Hendrickson who owns a 356 was in attendance but due to expected rain brought her 911 instead. NCR's Jeff Torrey was also in attendance.



**Edgar and Nancy over with the Boxster**

From there everyone drove back to Retro Automotive for a pig roast with a full compliment of side dishes and dessert. There was a tour of the facility afterwards. The company sells used and refurbished parts for Porsches.

The long distance award went to Ken Taplin from Blue Hill, ME who drove his 1959 356 Porsche Convertible D 580 miles round trip to attend the event.



**The group gathered and parked perfectly for a photo op**

Over 25 members took part in the festivities despite the gloomy forecast. It was hosted by Retro Automotive in Claremont, NH. After a brief gathering to admire the older Porsches we all lined up to follow local driver Steve Restelli on a tour of the nearby covered bridges. The drive itself was rainy but fortunately let up when we viewed the Meriden covered bride. See group photo, photo by Retro Automotive. From there was had a sunny drive to the covered bridge that crosses the CT River and to a gas stop where had a drivers meeting about what was coming up next.

A wonderful time was had by all enjoying the old Porsches that started the phrase "There is no substitute".



**Great group photo, Edgar and Nancy not shown in group photo (maybe they were taking the picture)**



**A little weather never stopped a Porsche**



**Hey look... Jelly Bean**

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

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

**For Sale: 1973 Porsche 914 1.7** -One owner since 1977. 135K miles. Body restored in 1995. Good condition. Still runs but needs some work. Asking \$5500 Contact: Kim Scoggins 843-705-6053 Kimscoggins91186@gmail.com



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**Boxster S - 2004**Black, 86,600 miles, 6 speed, A/C, ABS brakes, power steering, am/fm stereo with CD player (single disc), power windows, power door locks, dual airbags, leather seats. Water pump and thermostat, IMS bearing, clutch/flywheel, rear main seal and alternator have all been replaced in the last 16 months. Routine maintenance (including regular oil changes) done faithfully. Have all records under current (second) owner - female non smoker. Clean Carfax (will share) qualifies for CARFAX Buyback Guarantee. Reason for sale: needed a car with a full size backseat. \$16,300 OBRO DickAnderson114@gmail.com 978-764-0277



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- 25 EXOTECH
- 25 Kachel Motor Company #2
- 29 Green Mountain Performance

Inside Front Cover EPE

Inside Back Cover CPI

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



In case you did not recognize this NCR member her name is Laura Futterer, NCR's Membership Chair.

## BTW



Edgar watching the paint dry on the front fenders for the Porsche tractor

### 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

## NEXT MONTH

Palmer Motorsports Park..  
and much much more...



North Country Region

PRESENTS

# THE 2015 DE SCHEDULE

[WWW.NCR-PCA.ORG](http://WWW.NCR-PCA.ORG)

~~April 17-19 NHMS~~

~~June 20-22 Long Rock Park~~

August 8-9 Palmer Motorsports Park

October 12-13 NHMS



**It's NOT THE Cars, It's the People.**



# 30<sup>TH</sup> ANNUAL AUTOCROSS



August 22<sup>rd</sup> – 23<sup>th</sup>, 2015 Moore airfield, ft. Devens Ayer, MA

## *This year's event*

*The Zone 1 Autocross is a two-day event. There will be a different course each day. PCA's Parade Competition Rules (PCR's) for Medium Sized Regions are used for classifying cars. Entrants must compete both days in order to trophy. There will be a team Challenge for all PCA Regions. Registration opens 8:00 a.m. sharp, first car off approximately 9:15 a.m. both days. All participants must be current PCA members. Porsche cars only. This is a T-Shirt year.*

## *How much it costs*

*\$70/person early registration on or before 8/12/15  
\$95/person after 8/12/15  
Registration fees are for one or two days.  
Online registration via clubregistration.net only.  
No on-site registration the day of the event.  
Registration will open 7/1/15 and close 8/20/15.*

## *Where to stay*

*Springhill Suites by Marriott  
31 Andrews Parkway  
Devens, MA 01434  
Phone: 978-772-3030  
<http://devenscommoncenter.com>  
Rate: \$129/night + tax  
Refer: "AXPC" for group rate  
You must book by 7/29/15 for group rate*

