

NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 39 Number 1

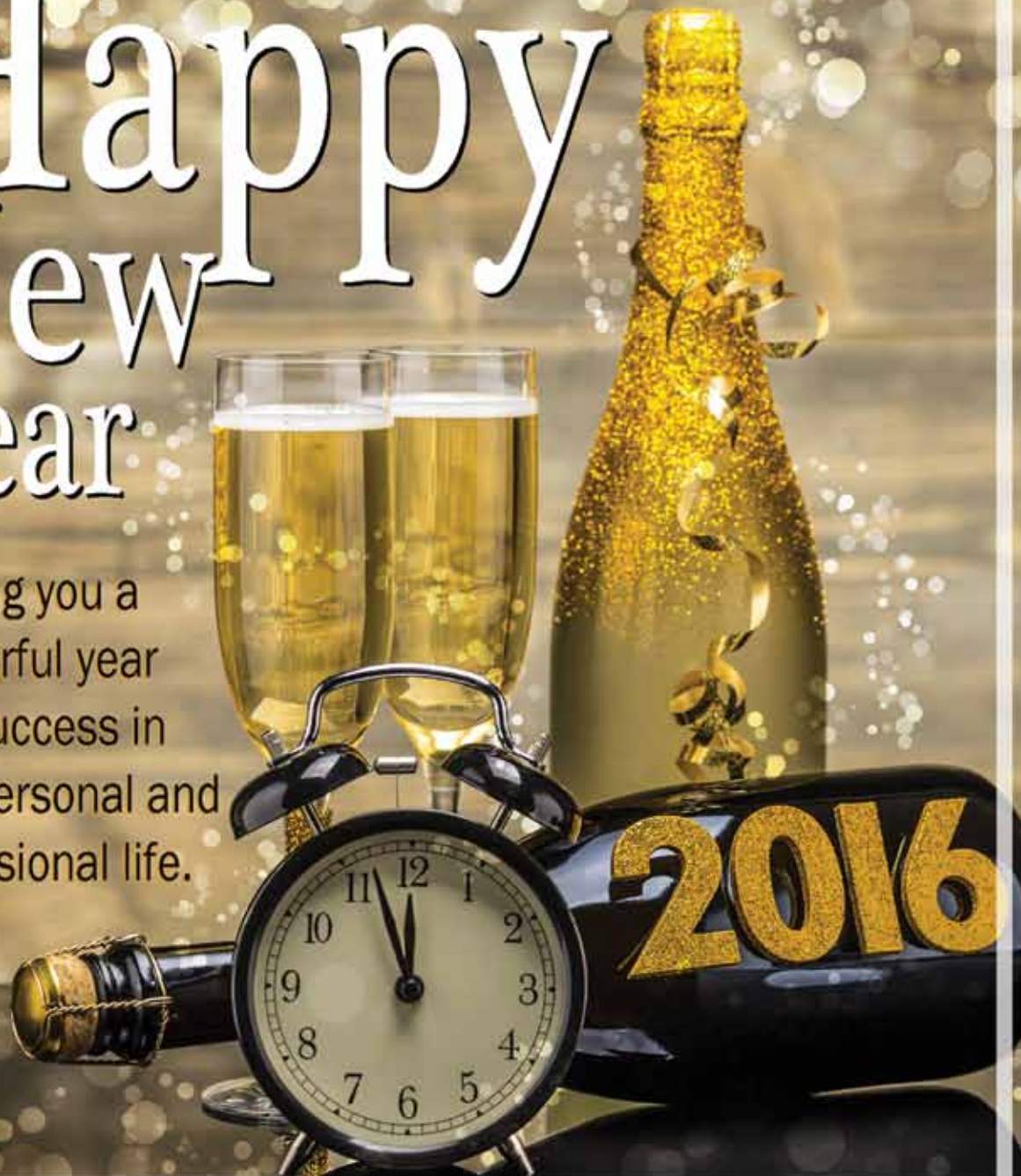
January 2016



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GET 'ER DONE!!
Looking Back
Sunday Run
And Much Much More...

Happy New Year

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wonderful year
with success in
your personal and
professional life.



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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 - **Buffet menu \$24 per
person.** 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



First Tech Session of 2016

Please mark your calendars for February 6th, for an upcoming Tech Session at **Retro Automotive Products**, in Claremont, NH, from 9:00 AM to early afternoon. The topic will focus on the Porsche 911. Owner, Matt Alldredge, is excited to show us his huge collection of new, used and recycled Porsche parts. Please check his web site www.retroautomotiveproducts.com to see what Matt and his staff have to offer.

Location: 91 Main St, Suite 500, Claremont, NH
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The regular article and Advertising closing date for the Northlander is the 1st of the month preceding the publication month. See page 33 for advertising rates.

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January 2016

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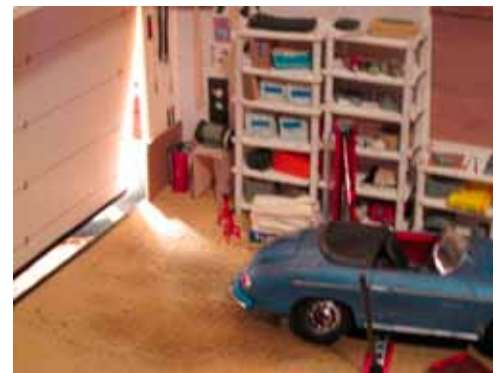
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President
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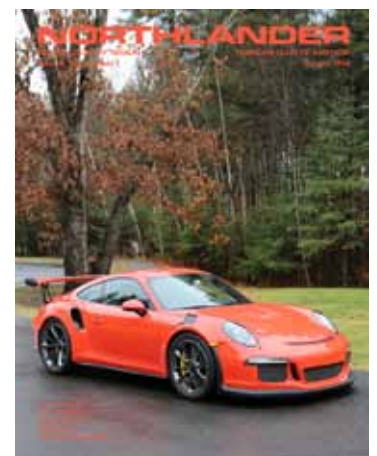
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On the Cover

On the cover is NCR member Brian Nadeau's recently delivered Lava Orange GT3RS (after waiting nearly 2 years)



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CALENDAR

Calendar of Events

NCR Calendar or Events

Date	Event	Contact
JANUARY 2016		
01/23	Annual NCR Yankee Swap	charity@ncr-pca.org
February 2016		
02/06	First NCR Tech Session	tech@ncr-pca.org

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EDITORS' DESK



January??

