

# **NORTHLANDER**

**NORTH COUNTRY REGION**

**Volume 38 Number 10**

**PORSCHE CLUB OF AMERICA**

**November & December 2015**



**IN THIS ISSUE:**  
**Mark Webber Review**  
**NCR Historic Tour**  
**Final NCR Autocross**  
**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 of 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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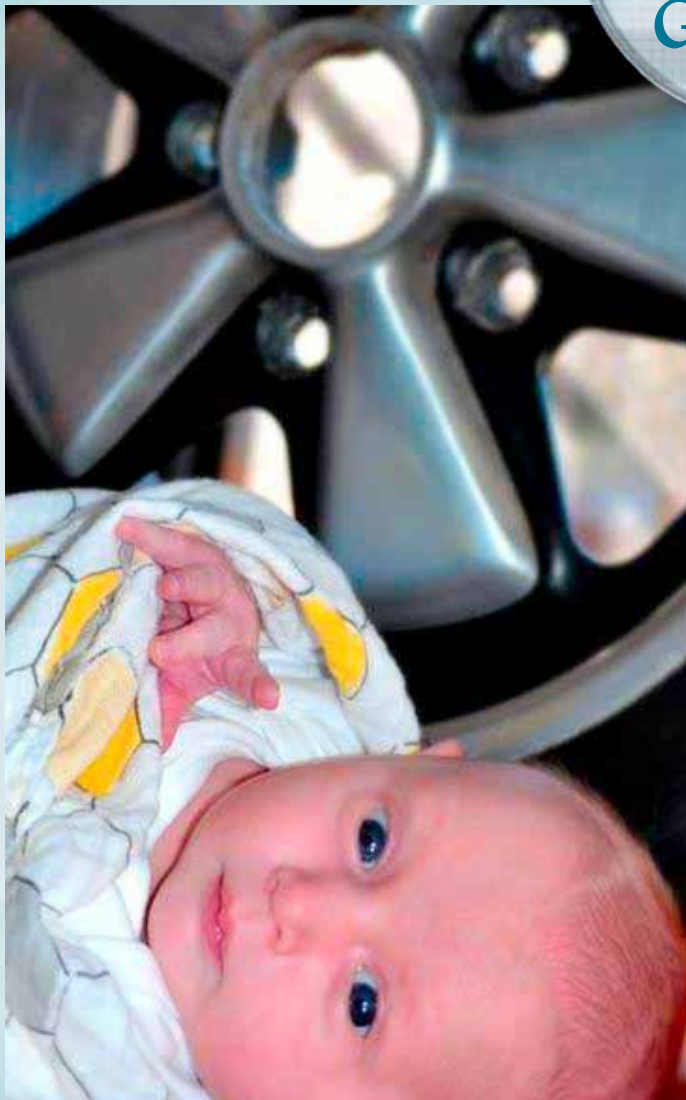


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**SWEET  
Baby  
Samuel  
Gratton**



**Congratulations to Jay and Jaime  
Gratton on the birth of their son  
Samuel. What a cutie pie.**



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## Statement of Policy

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# NORTHLANDER

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## On the Cover

This photograph was taken by David Churcher during the Chuck Schwager NCR visit. I don't think Tracey wanted to leave the car...what a beautiful color.



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## CALENDAR

Calendar of Events

### NCR Calendar or Events

| Date         | Event                                    | Contact                     |
|--------------|--|-----------------------------|
| NOV/DEC      |  |                             |
|              | Be Sure to Check Website for Tech Events | tech@ncr-pca.org            |
| JANUARY 2016 |  |                             |
| 01/23        | Annual NCR Yankee Swap                   | lvy@ConsumerProfilesinc.com |

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



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## 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 blessed and happy ones!

## MEMBERSHIP



### Laura Futterer

#### Nov/Dec 2015 Northlander - New Members and Anniversaries

##### New Members:

Michael Banks  
Keene NH - 2016 Macan S

Fredric Boswell  
Amherst NH - 2014 911 Turbo

Andy Gallonio  
Warwick RI - 2014 Cayman

David Gintzler  
Concord NH - 2002 911 Carrera

Luke Ludington  
Portsmouth NH - 2014 Cayenne grey

David Mattice  
Gilford NH - 2010 911 Carrera 4S

Richard Merkle  
Betsy Merkle  
Moultonborough NH – 2006 911 Carrera S  
Transfer from Central Pennsylvania - Joined PCA 06/22/2006

Bruce Sweet  
Lebanon NH - 2003 Boxster

Philip Vecchione  
Bow NH - 1966 911

Robert Wilson  
Bristol NH - 2002 911 Carrera

#### November 2015 Northlander - Anniversaries

##### 1 Year

Tim Duggan  
Chelmsford, MA - 2012 911 Carrera S

Jerry Karabelas  
Portsmouth, NH - 2001 Boxster

Jim Kelly  
Manchester, NH - 2006 Cayman S

Devasena Morrissette  
Nashua, NH - 2015 911 Carrera 4

##### 2 Year

John Grisham  
Littleton, NH - 2014 911 Carrera S

##### 5 Year

John Cavanagh  
Linda Cavanagh  
Rye, NH - 1986 911 Carrera

Robert Consentino  
Sharon Consentino  
Rye Beach, NH – 2010 Boxster

Donald McBride  
Sabra McBride  
Wolfeboro Falls, NH - 2001 911 Carrera

Gregg Turcich  
Barb April  
Manchester, NH - 2008 911 Carrera 4S

##### 10 Year

Dave Batal  
Irene Tien  
Cambridge, MA - 2009 911 Turbo /  
2009 911 Turbo / 2006 Cayenne

Jerry Prial  
Kellie Prial  
Rye, NH - 1990 911 Carrera 2

##### 15 Year

Christopher Lovell  
John Lovell  
Charlestown, MA - 1986 911 Carrera

##### 25 Year

Abe Anderson  
Susan Bird  
Bow, NH - 2003 Boxster S

Charles Tilgner  
Elisabeth Cross  
Exeter, NH - 2001 Boxster / 1971 914-6



## December 2015 Northlander - Anniversaries

### 1 Year

Elena Jespersen  
Byfield, MA - 2002 911 Targa

James Martin  
Anthony Martin  
Brentwood, NH - 2008 Boxster S

Richard Mater  
Donna Mater  
Salem, NH - 1986 911 Carrera

Donald Williams  
Northfield, NH - 2002 911 Turbo

Robert Williams  
New Harbor, ME - 1984 911 Turbo

### 2 Year

Kelby Longueil  
Maria Longueil  
Portsmouth, NH - 2005 911 Carrera

John Martin  
Portsmouth, NH - 2004 911 Carrera

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

John Thonet  
Patricia Reilly  
Bedford, NH - 2013 Panamera

### 5 Year

Derek Carpenter  
Patrick Carpenter  
Bedford, NH - 1979 911 Turbo

Russell Fanelli  
John Fanelli  
Troy, NH - 2000 911 Carrera

Timothy Kachel  
Lawrence, MA - 1988 911 Carrera

Jerry Kaiser  
Ryan Kaiser  
Greenland, NH - 2002 911 Turbo

### 10 Year

Jane Bennett  
Maynard, MA - 1976 911S

### 15 Year

Brian Arenstam  
Kathleen Arenstam  
Gilford, NH - 1970 911S / 1984 911 Carrera /  
1970 911S / 1987 944 / 1988 944 Turbo

