

# NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 40 Number 3

April 2017



**IN THIS ISSUE:**  
PCA Werks Reunion  
The 12 Hours of Sebring 2017  
And Much Much More...

# HELP PLEASE

The Board of Directors must replace our interim Advertising Chair. The individual volunteering for this appointed position should expect to spend an hour per week to fulfill their responsibilities.

- Solicit and obtain advertising for the newsletter.
- Obtain “camera ready” or digital copy from corporate advertisers and submit to Newsletter Editor by the selected day of the month.
- Submit invoice to advertisers for advertising, prior to the expiration of the period.
- Maintain financial records for accounts receivable and payable on a current basis.
- Deposit all monies in Region’s checking account within 10 days of receipt.
- Report monthly receipts, deposits, and account status in writing to the Region Treasurer.
- Maintain an advertising rate schedule; propose rate changes to the Board of Directors, if needed.
- Report all past due accounts to the Board of Directors, along with recommendations for collection procedures and appropriate course of action.
- Coordinate editorial and advertising inputs with the appropriate chair.

Additional details and descriptions can be found in the 2017 Region Procedures Manual.

If you have the talents and the desire to help your club please contact  
President Jeff Torrey

(C) (603) 234 8898 [president@ncr-pca.org](mailto:president@ncr-pca.org)



# 2017 ZONE 1 Concours & Rally



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**REGISTER AT:** <http://tinyurl.com/o4lhytm>

**The host hotel is Hilton Boston Dedham, Dedham, MA 781-329.7900**

Room Rate: \$129 For Porsche Club of America Zone One UNTIL April 5, 2017

Booking Link: <http://group.hilton.com/PorscheNetwork> Group Code: **POR**

Make Your Reservations Early, May is Busy with Weddings and Graduations

**EVENT STAFF:**

Event Chairman: Bill Seymour  
[bill@endwar.info](mailto:bill@endwar.info)

Concours: Tom Tate  
[Thomas.Tate@opco.com](mailto:Thomas.Tate@opco.com)

Rallymaster: Charlie Dow  
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Zone 1 Rep  
Mike Bryan  
WEB  
Jennifer Webb  
Registrar & Treasurer  
Joyce Gladle  
Concours/Rally Co-Chairmen  
Murray Kane &  
Jeff McFadyen

**Date: May 5-7, 2017**

**Schedule:**

Friday Evening Meet & Greet at 8:00 PM Hors d'oeuvres (Cash Bar)  
Saturday Concours at Prowse Farms in Canton, MA Full (including Engines) \$40;  
13 Classes based on Parade Classing, & Peoples Choice \$30; 10 Classes  
9:00 AM Car Placing  
9:30 AM Judges Meeting  
10:00 AM Judging Begins  
2:30 PM Award Presentations (Subject to Time Revision)  
7:00 PM Banquet Dinner at Hotel \$65/Person (Cash Bar)  
Sunday Gimmick Rally \$30/Car Experienced & Novice Classes  
9:00 AM Drivers Meeting Hotel Lobby Area  
10:01 AM First Car Off (Rally planned for about 2 hour driving time  
12:30 to 1:30 PM Lunch at end of Rally & Awards

**Register Online using clubregistration.net direct link** <http://tinyurl.com/o4lhytm>



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PORSCHE CLUB OF AMERICA

Volume 40

Number 3

April 2017

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## Advertising

TBD

## Website

www.ncr-pca.org

## Statement of Policy

Northlander is the official publication of the North Country Region (NCR), Porsche Club of America (PCA). Opinions expressed herein are purely those of the writer and are not to be construed as an endorsement or guarantee of the product or services by the Board of Directors of NCR. The editor reserves the right to edit all material submitted for publication. Material may be reprinted by PCA Regions without permission provided credit is given to the Northlander and the author.

The regular article and Advertising closing date for the Northlander is the 1<sup>st</sup> of the month preceding the publication month. See page 38 for advertising rates.

## Upcoming Events

April 8	Tech Session: Boxster sump removal at Ed's barn.
April 22	Autocross #1
April 28	Season Opener at Palmer Motorsports Park

## Departments

<b>4</b>	Board of Directors & Committee Chairs
<b>5</b>	Editors' Desk
<b>6</b>	Membership
<b>8</b>	President
<b>36</b>	Safety
<b>39</b>	The Mart
<b>42</b>	Advertisers' Index

## Features

- 12 Looking Back
- 17 Rally Corner
- 18 PCA Werks Reunion
- 26 The 12 Hours Of Sebring 2017
- 28 Behind The Scenes
- 32 More Behind The Scenes
- 34 BTW
- 35 What Goes Around Comes Around



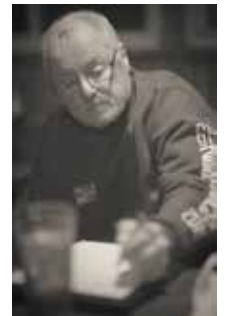
18



22



24



28

## On the Cover

The Porsche 718.