I cannot believe that it is time for the January issue already. Where has the time gone? The joyous holiday season is upon us which means the beginning of a new and exciting NCR Year.

I don't know about you all.. but the weather has been nothing short of ... well.. not sure? I would say amazing but that is not the right word because for those skiers it is somewhat terrible.

I have seen more Porsches out this past December than any previous December for sure. The driving season has been extended a bit and even noting Christmas day almost reaching 70. What???

Good for the car enthusiasts that like to bring the cars out for long scenic drives.

NCR - be sure to watch for all the upcoming events in Northlander as well as on the website. We hope to see you at one if not all.

May your New Year be blessed and a happy one!

www.ncr-pca.org

MEMBERSHIP



Laura Futterer

January 2016 Northlander - New Members and Anniversaries

New Members:

Ben Glace
Dunbarton NH - 2006 Cayman S

Peter J. Kopoulos
Conway, NH - 1991 911 Carrera 2
Transfer From: Down East (DNE)
Joined PCA 08/2011

Frank Lospennato
Newton, NH - 1987 911 Turbo Targa

Warren Mann
Bedford NH - 2007 Cayman Silver

Peter Poor
West Lebanon ME - 1984 911 Carrera

November 2015 Northlander - Anniversaries

1 Year

Ali Alimi
Charlestown, MA - 2012 Cayenne

Kathleen Robinson
Barrington, NH - 1964 356

Jack Wylie
Stephanie Wylie
Pembroke, NH - 2015 Cayman S

2 Year

Timothy Crotts
Deborah Crotts
Greenland, NH - 2002 Boxster S

Richard Walker
Meredith, NH - 2001 Boxster S / 2007 911 Carrera 4

5 Year

Justin Zarohian
Edward Zarohian
Rye, NH - 1986 944 Turbo / 1978 924

10 Year

James Horgos
James Horgos
Nashua, NH - 1985 911 Carrera

15 Year

Franklin Haskell
Benjamin Haskell
Merrimack, NH - 1979 911 SC

John Irving
Paula Irving
Belgrade, ME - 1997 911 Carrera 4S / 2009 Cayenne

Andrew Plastiras
Weare, NH - 1986 944 Turbo

Mark Woodbury
Karen Woodbury
Amherst, NH - 1966 911

20 Year

Raymond Dona
Berlin, MA - 1989 944 S2

40 Year

Mark Curtin
Hannah Curtin
Fitzwilliam, NH - 1971 914-6 / 1973 911S



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



David Churcher's 911 during first storm of the season

Happy New Year - may it be a happy and healthy one!



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PRESIDENT



Jeff Torrey - Just around the corner...

President's Message..

Happy New Year to everyone. I am looking forward to the New Year and I am excited to get things going. As the 2016 President of the NCR-PCA my objective is to continue to provide you with a diverse program of events. To create an opportunity for our members to make their Porsche ownership experience, everything they had hoped it could and would be. You and I are very fortunate to have such an incredible staff. Our Drivers Education, Autocross, Rally, and Charity Programs are some of the best. Our website and newsletter continue to be recognized by national as some of the best in the country. That is quite an achievement based on the size of our region, and an acknowledgement of the great people we have on staff. Special thanks to our outgoing President Matt Romanowski, his leadership skills have been a great example to me. He will be a tough act to follow.

Please contact me in the months ahead with your ideas. The annual planning meeting on January 16th is open to all members. We would all be interested to hear from you, and your participation is important to the future of our club.

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





Bob Futterer - GET 'ER DONE!!

I want to thank everyone for giving me the chance to serve as Vice President of NCR for 2016. I'm looking forward to the challenges that lie ahead and the opportunity to meet all of you at some of our 2016 NCR events.

I want to encourage members to mark their calendars for February 6th, for an upcoming Tech Session at Retro Automotive Products, in Claremont, NH, where the topic will focus on the Porsche 911. Owner, Matt Alldredge, is excited to show us his huge collection of new, used and recycled Porsche parts. Please check his web site www.retroautomotiveproducts.com to see what Matt and his staff has to offer.

As many of you know, I have been working, way too long, on my 914 project track car and that inspired the name of this column, "Get 'er Done". I plan on using this column to keep members updated on my progress. To provide some background, I'm borrowing Judy Hendrickson's "LOOKING BACK" method to provide some information from an article that appeared in the May 2012 Northlander titled "Bob Futterer's Projects".

I will say, I do think this is going to help. I just spent most of Sunday removing and organizing all the accumulated parts and garage "stuff" that somehow ended up on top of the 914.

It's been way too long and it's time to, "GET 'ER DONE"

Fud

Please see below for the original article from Northlander, **May 2012**

Bob Futterer's Projects - Story and photographs by David Churcher and Bob Futterer

It must have been about a year ago a very reliable source let me in on a project which was at that point not secret but not well known. And the subject of the project and its project manager was Porsche and NCR relevant.