### 20 Year

Bruce Bower  
Griffin Bower  
Hollis, NH - 1990 911 Carrera 2

### 25 Year

Chris Bennet  
Mark DeYoung  
Nashua, NH - 1989 944 S2 / 1980 911 SC

### 40 Year

Jack Styles  
Salisbury, MA - 1989 911 Carrera / 1965 356



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



A few more banquet shots by Toni Surdam



Jay and Jaime enjoying a wonderful time

**Happy  
Holidays!**



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# Rennsport Reunion.. Photos by Rui Moreira



Welcome sign for the 2015 Rennsport Reunion



919 Hybrid.. what an amazing car



Timothy Cairns - 2016 Cayenne Owner enjoying some helicopter time with Rui



Timothy Cairns and Rui show off some aerial views



Track time during the reunion

Additional images on page 34

## VICE PRESIDENT



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

### Rallies and Tours and More..

To close out this year I'd like to thank everyone for their help planning this past year's events. We had a great driving season. Traveling to Maine, Vermont, the lakes and mountains of NH. Historic places and special places many of us had never been. As I write this it makes me happy to look back on the year. Thanks you all for the time we spent driving together. It has been very satisfying for me.

Next year as President of NCR I expect to plan the Fall Getaway weekend and possibly a Tour during the upcoming season. I encourage you to please forward your ideas to me. I'd be happy to help you plan a driving tour in your area. Help us all discover those special places you go when you need to get away for the day.

See you all next year and thank you all for your continued support.

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



**Jeff taking the baby out for one more long ride before the snow flies**



**NCR's 2016 VP and President - Obviously going to be a fun year. This is what happens when you let them hold your phone during the annual banquet.. love it**





# The Visit to Chuck's Barn.. by Jim Gratton

Photographs by David Churcher

The process started with a phone call from my son Jay who asked if I could contact a friend to see if he would host a visit to his car collection. A call to Chuck Schwager revealed his willingness to host NCR members. A date of October 17, 2015, was set. I told Chuck we would probably have 15 to 20 cars with 25 to 40 people. Deb and I (past NCR Rally Masters) have put together a number of rallies, rambles, tours, etc. with similar numbers.

We made preliminary plans to meet in Rochester, NH. and caravan to "Chuck's Barn." Dick Demaine, our NCR Webmaster, did a great job of getting the word out to the membership. As well as Northlander did posting event 2 months a head of time. As the registrar for the event, I soon realized my early estimate of 15 to 20 cars and the concept of the caravan was not going to be practical.



**Our host Chuck Schwager describes each of the cars and how they were found**



**A Ford GT40**



**An icon from Porsche.. the 904**



**A blast from the past...Allard**

On Saturday, October 17, at 9am, we had over 110 people converge on "Chuck's Barn." He and his crew provided coffee, warm donuts and pastries for all to enjoy. A \$5 donation to Make-A-Wish was requested from each registrant.

Chuck's car collection is something most of us can only dream about - Porsches, Jaguars, Ferraris, Mercedes, Audis, Thunderbird, Corvette, Maseratis and Lamborghinis and many more. In all, there were over 30 classic cars in pristine condition.

The highlight of the tour was Chuck's monolog of how he obtained each car. His knowledge, humor and anecdotal

We had 119 people with 67 cars registered by the deadline.

stories gave each classic a life of its own. David Churcher's pictures give insight into the beauty of Chuck's collection and the enthusiasm of the NCR membership in attendance.

If the number of supportive and appreciative emails from attendees is an indication of a successful event, then the visit to Chuck's Barn was a huge success. Thanks, Chuck, for your hospitality!

Note: A total of \$755.00 was donated to Make-A-Wish from very generous NCR members

Thank you again Chuck from all of us at NCR.



**A beautiful collection of cars and a great collection of NCR enthusiasts**



**Porsche Turbo in Ferrari Fly Yellow paint the hit of the collection**



**Ron captures the Lister Jag. Like all good photographers he is using two cameras**



**Jay and Tracey smile for the photographer**



# NCR Autocross Finale..

by Joe Kraetsch  
Photographs by David Churcher

We had a lower than average turnout for Autocross #6. Registrations were down due to the threat of Joaquin hitting the Northeast. We ended up with a cool brisk day but without rain. 59 drivers participated. This event was to benefit the Loaves & Fishes food pantry. Patricia Stern, Executive Director of Loaves & Fishes, was present at the Driver Meeting to explain the needs of the surrounding communities that Loaves & Fishes helps to fulfill and thanked us for our contributions over the years. In spite of the lower turnout, the net proceeds still reached a phenomenal amount. The final donation was presented to the Loaves & Fishes and NCR voted on a \$5000.00 2015 donation. Great job NCR - and especially great job to the Autocross team.

The event ran smoothly. We did 4 AM runs and 6 PM runs along with an hour lunch break for everyone to enjoy pizza and comradery. My plea for volunteers was only answered by one member from Germany—thank you Berthold, Edgar and Lisa for your help in setting up and serving the pizzas. Thanks to David Churcher for capturing it all on film. Thanks to Chris Ryan and NER for the use of their tent and tables for serving the pizza.

We have confirmed the date, Saturday 1/30/16, for our mid-winter Autocross Awards Party with the Billiard Café in Ayer, MA. See you all in 2016!



**Aww..Joe thanking Lisa for her help**



**Justin Chen in the Yellow 2006 Honda S2000**



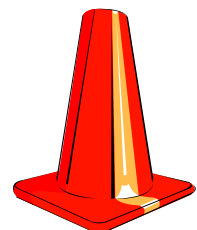
**Berthold and Jack catching up while trying to stay warm**



**Tom Tate with the white 1976 914**



**Bill Aubin Blue 2014 BRZ**





Through wind and rain - what dedication



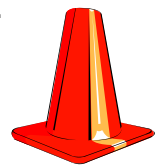
Lisa, Berthold, and Edgar on Pizza duty



Control is in control..



Love that color Ed Moschella..



David Barron Red 911 GT3



Joe Joe smoking it up



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## Judy Hendrickson **LOOKING BACK**

Just back from a 2-week stint in Georgia, just south of Atlanta, for a Wallace family reunion (my mother's father's side of the family). Two thousand, seven hundred and forty three miles (2743), averaging 21.7 mpg in the trusty 2005 Nissan Frontier. Why the truck instead of one of the three street-able Porsches? I decided it was time to part with some of the family heirlooms and pass them on to the remaining members on my mother's side of the family (the Williams's) and they have offspring where I do not. Those three cousins expressed interest in having them and given that some of it is from my Great Grandmother and now well over a hundred years old, it seemed a good time to pass them on, as I am no longer using the china, crystal and silver like I once did. There were also a number of old photographs of their father, grandmother and generations before that they should have. It is good to know one's family history and have things from them. I believe it keeps us rooted, remembering our history and the part our family has played in this great country. So none of my Porsches would have been able to handle the number of boxes that filled half of the back of the pickup plus the back seat. The truck now has 141,923 miles on it and going strong.