## *Who to talk to*

*Zone 1 Autocross Chair: Dan Fishkind  
[zone1axchair@gmail.com](mailto:zone1axchair@gmail.com) or (631)748-2727  
Zone 1 Autocross Registrar: Graham Mingst  
[zone1registrar@gmail.com](mailto:zone1registrar@gmail.com) or (646) 267-7083*

*Links to the PCR's will be posted on the zone 1 website - <http://zone1.pca.org>*





***Come to Escape to Rushmore and enjoy Rapid City and the Black Hills for awesome sites and drives October 1, 2, 3.***

Escapes are lots of fun!! Zone 10 and Nord Stern are excited to invite Porsches across the nation to come to ***Escape to Rushmore*** in the Black Hills of South Dakota.

- Rapid City, South Dakota, is the ***Escape 2015*** headquarters. When you come here, you have surprising variety in activities, challenging drives, and many things to see and do. You'll have good places to stay, eat and shop, too. Holiday Inn Rushmore Plaza and the City Park adjoin the Civic Center and are headquarters for most activities.
- Mount Rushmore is just 24 miles away; this inspiring patriotic symbol has 60 foot faces of Presidents Washington, Jefferson, Roosevelt, and Lincoln. You can walk around the National Memorial alone or on guided tours. You'll see impressive views of the sculpture that have national and international recognition and reputation and you can take spectacular pictures.
- Crazy Horse Memorial is an internationally-known mountain carving that will be 641 foot long and 563 feet high when finished. You'll visit a representation of Crazy Horse, a strategic tribal leader in the Battle of the Little Big Horn. You can spend time in a beautiful museum of artwork.
- This area has internationally popular tourist geography and you have an amazing range of touring and driving opportunities. You can enjoy significant geography changes from the Badlands in the east to the Black Hills and Rapid City in the center to the natural Devil's Tower in the west.

Here are a few of many things you can choose from when you come to ***Escape 2015***:

- Great tourist attractions, tours, drives and group activities in a limitless variety of geographies with scenic touring and enthusiastic driving in ever-changing geography and on some very hilly, twisty roads
- Eight or more organized drives and activities to select from each of the 3 days
- An informal car show competing in a beautiful park where participants select winners
- Technical classes with leaders from a variety of Porsche backgrounds

With everything available in the Black Hills area and Rapid City, this ***Escape*** offers you lots of opportunities in socialization, tourism and challenging driving.

Find more and ever-changing information on the [escape2015.pca.org](http://escape2015.pca.org) website. Registration will open in July shortly after the Parade in French Lick, Indiana.

***Put Escape 2015 on your calendar now and come to the Black Hills October 1-3.***

*Jim & Arlyce Lillegaard, Co-Chairs*  
[lillescape15@gmail](mailto:lillescape15@gmail.com)

**Porsche Club of America – North Country Region  
Porsche of Stratham  
Annual Car Show to benefit the  
Make-A-Wish Foundation of New Hampshire**



**Bring your family and invite your friends to cast their vote for some of the finest sports cars in the area.**

**Saturday, August 29, 2015 from 11:00 to 1:30 – rain or shine (registration opens at 10:30)**

**Porsche of Stratham, 60 Portsmouth Ave. (Rte. 33), Stratham, NH**

**Donation: \$20 for each car displayed (Cash, VISA, or MasterCard). No charge for general admission**

**Trophies awarded for best Porsche by decade; and best British, Italian, American, and non-Porsche German sports cars.**

**Special People's Choice award honoring Harry Dean Robinson**



**Lunch served by Kathy's Kitchen – \$5 (proceeds to MAW), under 12 free  
Music, 50-50 raffle plus an ice cream run to Lagos Rte 1 Rye, NH after the show**

**For more information contact:**

**[Social@ncr-pca.org](mailto:Social@ncr-pca.org) or [Vice-President@ncr-pca.org](mailto:Vice-President@ncr-pca.org)**

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# NORTHLANDER

Volume 38 Number 7

August 2015

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