Oh?

A little more detail came slowly ... I was informed our Bob Fud (Futterer) was building a track purpose built machine based on a 914 with a Subaru engine. With this much

information I knew we had a story. So I began to bother Bob with questions.

I even wrote a page of them ... so he would know Tracey and I were serious about an article. :-)

As time went by we kept in touch but Bob kept mentioning slow progress due to another "project." Come spring 2012 and he was ready to discuss the car and begin the article. So on a sunny but cool day in late March I went over to see what Bob had for us. I was to be impressed.

The project which had delayed the project was the building which housed the project car. Being a meticulous and organized person Bob had made a priority of getting his new shop in shape before attempting a big push on the car project. Good reasoning because the car project will benefit from the building project.

The shop has a wide work area, a reinforced thick slab under the lift, wide doors, an office space and lots and lots of 110v and 220v outlets. So many in fact I had to Photoshop them out of the background of the photographs!

Once I had finished admiring the shop we turned to the car. In the following paragraph or two I will describe what I have seen and what Bob has told me. But, as I write, I have a promise from Bob of some text which will describe the plans, the execution and the debut of the car.

The donor car was a 914. I write "was" because there is not much 914 left. The body shell around the passenger compartment is still the 914 "platform" but the remainder is very much gutted and then reinforced with a roll cage which extends forward, and back, and at the back it accepts the loads from the coil-overs and the trailing links. The engine mounts into its own cradle and this comes up from beneath to bolt into the "roll cage." You could say it is "a space frame with integral motor frame with a floor pan attached" ... not far off. At the very front, the transom has been chopped to allow air flow to be ducted to a 944 radiator. The exit duct has to go to a low pressure area and the decision to use the top, or under, is not yet made. Behind this ducting is a fuel cell. The hot water and oil system comes from the engine bay through the tunnel and is insulated so as not to warm the driver.

The rear suspension is interesting. The Porsche trailing arms have been reinforced with welded on sheet metal. The universal joint at the outer end is Porsche and it will join to the Subaru joint at the transmission via a custom half shaft. Bob will make this shaft himself. We chatted about the geometry and movement .. I am wondering if the shaft will change length as it moves and needs a take up for "plunge" ... Bob indicates he has been in contact with people who have done this before ... so my answers are coming.

The body is 914 to look at but every removable panel has been ade in fiber glass. The rear deck lid I could hold in one hand. The roof will sport a fiberglass duct to bring air to the intercooler ... and give the car a GT1 look. The final look of the finished project will be impressive because Bob has a colleague who is an artist and does professional graphics for racing cars. This will be a great touch.

And the performance will be impressive? With about 1600 lbs of weight and 260 HP on tap ... do the math on those numbers.

Oh, yes.

DATA SHEET

Vehicle: 1974, 914 Porsche

Front Suspension:

1988 Porsche Carrera control arms

Sway bar, early 911 sway bar with adjustable connecting links

After market torsion bars, 21mm

Rear Suspension:

Reinforced control arms

Koni adjustable coil over shocks

Brakes:

Boxster calipers front & rear

Zimmerman drill Boxster rotors front & rear

Wheels & Tires:

Front, 16x8 with 225/60-16

Rear, 16x10 with 255/50-16

Drive train:

Engine, 1997 Subaru 2.0 Twin Turbo with snorkel scoop air induced inter cooler

Transmission, 1997 Subaru 5 speed with 2wd conversion kit (www.bremarauto.com)

944 Porsche radiator

Safety:

Full Cage

Kirkey, Aluminum road racing seats

Full racing harnesses

On-board Phoenix Halon Fire Suppression System

Body:

QRS Fiberglass, front nose, front hood, front fenders, doors, rear quarter panels, rear hood and rear bumper

911R, style rear tail lights





Photographs on previous and this page: (original page 30)

The car sits on four pads with wheels for easy moving around. A look inside at the 944 radiator and a mount for the fuel cell. The roll cage surrounded by fiberglass panels. Custom made (bespoke?) lights and vents at the back. Roll cage cum space frame and engine cradle. A later photo with the engine installed on the cradle and into the chassis.

(original page 31) photographs on this side:

The "front" of the Subaru engine.

The "back" of the Subaru engine.

The plate on the transmission covers the spot where the shaft came out for the AWD rear wheels. The shaft poking out is the shifter connection for the cable operated gear changes.



Northlander will be looking forward to updates on the 914 progress...

NCR Holiday Family Shopping and Wrapping Night..

by Ivy Cowles - Photographs by David Churcher

NCR agreed to sponsor two less fortunate families during the holidays as an annual event. Due to the economy and other circumstances over the holidays these families were and are in need of help during rough times. I personally would give up any gift just to help out someone in need.

I think that goes without saying for most of us. NCR has grown this program over the years and now we not only included the Board and Chairs but offered it up to the complete membership.

As in the past, this year's families have endured some tough times. Our first adopted family is a grandmother who recently lost her husband, and is raising two granddaughters alone. The loss of her husband has forced them to move...again.

Our second family is also a grandmother, raising five grandchildren.

December is the season of shopping, gift-giving, decorating and festivities. It is the time of year when many tend to be more charitably inclined.

Maybe it is because, in this season of giving, we feel drawn to help those who are less fortunate. Or, perhaps it is because there is more advertising by various charities at this time of year. Of course, for some people, it may also have something to do with wanting to give all they can give. They may have been at the less fortunate end of the spectrum at some point in their life and know what it feels like to need that help.

I know that we cannot possibly feed all of the hungry, or clothe all of the naked, or heal all of the sick, or comfort those at the end of life. But to provide a personal and direct help to just one or two families can warm your heart for years to come. Please consider what you may do to assist our adopted families in future Holiday seasons.