As I write this, Berthold is preparing for his flight back to Germany. The house will seem very quiet now until I get used to my solo ramblings. No time to waste, however, as much needs to be done to get the yard ready for the oncoming winter as well as enjoy the Porsches, but not before a few more weeks of pleasurable fall driving. Two final projects remain at the house before year's end, a new roof for the garage and redesigned walkways for the house. It's been a busy year.

As mentioned previously there were only 4 issues of Northlander in 1985 and we covered the last one last month. The 1995 issue was jamb packed with news of the day, event coverage and some good human interest "stories", one of which I will share below. Not only is this article by Steve Gratton entertaining, but a number of tech tips are passed along in the telling. The 2005 issue had good staff articles, coverage of the 9th Annual Toys for Tots Car Show (our charity prior to NH Make-A-Wish) and a Book Review article summarizing a Top 10 Automotive Books for Christmas. Membership as of the end of October 2005 was now 483.

From Volume 18, Number 10, Nov/Dec 1995



### **THE RETURN FROM MT TREMBLANT**

by **STEVE GRATTON, Past President**

*"Attitude is everything". Little did I how much this philosophy would be tested until I started my return trip from a perfectly wonderful Rennsport Region Driver's Education Weekend in September. Last month you were treated to an article by Jerry Austin titled, "The Return to MT Tremblant". I'm sure you have heard enough of all the good times, but as Paul Harvey says, "Here's the rest of the story"! I've been tracking my 1977 911 Carrera 3.0 for nearly nine years now. Except for a few suspension parts, sticky tires and a five-point harness, it is stock. It is also 18 years old, and occasionally, reminds me so. As I push this old girl around my favorite tracks, I am sure that its most limiting performance factor is sitting directly behind the wheel. My goal continues to be to close the gap between the 911's ability and mine.*

*Sunday, about 3PM, I finished my last run of the day at MT Tremblant. I hastily packed up the car, ripped the tape off the headlights and removed the track numbers. Hastily, because as always my life is a perpetual attempt to fit thirty hours into a 24-hour bag. Business required me to attend a sales meeting in Wilkes Barre, PA at 7AM the*



following morning (about a 7-8 hour drive from MT Tremblant). Simple... right? Just head out as if I was going to Watkins Glen, but instead take a left at Binghamton, NY and arrive at 10 or 11PM... it works. No need or time to return to NH to pick up the "Company Boat".

**Problem #1** - Packed and ready to roll, I turn the key and nothing happens. The battery is fine, but the 18 year old starter solenoid is shot. No big deal, friends push it, I jump start and go. I must remember not to stop anywhere but on a downhill grade. I can do this after running at nearly redline for two days, how could I be mad for this little inconvenience. Nils Westberg was leaving at the same time for a business dinner in Montreal. We head out together on a rather quick 80 mile run down to this beautiful city.

**Problem #2** - Traveling at a significant speed with Nils silver 911 Turbo on my rear bumper, a box about 3 ft. by 3 ft. appears airborne directly in front of me. It is flipping through the air like one of those slow motion bouncing rocks, and of course, lands smack on my hood, and stays there! As I slow down, and gingerly ease across four lanes of traffic, this box remains stuck to my hood until I manage to come to a stop and it falls off. I jump out (and fortunately remember not to shut off the engine) and I kick the empty box further than any New England Patriot has kicked this year. The hood is fine. Nils is shaking his head and we continue on. We wave a farewell as we pass through Montreal and I head on to New York.

**Problem #3** - Settling in nicely, making great time, the trusty 911 seems perfect, until I start hearing this buzz. At first I think that it is from under the dash but then decide that it is from under the front lid. Oh Boy, I have heard this one once before. It's the sound of a relay struggling. Two minutes after hearing the buzz, the 911 skips, just once but dramatically, as if I had turned the car off, but then immediately returns to life and runs fine. I don't feel very comfortable. A little bubble of bad gas ... I think to myself . . . gauges look fine, no smoke, probably won't happen again!

**Problem #4** - My bladder is about to burst. It is still light out and I can't shut my engine off. I enter the customs station and get cleared through quickly (must be the grey hair). Nature is screaming at me now, and I innocently whip the car into the drug inspection bay and explain my starting dilemma to four military type police. They politely watch over my idling beast as I run inside. I feel much better, now there is room in my brain and gut to be concerned about the phantom skip.

**Problem #5** - At 75 MPG the car buzzes then skips again. I slow down to 60 MPH, it skips again, then again. I pull into a rest area as the car dies, I coast to a stop, breath deeply and think. The last time this happened it was a fuel injection relay. I remember that I can swap that burned out relay for the relay for the fog lights. I do it, but now I must get restarted. A busload of French speaking 13-14 year olds pulls in with protective chaperons. I ask a group

of them, with sign language, if they would push me. They ignore their disagreeable master, I pop the clutch, and the brown beast starts!!! What a great car, life is good.

**Problem #6** - About thirty miles down the road, buzz . . . skip, keeps running though. It is getting dark and I am a long ways from Wilkes Barre, PA. Even I, the perpetual optimist, am beginning to have my doubts about this proud old beast completing this journey. Sign "Ferry to Vermont, One Mile". Now having four teenagers actually has a few advantages. My oldest daughter, Jodi, is a student at St. Mike's College in Burlington, VT, just across the Lake. I have a faithful old Saab (215,000 miles) on campus. I pat the dashboard of the 911 and ask it to just get me to Burlington, VT.

**Problem #7** - Buzz ... skip, buzz ... skip... skip.. .skip. The car limps badly up to the Ferry Attendants booth. The next Ferry leaves in one minute, great timing but the beast dies completely again. Damn... I scream for Abe Anderson to help, but he is, of course, obnoxiously enjoying the Italian feast back up at MT Tremblant. The ferry is loading, I'm under the front lid, swapping out the next relay, gone is the horn. Three relays down and one to go. Of course, I still have no starter. I desperately ask the ferry attendants if they can help me push the car onto the boat, and oh, by the way, is the ramp on the other side very steep? The workers shake their heads, but they help push me aboard.

**Problem #8** - I have 20 minutes to get the beast running. You might expect me to be angry, but instead I find myself talking with the ship's engineer about what a terrific weekend I've just had, and praising the pleasure of driving this wonderful car. Not impressed, he asks me what I can do to make it run. I having already swapped the relay, I revert to my high school mechanic days and ask for a hammer. A small curious group is gathering around this disabled, but pretty car, and watch the idiot (me) with a hammer, as I slide under the right rear and whack the solenoid on top of the starter. A desperate move for sure. I turn the key and the darn thing starts. What a great car, huh?! They let me off the ferry first. I see the workers shaking their heads in the rear view mirror.

**Problem #9** - The beast is running perfectly, no skips, no buzz, just maybe I gave up too early. On Grande Isle, there is a long two-mile causeway, just 2 cars wide. You know that the car was just waiting to reach the halfway point, and then started skipping madly. Please, please just get me to the other side, and it does, but dies again. One more relay (who needs power windows anyway) and ten miles to go. Two guys stumble out of a liquor store and push me off. I'm getting real good at jump-starts. Am I mad yet? No not at all. I thank the beast for jumping so easily and pat the dash, 10 more miles, we can do it!