Photographed at PCA Werks Reunion on Amelia Island by Miriam Dunster.



## BOARD

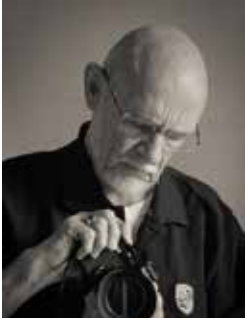
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Once upon a time, not too long ago, I attempted being a snowbird and tried going to Florida to meet The Cheeses for the Amelia Island Concours. But the snow got me and I paid many dollars for a ride to Logan, and back, for a lunch of fish and chips, and a no refund ticket.

March 2017 has been much better. The Cheeses, Miriam Dunster, Mike and Biff Gratton, and Sean Reilly, covered the PCA Werks Reunion. Meanwhile, I was with friends of many years in Sebring and Clearwater. I like being a snowbird.

March 2017 has been busy for *Northlander* in a nice way. We have received contributions and words of praise for our recent issues. San Gabriel Valley PCA (LA California) re-published one of our articles. The *Northlander* is not just a place to list dates and results. It is a place to share your experiences and enthusiasm. The editor likes it.

As I write (there, said it again) it is snowing and I am sun burnt. Just in a few hours from the Florida trip. This was my second trip to Sebring for the 12 hour race. I was there in 2009 with Olivier. We had a blast. Olivier, being French, was pleased to see Peugeot racing. Olivier, being French, was appalled at the food we could find at the track or nearby. This time, 2017, I was with a US friend, Bob Gilbert, and we took our own food. Sebring is a car event and not a food event.

Should I use the editorial to share my Sebring stories or write a longer piece later? I'll keep the space for later and a collage of photos. Here I will just say one must plan a

Sebring visit just as one must plan a Le Mans for at least once in a life time. It is an "experience" in as much as the whole scene vibrates with the feeling of history and the races of the 1960s. Perhaps this is not important to younger enthusiasts but it is a gem for us "older" enthusiasts. I had to wonder at the enthusiasm of some young people at the track ... bibbity bopping in skimpy clothes and hanging out at the designated "party zone" ... Porsche people? No. Party people. They are not there for the race.

My friend Bob and I watched the race, and the people, and the party, and the folks with a blow-up lady three meters tall, in a bikini, with lots of fluids nearby. We wondered what Porsche was doing ... we saw the new 911 RSR catch and pass the Fords. Then late in the race they were again behind the Fords. So sad. Porsche had "bad luck" (if there is such a thing in motor racing) but they showed the 911 RSR is a real Porsche. Look out ... here it, history, comes again.

Bob and I went car shopping near Sebring. We lucked out ... I found a 959 and Bob bought a '63 Corvette. I got a bargain ... the Corvette cost half as much again as my 959. Two old enthusiasts having a blast.

Now ... on to April with Autocross #1, and our first Tech Session. The season has started. For May and June? Luftgekühlt in LA and Le Mans in La France. *Northlander* might attend both events.

Just a reminder ... do not plan to eat well in Sebring.