I want to say thank you to all that contributed. To help shop, to donate, and of course to help wrap. NCR finds a way to help and have fun while doing so.

The deliveries were made to the two families in Concord on December 18th. I cannot even begin to put into words what this is like. It is so heart warming and touching and I wish I could take everything they have been through away.

I am certain that NCR put smiles on all of their faces on Christmas morning.. and for that I am thankful.

Thank you again everyone for all of your help. NCR should be very proud.



Harv Ames sporting a winter hat option we were looking to purchase... looking good Harv. Maybe Doreen should get Harv the same hat...



Hank Cowles is finding the oh so perfect box for the sneakers...



Marilyn Willey organizing the beautifully wrapped gifts



The wrapping of several gifts was complete in banner time



Ivy loading up pile number 2



What a great NCR wrapping team



Teamwork wrapping...



Could that be.. The photographer made it into one of the photos



Wrapping night ended at Margaritas for a well deserved relaxing time...

Four Speeds and Drum Brakes.. by Tom Tate (2010)

As most of you loyal readers know my brother, Bill, is in the process of restoring his '58 Speedster. The job is actually coming along quite well, of course slower than expected. All the metal work is done, the paint is new and shiny, and even the engine and transmission are back where they belong. Each phase of assembly is another victory as the car is prepared for its first Spring ride in 30 years.

Little additions like door handles and side trim make the car sparkle like it did 52 years ago as it rolled out the factory door. The brakes are all back on the car and I don't believe they looked that good when new.

Bill bought the car in 1965 and by then the speedster had had a hard life including time on the racetrack. The original ivory had been changed to a Cadillac metallic blue and while the ivory dash remained the red seats and door panels had been replaced with black ones. The bumper uprights and over ride bars were missing and only one of the original chrome wheels remained. Back in the day those things really didn't matter because the cars really weren't worth much but to modern collectors original colors and parts are important. That meant that the car would be restored to its original configuration but not the way it was all those years that Bill and his wife, Beverly, drove it. To them it would always be the blue Speedster.

Last year at the annual Porsche Swap Meet at Hershey PA I saw a fellow in a booth that was selling small models of cars that could only be described as barn finds. He had built small plastic models and then he aged them with splotches of paint and dirt to make them look like old abandon wrecks found in a barn or field after many years. It was very original and very well done. There were examples of many different cars but it was the examples of the 356's that got me thinking about Bills old car.

I thought that what he needed was a model of his Speedster the way it was all the years that he drove it. Something to remember the car with all its faults and problems before the ugly duckling became a swan. He could always take his friends out to the garage to show them his pristine show car but he could only tell them how it looked before the restoration. A model done with all its warts parked in his garage the way it sat for 25 years was what he would get for Christmas.

With months to go and the internet to help I set out to get the parts and pieces that I would need. Beverly and my niece Evelyn were able to sneak into the garage and take photos of the inside walls and I had photos of the car in the disassembly process that would help make the diorama accurate down to the last dirty rag on the floor.

Finding a model of a '58 Speedster wasn't that tough but it was cast in red so paint was needed. First I sprayed it

ivory and then taped over the dash and some other parts and sprayed it with a can of Cadillac metallic blue that came off the shelf at Auto Zone. According to the photos I had it was a perfect match.

I haven't owned any Testors paints since high school but they still sell them in the same square glass bottles and any craft store has them available. They even have that plastic glue in the metal tube on the shelf. Well, it's actually behind the counter these days, liability being what it is now.

The internet was helpful with some of the other parts although well into the project I discovered that most accessory parts like small tool boxes, benches, etc come in 1/24 scale and my model was 1/34. That meant that the red Snap On rollaway I got in the mail was almost as big as the car itself. Oh well, back to the drawing board.

Like a lot of folks, Bill had lined most of the garage wall with pegboard to make hanging things easier. Duplicating that down to postage stamp size was a job for the IT expert at my office. She printed off a page as small as she could get it and then I spent some quality time at the copy machine until I had it sized down to the correct spacing between the holes. Boy, were they small.

The shelves in Bill's garage were the plastic type from Home Depot so it was easy to just cut pieces out of balsa wood sheets and then use a hole punch on each corner to make room to push a small dowel through. As with most of the pieces that I made, it wasn't the construction but the gluing and painting of the parts that took the most time. I pushed the dowels through five shelves on two corners and then applied the glue. I then set the unit up with the shelves spaced evenly and allowed it to dry overnight. The next night I did the same thing with the two remaining corners so that by the third night I had something that was ready to paint. Two nights of spray painting, one side at a time, and it was done. That meant that it took about a week to get to a set of shelves together but the total time involved was only a few minutes.

Drying time gave me a chance to look around and find other things to make that would look like the stuff in the photos that I was using. I fashioned a hanging towel rack out of a piece of tin can, the roll of towels were from a dowel I had. A luggage rack hanging on the wall was made out of a paperclip. I cheated when it came to the calendar on the wall. A downsized copy from one of the photos glued to the wall looked just right. The bamboo window shade (pretty classy garage) was done with pieces of balsa wood and the hanging shop brooms were just short wooden dowels stuck into pieces of black foam padding cut to look like bristles. The engine grill was just too small to make so I just drew one on the wall above

the workbench.

One of the kits I bought had a chair in it that was a match for the one in the garage and a little brown paint on the seat and back rest made it look perfect. A couple of tires from another model I had laying around stacked in the corner looked like the Volvo tires that he uses in the winter and some painted plastic strips glued together even looked like the engine hoist that he has leaning against the shelves. The grinder in the corner was a little tougher because I had to figure out a way to attach it to a little table that Bill uses after I made it from a piece of rubber tubing.