**Problem #10**- Buzz... skip. I'm still running and I'm 1 mile and 3 sets of lights from St. Mike's. Of course, each light turns red as I approach. I limp in to my daughter's parking lot and the trusty 911 dies. I slowly push it the 20 remain-

ing feet into a safe looking parking space. Jodi and I sit on the front bumper, and she is laughing at my tale of woe. No respect. She can't quite believe me when I tell her what a great weekend this has been.

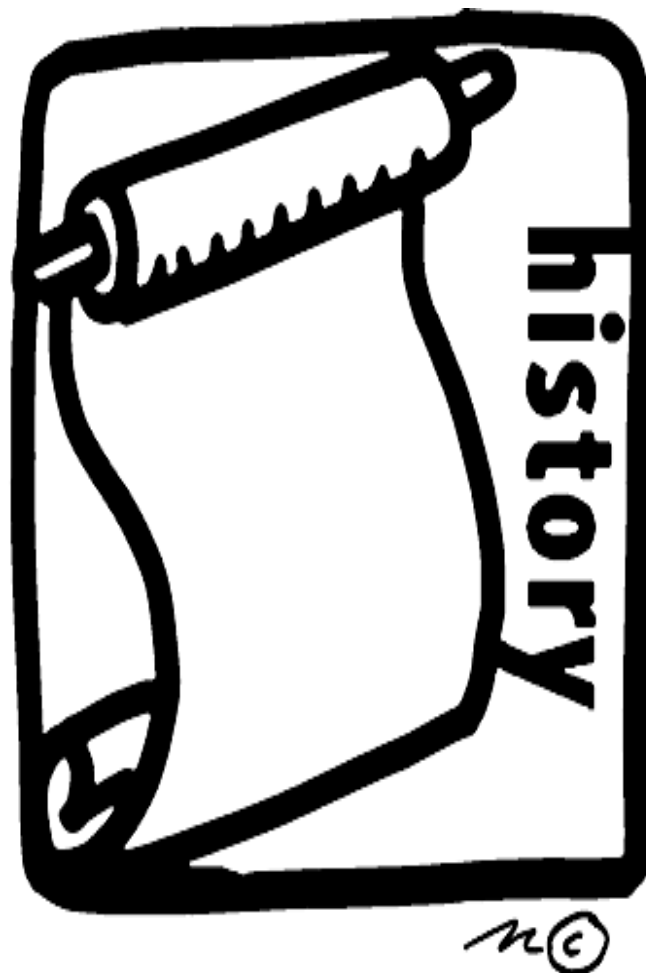
**Problem #11** - No flights available from Burlington to Wilkes Bane. Jodi really needs the beater Saab, so I rent a car and continue south. I arrive at my destination at 3 AM and believe it or not, I feel great. The 911 had never totally let me down, I was never stranded, all was okay. The next day I was even semi-awake during the sales meeting. But caught myself frequently daydreaming about a few places that I could go faster at Tremblant next year. What a great weekend.

**Follow-up** - A A A Plus towed (flatbed) the brown wonderment home on Monday. I ordered up a new fuel pump, new filter, a light-weight starter, and four new relays. After 18 years, the old girl deserves these few gifts of appreciation. Life sure is fun if you keep the right altitude. See you at the track next year.

**From Volume 28, Number 11, Nov/Dec 2005**



914 by John Rahill



## WANTED: MISSING NORTHLANDERS FOR THE NCR ARCHIVES

2001 October, Vol 24, #? was there such an issue - Matt Romanowski, Editor

2002 July/August, Vol 25, #7

2002 December, Vol 25, #12

Do any of you have any of these and are willing to part with them, and/or loan them to me to copy? If so, please email me at [Historian@ncr-pca.org](mailto:Historian@ncr-pca.org) and let me know what you have, whether you are willing to donate it to the archives, or just willing to lend it for copying.

Thanks,

Judy Hendrickson

NCR Historian



# Welcome to NCR Dave Mattice..

I am a new member of PCA and NCR. I just recently purchased my first Porsche. A 2010 Carrera 911 4S. I am very excited to acquire this vehicle as it has been a life long dream of mine.

Beautiful car Dave and welcome to the club!



# NCR Historic Tour.. by Dave Doran - Photos Dave Churcher

After receiving about 44 RSVPs for 24 cars and scrambling to find a restaurant that would take all of us, the somewhat foul weather whittled the turnout to 18 cars driven by hardy souls that wanted one last tour for the season. The start location was the NH Dept. of Safety parking lot in Concord, which proved to be auspicious since no safety issues were reported. A light drizzle greeted everyone, but Jeff was well prepared with a folding table and canopy. (He must have been a Boy Scout at one time). He managed to fit all that in his CS.

After some instructions from the tour leaders, the group headed out for the first legs of the route. That included many turns and short stretches through downtown Concord and circling the State House. Some confusion seemed to prevail during the early section as Porsches were seen passing each other in multiple locations, but in opposite directions. Once out in the longer rural legs, everyone appeared to keep on course. The tour was planned out to pass 17 of the over 236 highway markers that have been placed around the state by the NH Division

and most traveled some unfamiliar roads. Highlights included the sun starting to come out at the end, Hank getting to watch the Patriots win, the Raymond team getting the booby-prize (book titled "Stupid History"), Rich and Marilyn actually writing down the titles of 16 markers, and Bill Meyer claiming he saw 18 markers (claim denied).

I wish everyone a warm and safe winter. See you next season.



**Edgar ready for the New England type weather**

of Historical Resources ([www.nh.gov/nhdhr/markers/](http://www.nh.gov/nhdhr/markers/)) to commemorate significant events/places/people that helped shape our state history. As part of the tour, each team was asked to record how many markers they spotted, with prizes to be awarded for the top three. Four teams tied for first place, having spotted 16 out of 17 markers, which called for a runoff. Two teams had 15 markers spotted and three teams spotted 13 markers. That meant that 9 teams either missed the lunch or were too ashamed to turn in their scores.

Lunch was in the choir loft of the Holy Grail restaurant and pub in Epping. We were treated very well by the hostess and staff – a marked change from our initial choice of lunch venue. Everyone seemed to have enjoyed the tour



**Dave is lining up the winners..**



**Ivy took a shot of David taking a break from photo taking time**



**Enjoying conversation at lunch**





Jeff discussing the day's events



Great times with great people



Everyone enjoying lunch at the Holy Grail



Porsche's and warm coats.. yes it is New England



Priceless prize for the winner

# WEC Shanghai 2015.. by David Churcher - Photographs Presse Porsche

As I write it is just a few hours before the start of the WEC six hour race in Shanghai. For us here in NH it will start at 23h00 (11pm) local time. What is one to do? Stay awake and follow the race until 05h00! This is going to be a spectacular race and could tie up the championship. Porsche have the pole and second pole. It will be a long night but I am ready for it.

While waiting for the start I watched some of the glorious old videos linked to the [www.fiawec.com](http://www.fiawec.com) site and admired the photographs in the gallery by Brit photographer Nick Dungan. If you like automotive photographs check out his web site.