To duplicate the garage floor I cut a piece of thick cardboard the right size and then dripped some used oil on it. After the oil had soaked in I set it up behind a wire wheel that I have on my workbench and the proceeded to clean the rust off a couple of old parts. In short order the grinder threw dirt and crud all over the cardboard and it was just the right size, very small.

To make the car look right I filed a flat spot on one of the tires to make it appear flat and put some scratches in the finish with an Exacto knife. I had to trim off the bumper guards with a pair of nail clippers since the pictures from years ago showed them missing. The cone shaped drivers mirror was fashioned from a piece of leftover plastic and painted silver. To create the correct license plate I found a website of a company that recreates period correct plates for your vintage car. They let you set up the proper numbers with the correct colors and state logo so that you can see what it would look like. I set up a Maryland plate, blue with white letters and printed it on our color printer. Two attempts at reducing the size and I had just what I needed.

While I was on the license plate site I did order a '57 Mass plate for my sunroof coupe using the six digit serial number so the company didn't have to help me for free. It looks great hanging on my wall as I wait for that car to come back from the paint shop. Another assembly and more columns are in my future.

The closer the diorama got to completion the more things I thought to add to the scene. It was a good thing that Christmas was near or I would still be fiddling with it. Even though everything was glued down except the car and the jack, it was too fragile to ship by normal methods. My son, Rob was driving down to his uncles after a Christmas visit to Boston, and he was kind enough to take it down in the van with the family.

It made the trip easily. Well sort of easy. One wheel came off the car while traveling through New Jersey (maybe the car never liked NJ) but Rob was resourceful and got some glue at a CVS and it was back on before delivery. I guess that he didn't look like a glue sniffer, they didn't even ask for ID.

Bill was surprised and pleased with the result and I had a great time doing it. Every car project should turn out so well. And only last a few months.

The photos shows the end result with a 356 rear reflector

placed on the garage floor to give you some sense of the actual size. The reflector is about 2" wide. I hope that you enjoy seeing it as much as I did making it. I know that now it will be easy for Bill to remember how that Speedster looked all those years ago. KTF



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Judy Hendrickson **LOOKING BACK**

Wow! 2016. Can't believe it is only a few weeks away (as I write this) OR that 2016 will bring me to 70 years. That's old. Funny thing is, in my mind I am not old. Except for the growing children in my life, time stands still in my mind. It does seem appropriate though that I pen a column titled – Looking Back, as that definitely covers a lot more time than “looking forward”. BUT I strive to make the most out of whatever time I have left.

All the house projects scheduled for 2015 finally got finished. Attention now turns to what's to be done in 2016 – definitely bathroom sinks, cabinets and lighting; not so sure yet whether to replace toilets or not (afterall, they are all still working fine and I am not “redesigning” the bathrooms, just replacing cabinets). The ski condo will also get some upgrades as my building is scheduled for a roof replacement this coming summer and I will have the opportunity to replace the fixed skylight with one that opens. With better ventilation I may actually use it some in the summer. Hopefully that will end my building renovations, except I was reminded this year by an error code on my oven that the kitchen remodel was in 1997. The error code indicates a part no longer available is failing. For the time being I have been able to work around it by not using both ovens at the same time on high heat – seems the error is brought on by high heat - 425 degrees. Such is life living in the same house for now 31+ years.

Before leaving 2015 I want to give a shout out to Toni Surdam for her outstanding efforts in making this year's NCR Annual Banquet such a memorable event. The venue at the McAuliffe-Shepard Discovery Center in Concord was fantastic. While the weather did not cooperate for us to use the telescope, we were treated to a great planetarium show featuring our local sky. The food was fabulous and plentiful. The door prizes were amazing. We are so fortunate to have Toni be part of our region. Those who participate in our DE program have long enjoyed Toni's skills at organizing food, but now a broader cross section of the club is now acquainted with her talents. And before I forget, thanks also to her able partner, Lew who is always there to lend a hand.

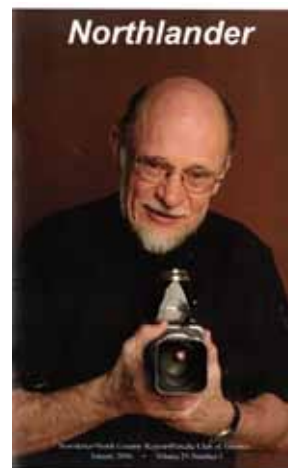
My call for missing Northlanders has been mostly answered with donations from Michael Grishman, Lisa Roche and Steve Kalenik. We are now only missing one issue – 2002, July/Aug, Vol 25, #7. So, please check thru your collection

and if you have this issue and will part with it, let me know.

In pulling the 1986, 1996 and 2006 issues for 2016's Looking Back series I found there were no January issues in 1986 or 1996 so this month will cover only 2006. Bill Kallgren was the Editor then, along with assistance by Tracey Levasseur. Our officers were Janet Leach, President, Miriam Dunster, Vice President, Doug McIninch, Secretary, and Pete Petersen, Treasurer. Our Webmaster was Nick Shanny, AX was headed up by Kevin Bobbitt and Joe Kraetsch, Charity by Paul Tallo, DE by Bob Pickul and Scott Martineau, Chief Instructor was Peter Fail, Concours by Lisa Roche and yours truly, Don Johnson ran the Rally program, Social Chair was Steve Robbins, Technical was Matt Romanowski, Yearbook was David Churcher, Safety was Edgar Broadhead and Ed and Nancy (as they have from the beginning) served as our Senior Advisors.

Bill had a thought-provoking intro to his **From the Desktop** column that I thought would be worth reprinting in addition to another of John Killion's imaginative letters to Hanzy mein Hanzey. Ephraim Dobbins also had an interesting article on his experience in Shanghai and at that year's Grand Prix there, along with an article penned by Bill on 2005's NCR Enthusiast of the Year - David Churcher.

From Volume 29, Number 1, January 2006



FROM THE DESKTOP
by Bill Kallgren – Editor

Happy New Year. It is hard to believe that 2006 has arrived. As the Holiday season passes, the long nights allow a certain amount of time to reflect on the past year as well as plan for the upcoming year. I don't know exactly what it is about the new year which is so compelling, after all we are simply placed here on this spinning globe racing across the cosmos, a more or less random planet, circling a random sun in a random galaxy, one out of countless billions. Nothing really special, but yet this is all we know. So we pick a random date and call it the New Year. And each new year, many of us make various resolutions for the new year. Absolutely fascinating if you allow your mind to think about it.

Well, Happy New Year; even if it is, more or less, a random date picked centuries ago to mark the start of the new year.

.....

DEAR HANZY, MEIN HANZY
By: John Killion - Contributor



Dear Hanzy mien Hanzy:

First thing off, I want to thank you for that wonderful and generous gift of yummy mushrooms from your aunt's garden, and I am happy to report that they arrived in my mailbox as fresh and pristine as they possibly could have. I immediately added them to a red sauce I'd been simmering and eventually sat down to enjoy a delightful Italian meal in the company of my wife's African Gray parrot. His name is Merlin, but I've always thought that Lucifer would've been a far more fitting name for him considering his habits and personality. And so it was that he and I sat down to eat and review the tapes from my last miserable performance at NHIS.

About halfway through my meal, as I was blissfully twirling my fork through thin spaghetti and puddles of dark, red and very sinister-looking sauce, I began to get the strange sensation that the room was becoming smaller, as if the walls were closing in on us, and I also began to irrationally suspect that someone had removed, or possibly stolen, all the glass panes from the windows in my room. I suddenly

felt strangely exposed and privately vulnerable to the raw elements of the outside and hostile world.



As I was trying to comprehend these sudden and curious developments, Merlin turned to me and said, "You call that driving? My Grandmother could do better than that."

Now, a prudent person would be justifiably alarmed to be directly addressed by a creature not of his species, but over the years I've actually become quite used to Merlin's smart mouth and perpetual criticism concerning my grooming habits, guitar playing and cooking, but I honestly felt he went a bit too far this time with his petulant ridicule, so I bravely asked, "What do you know about your Grandmother? You were hatched in an incubator, like a chicken egg."

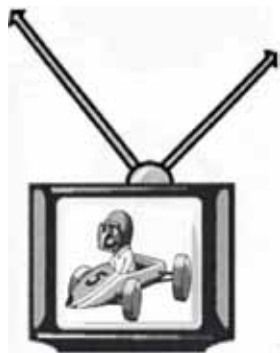
Nothing ruffles that big bird's feathers, at least nothing I've ever thrown at him. Pound for pound he's the toughest, meanest and most arrogant animal I've ever lived with, and many is the time I've considered showing the open door to him. But so far I've yet to hand him his freedom. Not that I'd miss him all that much, I'm just terrified that he'll immediately teach all the local crows, blue jays and various other winged miscreants how to speak in my language, then organize them and station them in the trees above where I park my car. So for the most part I just leave him alone in his cage, peacefully, where he spends most of his time quietly lifting free weights, writing cheeseball legalese appeals, and figuring out how to get under my otherwise acceptably thick skin.

"You missed that apex by a mile," he said while casually stretching his large gray wings. "And your hand work is awful. Just look at that!" He added with a distinct and deliberate snicker, suggesting that he could somehow do better if given a chance.

Occasionally, I consider myself to be a reasonably patient man, but this bird was really beginning to annoy me, and the steady and unexplained condensing of the room was generating a growing sense of alarm for me when I said to him with contrived and shaky confidence, "Like to see you do better."

His only response was to squawk, "Okay," and he flew straight from his perch right into the TV screen I was watching. He didn't hit it, he flew into it, and the next thing I saw was Merlin in my 944, driving with one foot

on the wheel and the other on the shifter.



Now Hanzy, I know you may find this hard to believe but that crazy bird can drive! He was diving into the carousel like a fighter pilot and passing cars like they were sitting on jack stands, better than I could ever do on my best day. I'm still not entirely sure how he was working the pedals, but with results like that why quibble with silly things like methods. I watched as he drove the same precise line each time, around and around in utter perfection, whacking apexes left and right, hitting all the braking points at just the right time, and carrying some serious speed around the track in my car, and I silently felt my blood beginning to boil with extreme and unwarranted jealousy towards my formerly fine feathered friend. Eventually, he was black flagged by a sharp-eyed corner worker for driving without a helmet and had to pull into the pits, and I felt my dangerously elevated blood pressure return to a more sustainable level.

But the damage was done for Merlin and his day at the track was over. He briefly argued with the Track Master, claiming his skull was constructed in a superior manner to that of humans, thus negating the need for a helmet, but the Track Master wasn't buying it. At that point, Merlin selected one of his more colorful curses and delivered it with precision to the stunned crowd who had gathered around my car, calling them all, "Blouse-wearing, poodle-walking, pinkie-pointers," as he flew from the TV screen back to his foul perch in my shrinking living room.

"Told ya," he said to me with his usual smugness. "Imagine what I could've done if you 'd sprung for the turbo model instead of the kiddy car."