Rain, rain, and more rain. Brendon Hartley opened for the number 17 Porsche and built up a lead of nearly 30 seconds before handing off to Timo Bernhard. The duel and tactics between Audi and Porsche became "dancing in the rain." Toyota could not pose a threat even if they did have a brief lead. The last hour was clearly Porsche's, and Webber's, race and they needed the number 17 car to win in order to tie up the constructors' championship.

My plan to sleep a couple of hours failed. I watched the whole race on the in-Porsche cameras and listened to commentary with Brit accents on Radio Le Mans.

The final WEC race is November 21 in Bahrain. Stay up all night and watch. It's worth it. Much more exciting than F1.

## Photographs/captions Presse Porsche



Sunset in Shanghai ... the number 18 Porsche 919



Number 17 Porsche in the pits



Porsche RSR of Team Manthey



Number 17 Porsche in the pits ... Bernhard, Hartley, Webber



Porsche 1 and 2 in Shanghai





Photographs Presse Porsche

The winning 919 of Webber, Hartley, and Bernhard



# Book Review: Mark Webber Aussie Grit

by David Churcher

A good read is as satisfying as a drive in a Porsche or a sip of a fine red. My latest read meets this criteria and is now sitting on the pile of good reads on my coffee table. *Mark Webber Aussie Grit: My Formula One Journey* is a must read if you are into motor sports. Even if you are, like me, disgusted by F1 in its current state you will enjoy this book and you will find Mark is also disgusted by F1. He does not hold back on naming some people he had a difficult time with, and the list of names in the acknowledgements chapter contains some very influential people. But the names not listed are conspicuous by being absent.

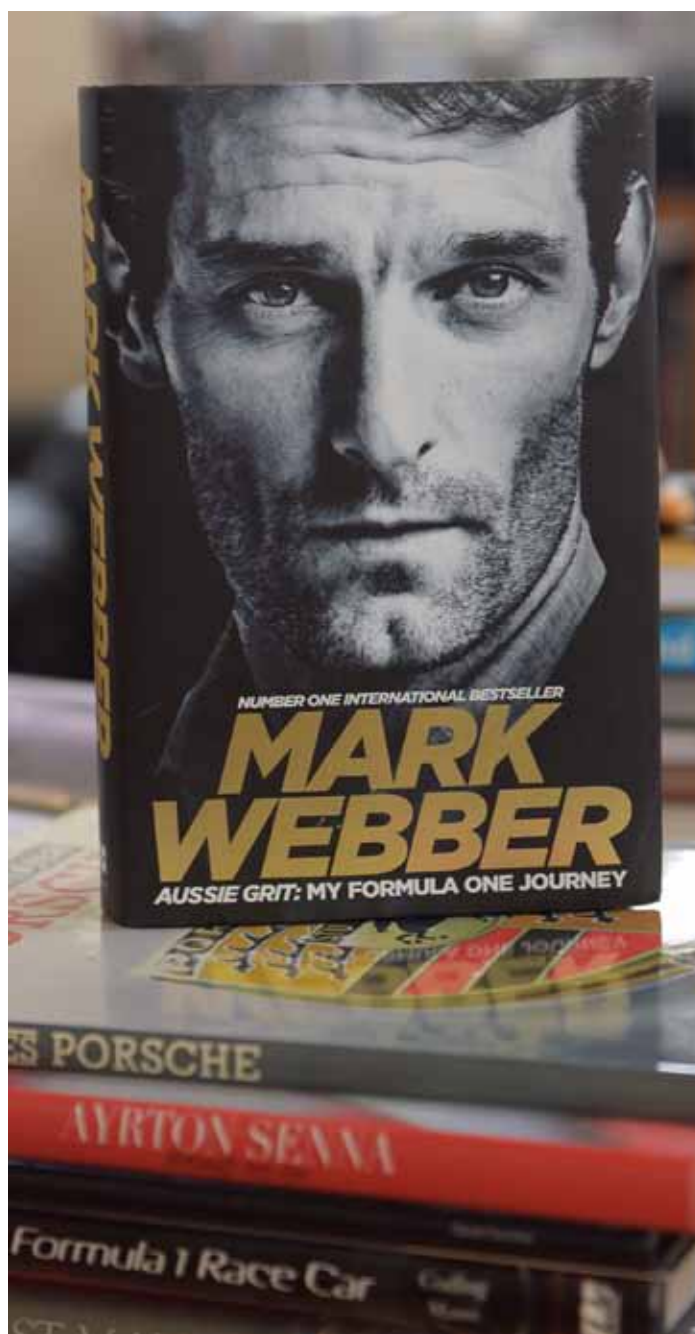
This book has been ghost written by Stuart Sykes and although I can't say for sure this must be the Stuart Sykes who has written books on the Australian GP in Adelaide and Melbourne ... and also a previous book on Mark Webber: *Up Front*. Mark notes what a great job Sykes has done in translating "Webberisms" to make them suitable for general consumption. Australians do have a colorful language and it can be offensive to some people. I had to laugh at the use of a term for a very small unit of measure. It is not one I am used to and may well be a translation ... if the term I am used to was used a lot of readers would blush.

You might ask if this book covers the in-fighting within Red Bull Racing and the conflicts between Mark and Sebastian Vettel. Yes. And the two flips at Le Mans in a Mercedes? Yes. And are punches pulled? No. He calls a spade a spade.

But it is not all about the cars and the races. The story reveals details of the Webber family, the support of Mark's partner Ann Neal, the friendships with people such as Jenson Button and Sir Jackie Stewart to name just two. And there is a description of Mark's accident and broken leg in the *Mark Webber Challenge* ... an athletic event Mark organized in of all places ... Tasmania. He is openly very fond of Tasmania and, of course, I can understand that.

What about the retirement and never being F1 World Champion? This fact is covered in some detail and acknowledged as being a great disappointment. But clearly this is now offset by the new career with Porsche and the aim to win Le Mans. Porsche gets some very favorable comments and particularly from Ann wherein she describes how Porsche took care of her when Mark crashed the 919 in Brazil.

This book is a great read. It will make you laugh. It will make you weep. And if you are an Aussie ... it will make you proud.



David's copy of Mark Webber's new book - great photograph and a true enthusiast



# NCR's Season Finale DE Photo's by David Churcher



66 on the main straight



JJ and Mary chatting about the great day



Bob Tucker enjoying the last DE event of the season



Kristen making the turn onto the straight away



Damon chasing the Tuck



JJ enjoying some track time

# Cruisin' For a Bruisin' by Danielle Badler

And so it came around again, the annual Rocky Mountain Automotive Press Assn. driving event. Two days in the mountains, all courtesy of a cross-section of manufacturers, all hoping we'll love their wares.

Ok, ok. Through my membership, I do get at least some compensation as your humble scribe. Sort of. I get to go. On perhaps the best two days of the year.

First order of business; no, Porsche did not participate. I don't think they've ever participated. Are you listening, PCNA? Why o why? And don't tell me you were distracted. This was before the VW diesel fiasco.

This year we were asked to follow a pre-set loop of either a half hour or 45 minutes. The idea was to give everyone a chance to sample the goods.

Oh yes. I kept running out of time.

The new Corvette. A Stingray coupe with the Z51 performance package, in Laguna blue.