That was the last straw for me, and through the fog of my increasing paranoia and disorientation I said to him, "Yea, but I bet you don't know how to turn on the drizzen flippers," hoping to confuse him with the one word I think I know in German.

"Piece of cake," he hollered, and flew back through the screen into my car. I watched as he tripped the lever through all of its functions, smugly demonstrating his erudite knowledge of its workings. He turned to face me and started to say, "See? I don't know what makes you think you're higher than I am on the evolutionary ladder,

but... HEY! Don't touch that..."



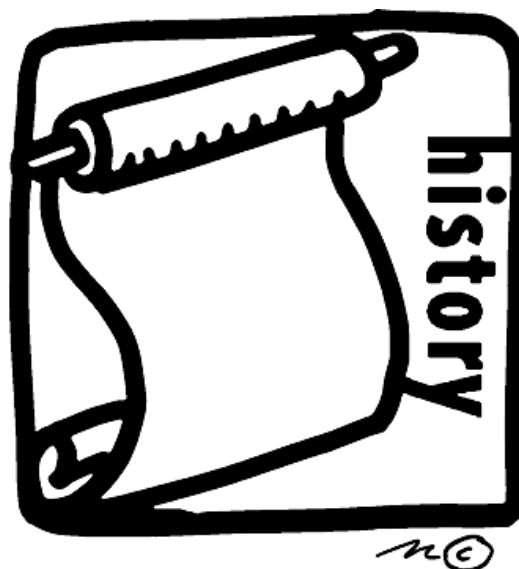
I immediately grabbed the remote and paused the tape, freezing his well-honed beak in mid-insult and chuckling to myself over the panicked look in his eyes. I slurped the last of my now-suspect spaghetti and reached over to turn off the TV. "That's what makes me the superior being," I said to his glacial form. "Technology."

There is no substitute.

-John Killion, Car 168



Author's note: Merlin is a smart, seven year old, male African Gray Parrot. While his vocabulary has clearly been exaggerated for my silly literary purposes, his personality has not. In fact, he uses nearly 200 words and phrases on a daily basis, most of which I am fully convinced he actually comprehends. It's like having a dolphin in your living room, without the smell of fish.





David Churcher's little sister Lyn made this adorable chef's apron

356 Sunday Run to Flo's.. by Jim Alton

The Sunday Run to Flo's began a long time ago as a chance to get together, talk Porsches and keep the batteries charged. Until the *356 Club of Southern California* redid its website the run to Flo's was on the events page. It dropped off the restyled webpage but with a little help from social media participation has been growing again.

For over 25 years rain or shine there has always been someone there to have breakfast and talk Porsche--first Sunday of EVERY month.

The group meets at the Chino Hills State Park Discovery Center (just east of the corner of Carbon Canyon Road & Valencia Ave in Brea), just before 6:30 AM on the first Sunday of EVERY MONTH! Departure time is 6:35 AM SHARP!! All Porsches or whatever runs is welcome. Destination: the world famous Flo's Airport Café located at the Chino Airport.

This Sunday we had 2 VWs, 4 356s, 1 912, and a Cadillac. A BMW joined us at Flo's. A 5th 356 showed up late, as we were hanging in the parking lot after breakfast. Our youngest—and presumably healthiest—regular was sick with the flu so she, her husband, and the Speedster that's been in her family since 1961 didn't show up this month.

Carbon Canyon

Carbon Canyon Road is one of the few "rural" drives left in the LA Basin. There's been some development, and there's a traffic light now, but it's still a nice drive.



Dawn at Chino Hills State Park Discovery Center before the drive through Carbon Canyon

Flo's Airport Café

Flo's has probably been around since the Air Force pulled out of Chino Airport shortly after World War II. It's a favorite of pilots, farmers (who are getting fewer around Chino), auto enthusiast and bikers. A few years back Aviation Week & Space Technology reported when Flo's renewed its lease with San Bernardino County.

Chino Airport

Chino Airport is one of the leading homes of warbirds today. It's home to countless civil aircraft and quite a few ex-military airplanes. It's also home to two museums: Planes of Fame.



At Chino Hills State Park Discovery Center before the drive through Carbon Canyon



Inside the world famous Flo's Airport Café



At Flo's after eating



At Flo's after eating



Another interesting car at Flo's

Links:

The 356 Club of Southern California: <http://356club.org/>

The World Famous Flo's Airport Café: <http://www.floscafes.com/>

The Carbon Canyon Route: <https://www.google.com/maps/dir/Chino+Hills+State+Park+Discovery+Center,+Yorba+Linda,+CA+92886,+United+States/Flo's,+7000+Merrill+Avenue+%23+8,+Chino,+CA+91710/@34.0185077,-117.711457,13z/data=!4m19!4m18!1m10!1m1!1s0x80dcd381393c25df:0x5f2f475a2c4a239b!2m2!1d-117.8269971!2d33.9201822!3m4!1m2!1d-117.6888835!2d33.9972873!3s0x80dcccc50d986175:0xda3748e79635185c!1m5!1m1!1s0x80dccb7affca712b:0xa24cf74f9c9c83ae!2m2!1d-117.6446455!2d33.9824457!3e0>

Planes of Fame: <http://www.planesoffame.org/>

Yanks Air Museum: <https://yanksair.com/>



Targa time at Flo's



Great shot at Flo's after eating



This green SC Cab showed up after they ate



Photos Illustrating The Contrast Between Extended Car, and Early Ski Seasons....

Ted Chivers noted that he and Ester took what is probably close to the last ride in the 930 this year with the extended mild weather, from home in North Springfield to Manchester, VT Sunday Nov. 29th and stopped as they drove over Bromley Mountain for a photo. There have not been many years when this road has not seen snow and salt well ahead of this date. They have a trail open top to bottom, but left the skis at home on this trip.

Ted postponed taking the collision off for yet another week + (?) with the mild forecast- may be able to milk a bit more time out of the driving season still!

Who knew that Ted and Ester would be able to drive the car an additional month with record setting temperatures.



HEAR YE! HEAR YE!

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Another great photo of Brian Nadeau's spectacular delivery...



I am sure there are more shots like Peter and Roland Stanzel's car in the snow so be sure to send them in to Northlander..



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
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Heads Up Motorsports Inc.	Vermont	(802)886-2636
The Auto Master	Vermont	(802)985-8411
LDV Motorsports	Buzzards Bay MA	(508) 789-0961
Series Motorsports	Hooksett, NH	(603) 232-5443
G & R Autoworks	Keene, NH	(603)357-2484

MART

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



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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



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.

For Sale - 4 Michelin Snow Tires, X-Ice 225/50 R17 on 2009 Audi A4 Avant rims. Used less than 1 winter. \$600.00

Contact John A. Mellen at cmellen@metrocast.net or 603/569-3848

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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



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

BTW



In case you did not recognize this NCR member and Autocross chair it is Joe Kraetsch...adorable photograph

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Torrey painting at work sealing up the Cowles house...

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Stick It to Me.. by Danielle Badler

The Wall Street Journal did it to me yet again. There it was, this time on the front page. "Drivers Stuck on the Stick Hold Out Against Shift to Automatics."

They quoted a 33-year old man from, of all places, Michigan. Who's a designer at Jeep. "I had just had enough of driving this soulless refrigerator," he said.

What did he do? He helped found The Manual Gearbox Preservation Society, which, according to the article, has 27 likes on Facebook. I went to the site, liked it, and it said I was no. 22.

Whatever. I think I should go ahead and join. And, if you're reading this, you probably should too.

Here's my story. At 17 I was given, for free, a '61 Ford Falcon automatic. Talk about a drooling bow-wow. The thing overheated so often I kept a Clorox bottle of water in the trunk. And it had one straight, flat bench seat in front, clad with 100% plastic that was so strong your bare skin stuck like superglue, no matter how hard you had the thing hunched over in a curve.

Which was a lot. The hunching, I mean, not the speed in the curve.

Then deliverance came when a family friend decided to sell his '64 Triumph TR-4, for \$800. The Falcon was pawned off to another family member and... I used every cent of my savings from waiting on tables to make the Triumph my own.

That night, my father drove the car home. Of course he did. I couldn't drive a stick. Once safely on the driveway, I humored myself by playing the radio. Presetting stations. Starting it up. Putting in the clutch. Imagining I was downshifting for the Mulsanne Curve.

The next day, with my dad at the wheel we took the TR-4 out for a drive. But he soon pulled over to let me try.

And I proceed to lurch the thing so hard that the fuel lines jerked off the carburetors.

How did we know? We smelled gasoline. We opened the hood. And we stared at raw fuel, running out and onto the engine block. A small toxic pool was forming beneath the car.

So we simply pushed the fuel lines back on, and we were good to go.

Although I wasn't. I just couldn't get the hang of it. For the next week, I made a point to roll, roll, roll up to stop-

lights, trying to time their change to green, before I actually had to come to a complete halt.

I also rolled through stop signs. Intersections.

Until, one day, I got it. I just got it. And, from then on, I'm very proud to say, I have felt like I could drive anything.

I like that feeling. I earned it. And I don't want it to go away. To say nothing about the control, the satisfaction of a perfectly executed rev-timed heel-and-toe down shift.. You know the story.

Now this is fascinating. The story in the Journal said "Three-pedal purists have made an impact on the high-end sports-car market. Used Ferraris and Lamborghinis with manuals now sell for \$15,000 to \$20,000 more than those with paddle-shift gear boxes...."

My word. Let's all send this article to Ferrari and Lamborghini and... yes... Porsche!

Apparently, according to the article, the Silicon Valley elite have caught on, too. Which is probably one reason for the price differential among exotics. Because "wealthy tech entrepreneurs crave such flashy rides.... (yet salesmen) describe test drives with prospective buyers stuck in the passenger seat because they hadn't mastered the stick. Yet, they made the sale."

To which I say, just keep at it. It will come. It will come.

You know, there's a middle ground. Rev-matching manual gearboxes. I've driven two, the one on the Nissan Z-cars and the one on the new Corvettes.

For all I know, the gizmos come from the same supplier. Because they operate the same way. You flick a switch and, presto, no more manual throttle blipping. Just brake, clutch and slip it into the next lower gear, or two. The engine goes whaa or whaa whaa and, what do you know, you've executed perfectly timed downshifts that are smoother than anything you could possibly engineer on your own.

Except for the fact that old habits die hard. I couldn't stop involuntarily blipping the throttle... and messing up the algorithm. It felt, God forbid, a bit like the jerking I did with my Triumph, so many years ago.

Which is a bit of the point, isn't it. At the end of the day, manual shifting is yet another way we drivers of a certain age keep time... on our side.

Of course we know that manu-matics are faster shifting, up and down, that they enable you to think about one

less thing, so you can concentrate on the driving job at hand and, in turn, deliver faster lap times.

We don't care. Some things, like a perfectly executed downshift, are meant to be savored... forever. Just ask the Preservation Society.

On another note...Ryan and Tim Lindsay sporting their new ride. Absolutely beautiful GT4!





Jim Daley during NCR's final DE of the season.. it was Jim's very first DE and he loved it! (noting thanks to John Lussier, Jim stated)



Gentleman in chair is Dennis Mascetta, NCR operations manager having a conversation with Mary Schindler



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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