According to the spec sheet, the car had the Z51 gearing. Whatever that is. I found that, at any legal or supra-legal speed, I had the choice of at least three, maybe four, gears. It made no difference.

Here's what happened. As an experiment, I shifted the gearbox (yes GM brought one with a manual transmission) into seventh and slowed to 60. The rev counter said, like, 1,200 rpm. Which is a bit absurd, don't you think? So I tried to accelerate... and it would. Not quickly, mind you, but it did. And it went up a hill, without having to downshift.

This car also had "active rev match." The way it worked is, you flip one of two levers on the steering wheel, about where paddles for manu-matic shifting would be and, whoo hoo, the next time you downshift, it blips the throttle and rev-matches right before your eyes. Faster and more precisely than you could ever manage. Say going from fifth to second, it blip, blip, blips you right down.

Did I like the feature? I don't know. I kept forgetting that it was there. I kept trying to heel and toe downshift. Which totally messed up the rev-matching feature. Old habits are hard to break.

I guess you'd get used to it. I know you'd get used to the sticker price, \$70,830, reasonably loaded. Does that undercut a similarly equipped Cayman S by a wide margin? Uh, yes.

The Jaguar F-Type R convertible.

This is the one with the supercharged 5.0-liter V8, good for 550 hp. Eight-speed auto. MSRP of \$121,350, well-equipped.

Yeah, it's stunning. And very tight. And it sounds fierce. Even with the top up. I never did pop the trunk, though. So I don't know if I could get my golf clubs in.

C'mon. If you own this car, are you really going to brace your clubs against the passenger seat? And have them clobber you in the arm, the first time you make an energetic right turn? Hey, if they don't fit in the trunk, the Jag mates to the Audi R8 from a practicality standpoint. And then the 911 wins, if only because you won't get beamed by flying objects.

As for ultimate performance potential, the envelope is so large that only a track will tell. I have no idea. I'd like to find out.

Mazda MX-5 Miata Club.

But I do know the performance potential of this one. Because, with the latest Miata, you can eke the last bit out of it, every day, twice a day, on your daily commute. And maybe that's the essence of all the euphoric road tests we've sifted through.

In this incarnation, the interior's up to date. The gearbox snick snick snicks. The top slides up and down by hand in no time at all. It's fun. And all accessible.

Except for two things. First, I'm sorry, I wanted to like the exterior styling a lot more than I did. At one point I followed someone else in the car. And I kept thinking the Miata needs a plus 1 or plus 2 tire fitment. As is, it just looks too Tonka-toy for my tastes.

And it needs 50 more hp. No, make that 100 more hp. When you're yelling "come on, baby, come on, baby" in passing mode, you know it's true. As is, it's adequate. Which I find boring.

Although that could have had something to do with the next feline I drove, the Dodge Charger SRT Hellcat.

Here's all you really need to know; 707 hp, 204 mph, \$70,865, loaded. But that doesn't tell the full story. Like the fact you get four doors. An automatic. You can take it shopping... and, when you leave the parking lot, you can melt the tires before you get to the first intersection.

And the sound. Remember the Hemi 'Cuda? If you're reading this, probably not. But you get the idea. Think top stock eliminator, with real brakes and anti-roll bars.



Inside, the central touch screen shows all these axle diagrams. I have no idea what they do. And I'd probably have to read the manual to find out, which, of course, I had no time for. But I did find Sport mode. Which kept the revs up and enabled instant bellow.

Yes, it's hard to switch from a Miata into this homage to retched excess. But just what exactly is it? Sure, it's the ultimate MoPar halo car. But for what? For whom? I kept singing to myself "Let's Do the Time Warp Again."

The rest begin to blur. I wanted to like the Mustang GT Coupe Premium, with 435 hp and 400 lb.-ft. of torque, at an as-tested price of \$46,085. But it still drove like a truck. I never did find the friction point on the clutch, and I could hardly see anything out the rear. Some things never change.

I did like the Cadillac ATS-V Coupe, though. Very tactile. A very real American M3, or is it now M4. This car I could live with. It comes with 464 supercharged hp from 3.6 liters. The test car had the "track performance package," which included a lot of carbon fiber body bits. For \$74,140. I even liked the latest version of Cadillac's folded paper styling. And the manual gearbox.

Same for the Buick Regal AWD GS. At \$44,965, loaded, with a six-speed manual, 259 turbocharged hp and a Haldex center differential. Ok, I'll say it; "that's a Buick?" No, it's a viable 3-series alternative. Really.

Oh, I drove the new VW Golf R as well. With the manual. A confession. My daily driver is one of last year's R models. The new R is a very logical step up, in fit, trim and performance. Nothing's lost, it's an incremental gain. Although I'd keep the stick.

That's it. My level of interest faded with the setting sun. Acura ILX. No time. Did I miss much? Lexus IS. Subaru WRX. That one I would have liked to try. A raft of SUVs and trucks. They all went on a typical teeter-totter slow-mo off-road excursion. I passed.

Oh well, there's always next year. My dues are paid up.

## A Little About Danielle Badler

A New York native, Danielle Badler embarked on a writing and communications consulting career in early 2007, following more than 30 years in corporate communications, the last ten years as the chief global communications officer for three Fortune 500 companies, General Instrument Corporation, Unisys Corporation and Western Union. That experience involved six corporate relocations, including a year in Lausanne, Switzerland.

Her work today includes facilitating executive peer group meetings for The Conference Board in New York, as well

as regular articles and columns for the Porsche Club of America, TFLCar.com and planet-9.com.

Danielle is a past member and trustee of the Arthur W. Page Society, a past trustee of the Foundation for Public Affairs and a past director of the Public Affairs Council. She has been named a PR All Star by Inside PR, and to Who's Who in Corporate hi-tech PR by PRWeek.

Very active in community involvement, Danielle has been a two-term board president of Alliance Francaise de Denver and a board vice president of the national Federation of Alliance Fran-caises, as well as a member of the Rocky Mountain Automotive Press Association.

A graduate of Case Western Reserve University, where she co-edited her college newspaper, Danielle now calls Denver home.





# NCR's Yankee Swap

Saturday, January 23, 2016 - 12:30 — 3:30

Patty B's Dover Point Rd Dover, NH

Calling all NCR friends for our Annual Yankee-Swap Event at Patty B's Dover NH. 12:30 pm - Saturday January 23rd. Buffet menu \$24 per person. (Great Food)!

If you wish to take part in the swap please bring a **\$25** gift - for some good ole' fashion Yankee Swap fun.

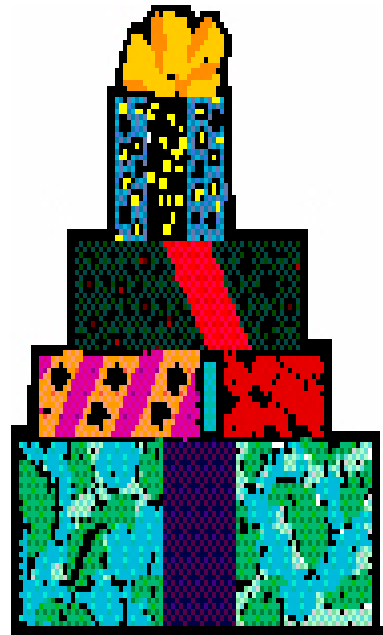
You can come join in for lunch as well - we will order off of the menu. We hope to see you all there!

Sign up early - a maximum of 40 attendees

Email Ivy **no later than the 16th of January** with the following information:

\_\_\_\_\_ # of persons attending

Ivy Cowles, 603-767-6461, [Ivy@ConsumerProfilesinc.com](mailto:Ivy@ConsumerProfilesinc.com)





## HEAR YE! HEAR YE!

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](mailto:matt@jraplastics.com)

Thank you!

NCR

Come see what we are all about...

If you are thinking about a board or chair position let us know...

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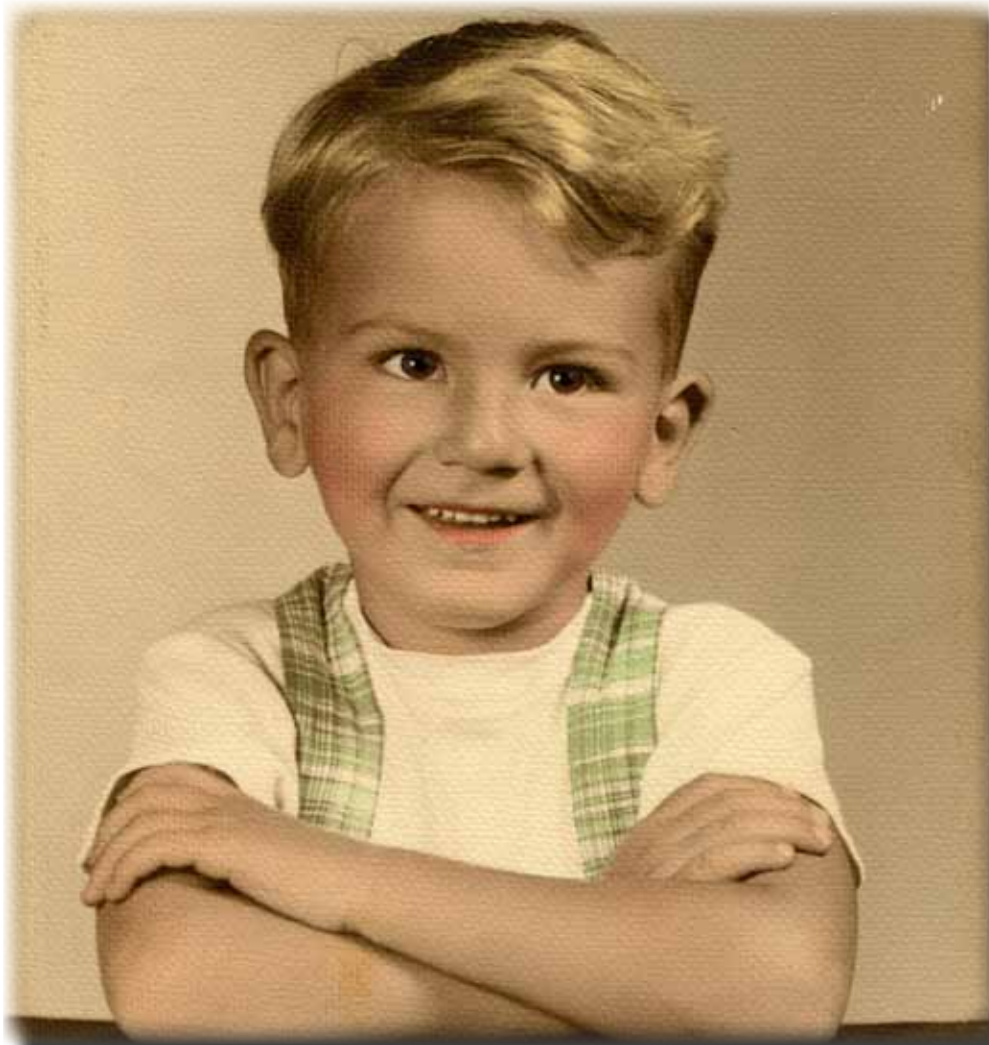


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# 2015 NCR Annual Banquet.. Photos by Ivy and The Fuds

The NCR Annual Banquet and Meeting was held Saturday November 7th, at McAuliffe-Shepard Discovery Center in Concord, NH. There were about 98 attendees that all had a spectacular time. Thank you Toni Surdam and clan for such a great venue and wonderful evening.

Thank you to all the raffle prize donors as well.

Highlights of the evening were donations made to The Loaves & Fishes and to Make-A-Wish of NH as well.

The 2016 Board of Directors was announced and a big congratulations goes out to:

- President:** Jeff Torrey
- Vice President:** Bob Futterer
- Secretary:** Nancy Broadhead
- Treasurer:** Lisa Roche

Looking forward to another great NCR Year.



Registration table with Laura and Bob Futterer



A beautiful setup for NCR's Annual Banquet



Nancy, Edgar, and Judy trying to figure out all the tracks on the table cloth.. great idea Toni



Proudly displaying the colors



Donation presented to Loaves & Fishes - Aleta, Joe, and Ivy





Donation presented to Make-A-Wish of NH - Ivy, Nikki, and Ed



The Presidents trophy - each president's name will be added to the trophy



Looks like everyone is having a great time



Hank pulling the raffle ticket while Matt awaits the number to announce the winner



Paul and Pat looking dapper as ever



Pat Maloney's tie was not only yellow... it had 911's on it as well



**Lego.. Lego.. Lego, this car is simply amazing. Can't even fathom the time it takes to do this. Absolutely spectacular**



**Burning up the track..**





## 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         |
| <b>LDV Motorsports</b>                | <b>Buzzards Bay MA</b> | <b>(508) 789-0961</b> |
| <b>Series Motorsports</b>             | <b>Hooksett, NH</b>    | <b>(603) 232-5443</b> |
| <b>G &amp; R Autoworks</b>            | <b>Keene, NH</b>       | <b>(603)357-2484</b>  |

**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



**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



**MantisSport Harness Bar.** Fits 2006 -2011 Porsche Cayman and likely fits first and second gen Boxster. Used one year. Price new \$350 (including shipping) Selling for \$200

Contact Rich at willr47cayman@gmail.com Will ship if you pay freight. PayPal or cash



**For sale 2013 Porsche Boxster. \$46,000.00** This is a beautiful car in great shape only 15152 miles. 6 speed manual transmission. This car is loaded... 19 inch Boxster S wheels, Bose Surround Sound System, Sport Chrono Package. Installed K40 Radar and Laser detector a \$2500 value. Many more options, call (603) 969-0378. Ask for Phil.





**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. Best reasonable offer, call for further info: Steve at 508-653-1695



**"Turbo" 17" Wheel and Tire Set. From 1988 911:** 4 Rims: Italian 9J x 17 H2 series 60374 and 60474 with Porsche emblem. One has minor scuff. 4 Tires: Goodyear Eagle GT all season; Rear: 255-40 ZR 17; Front: 205-50 R 17. Treads excellent - Set: \$1,000 firm in St George Maine (lovely drive this time of year) 207-372-8288 wmzierden@aol.com



**BOXSTER S - 2003** Orient Red with Gray leather interior, 6 speed manual, A/C, ABS brakes, Power Steering, AM/FM Stereo with CD player (single disc), Power Windows, Keyless Entry, Power Door Locks, Dual Airbags. Well maintained, non-smoking car only 54,500 miles, \$16,000 OBRO - Allan MacGillivray--almac24@comcast.net--(603) 673-2030



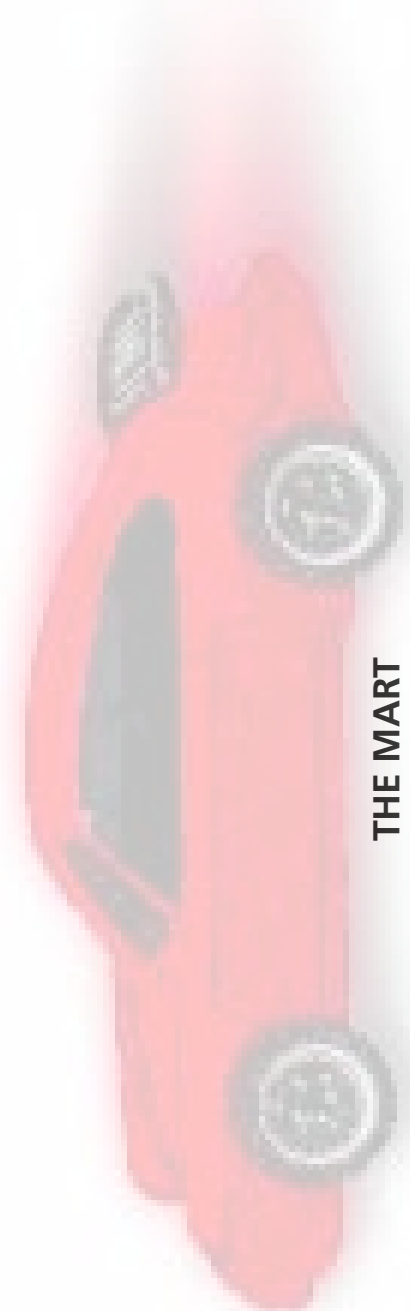
**2007 Cayman stuff:** Covercraft Dustup indoor car cover, clean, like new, \$100. Covercraft sun shade, \$35.

Porsche Design Mens Medium Black wool and leather jacket, like new, worn less than a dozen times, \$150.

Gary Levine, gmlevine29@gmail.com, 603-252-8506.

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## BTW



In case you did not recognize this NCR member it is Bill Meyer...adorable photograph

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Also from the Chuck Schwager visit - Jim Gratton - thank you Jim for setting up such a nice event

## NEXT MONTH

Tech Sessions and Other Great NCR Fun and much much more...

# A Covered Bridges and Green Pastures Rally..By

Kathy and Bill White

One of the perks of owning a Porsche is rallies that offer a chance to drive scenic, often twisty back roads and enjoy meals with friends. Not every rally opportunity available to the New Hampshire Porsche enthusiast is an NCR club rally, but all are potentially worthy of a description sufficient to allow others to enjoy the routes explored and sights seen. One such event was the "Covered Bridges and Green Pastures Rally" hosted on October 17 by Porsche of Nashua. Our rally group of more than 40 cars, including many NCR members, met at the dealership in Nashua and departed under mostly sunny skies. Our destination for lunch was the Mountain View Grand Hotel in Whitefield, NH.

The first half of the drive was straight north on the highway to Exit 32 off I-93 at Lincoln, NH. While the highway certainly does not qualify as a twisty back road, it did offer often spectacular vistas of peak autumnal colors. It also offered darkening skies, some rain and, perhaps more significant to those with tops down, sleet (ouch!). We regrouped at the Visitor Center right at Exit 32 in Lincoln, then headed west on NH-112, the first of the twisty roads which initially parallels the Lost River. After a few miles, the Lost River got lost and we paralleled the Wild Ammonoosuc River. Along this leg we crossed the Appalachian Trail and passed the only Pink Pig gas pumps we have ever seen. Very scenic.



**Fall foliage along I-93**



**Great contrast between Porsche and foliage**

About 2 miles short of the intersection of NH-112 and US-302, we stopped to explore the Swiftwater Covered Bridge. (For those interested in details of New Hampshire's covered bridges, the web site <http://www.nh.gov/nhdhr/bridges> contains a wealth of information.) We did not cross the bridge but followed NH-112 to its intersection with US-302 where we turned left toward the center of Bath, NH, then a right turn onto NH-135 where we nearly immediately came upon the Haverhill-Bath Covered Bridge. This bridge is closed to vehicular traffic but permits exploration on foot. Back on the road we headed north on NH-135, crossed the Ammonoosuc River on a conventional bridge and took an immediate right onto Abbott Ave which, after a couple turns, led to the Bath Covered Bridge. After crossing the bridge it was straight onto US-302 eastbound.



**Impending precipitation provides a stark backdrop to sunlit foliage and an open-air Porsche**

We followed US-302 for not quite 8 miles and made a right turn onto NH-117. This took us through the town of Sugar Hill, past the police officer with his radar gun (but no "customers"), and past Polly's Pancake House with its full parking lot. Tempted to stop, but we had an appointment for lunch. A few more twists and turns along NH-117 brought us to NH 116/NH 18 and a right turn south through the town of Franconia. South of the town center we turned left onto NH-142 toward Bethlehem and Whitefield ... and more scenic vistas.



**A faint rainbow points us toward Franconia Notch**



At this point the rally group was pretty strung out (not surprising), but it appeared that everyone had been making turns as appropriate. We owe thanks to Michael Pahl for his exceptional route planning and crystal clear driving instructions. After Bethlehem, NH-142 northbound merges with NH-116 and proceeds into Whitefield. NH-3 took us north to the Mountain View Grand Hotel.

For those unfamiliar with the Mountain View Grand, it is one of New Hampshire's grand old ladies from times gone by. Meticulous restoration has returned it to the ranks of a destination resort. Our buffet luncheon, courtesy of Porsche of Nashua, was served in a spacious ball room reserved for the Porsche group. Beautiful ceiling art complimented the excellent food and service provided by the hotel. The quiet atmosphere made conversation with old and new friends easy and enjoyable.



**Beauty in the symmetry of the bridge**



**Love the curves amongst the colors**

After lunch we, along with friends Brian Wells and Cathy Thomas, said our good-byes and headed back to a gem hidden in the woods of Franconia—the Horse and Hound Inn—for relaxation, conversation, dinner, and a good night's sleep. Our innkeeper Doug took care of every need while the Inn's restaurant lived up to its reputation as being one of the best dining establishments in the area. As we were heading upstairs to bed, someone looked outside and informed us it was snowing ... on our cars! Fortunately, it was only a light snow and roads were clear the following morning, but Mother Nature's message was unmistakable. Following breakfast at the Inn, we again said our good-byes and headed home.



**More curves and colors**



**And straight on toward lunch**

Many thanks to Cidalia Schwartz and Kruti Kansara at Porsche of Nashua for organizing a memorable rally.



**Porsches, painted trees, and a covered bridge**



**No,no,no...much too soon!**





Long wait until the next session - Kristin and Steve Allen during NCR's final DE of the season





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