**Laura Futterer**

### **New Members:**

Thomas Cooper  
New London, NH – 2005 911 Carrera

Erik Decker  
Dover, NH – 2002 911 Carrera 4S

Paul Kayser  
Amherst, NH – 2003 911 Turbo

Steven Lee  
Merrimack, NH – 2012 Cayenne

William Leahy  
New Durham, NH – 2016 Cayenne

Harold McComas  
Manchester, NH – 1996 911 Carrera

Jeremy McCurdy  
Danville, NH – 2014 Cayman S / 2004 Cayenne Turbo

Jo Ann Sigua  
North Sutton, NH – 2016 Panamera GTS

Bill Truslow  
Portsmouth, NH – 2006 Cayman S

### **April Member Anniversaries:**

#### **1 Year**

Timothy Antaya  
Hampton, NH – 2014 Panamera 4S

Ron Bottom  
Hampton, NH – 2001 911 Turbo

John Gauvin  
Gilsum, NH – 1999 Boxster

Alan Kirby  
Pamela Kirby  
Hollis, NH – 2017 911 Carrera

Ian Lefave  
Exeter, NH – 2010 Cayman S

Jim Lintner  
Franklin, NH – 1977 911S

John Ruby  
Hampton, NH – 2002 911 Carrera 4S

#### **2 Year**

Rick Bombard  
Greenland, NH – 1975 911S Targa

John Cloutier  
Bedford, NH – 1973 914 1.7

Ken Eaton  
Ellsworth, ME – 2003 911 Carrera

Matt Larkin  
Hooksett, NH – 1997 Boxster / 2001 Boxster S

Alex Petrovsky  
Natick, MA – 2007 911 Turbo

Walt Rankin  
Errol, NH – 1997 911 Carrera 4S

Adam Smola  
Bedford, NH – 2001 911 Turbo



## 5 Year

Jason Alden  
Boston, MA – 2013 911 Carrera

David Malcolmson  
Dillon Malcolmson  
Wilton, NH – 2003 911 Turbo

Jonathan Malcolmson  
Becky Malcolmson  
New Ipswich, NH – 1986 911 Carrera

Stuart Needleman  
Moultonborough, NH – 2008 911 Carrera

## 10 Year

Jim Messenger  
Carol Messenger  
New London, NH  
2007 911 Carrera 4S

Stephen Sisler  
Nick Sisler  
Waterbury Center, VT – 2006 Cayman S

James Trenz  
Christine Trenz  
Greenfield, NH – 1993 968

## 15 Year

William Delatore  
Deborah Delatore  
Rochester, NH – 1982 911 SC

Erik Esslinger  
Angela Esslinger  
Langdon, NH – 1986 928S

Robert Futterer  
Laura Futterer  
Berwick, ME – 2000 Boxster

## 20 Year

Michael Becker  
Rebecca Lucero Becker  
Fremont, NH – 1973 911E

Michael Comer  
Nathan Comer  
Old Orchard Beach, ME

Michael Firczuk  
Kathryn Firczuk  
Durham, NH – 1986 944 Turbo / 1974 914 2.0 /  
1986 944

Randall Viola  
Judith Whitcomb  
Nashua, NH – 1996 911 Carrera / 2006 Cayenne /  
2008 911 Carrera

## 30 Year

Michael Dingman  
Elizabeth Dingman  
Hampton, NH – 1988 911 Turbo

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

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**Sheila E. Tucker, DMD, MMSc**

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<https://business.landsend.com/store/ncr-pca>

create an account and you will enter the NCR Goodie Store to start your shopping.



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

As the Spring driving season is about to begin, the NCR board and staff have been working to put together another exciting program for our membership. As your President along with the Board of Directors, one of our most important jobs is to balance the annual budget with the objective being to insure that money is available to fund the scheduled Autocross, Drivers' Education, and other events for this year (and for the future). Last year CPI / Consumer Profiles Inc. closed its doors. CPI was owned and managed by Hank and Ivy Cowles. Being NCR members they were willing to subsidize the printing of the *Northlander*. Now that we have a new print company in place, we are having issues with the cost of producing the *Northlander*. No one wants to stop producing the club newsletter. However we have to find a way to make the numbers work. Our options are: a) To change the format from a glossy magazine to a more modest presentation. b) Reduce the number of issues annually to lower the budget. c) Appoint an advertising chair to raise advertising money to cover costs. d) Charge members an annual fee to cover production of the newsletter. The board has voted to continue with the newsletter as is for 2017, and work to find a resolution that works starting in 2018.

I am writing to you to inform you, ask your opinions, and if you have a background in advertising, I am asking for your help. Until we can effectively balance the budget you can expect to see changes in the newsletter for 2018.

[Editor's note]

The following two pages are the complete summary of the recent survey. Due to a editor layout malfunction only one page was previously printed in *Northlander*.

**A big thank you to the 116 members that took the time to complete our 2017 survey. You will find the initial tabulation of the responses in the table below. We will provide more detail after the board meets to discuss your input.**

**Jeff Torrey  
NCR President**

**How long have you been a PCA member?**

Less than a year	7
One to three years	18
Four to ten years	35
More than 10 years	57

**What is the primary benefit from your PCA membership?**

Attend PCA Parade	2
Attend North Country Banquet	0
Receive Panorama and Northlander	30
Attend Driving Events	63
Attend Social Events	9
Attend Technical Sessions	7
Receive PCA Dealer Discount	1
Other	5

**Are you a member of our Facebook group?**

Yes	32
No	84

**How many events did you attend last year?**

Less than five	78
Five to ten	29
Eleven to fifteen	8
More than fifteen	1

**How many events do you plan to attend this year?**

Less than five	63
Five to ten	40
Eleven to fifteen	12
More than fifteen	1

**Which events are you most likely to attend this year?**

Annual Banquet	24
Autocross	35
Cars and Coffee	35
Car Control Clinic	23
Car Show	50
Ice Cream Run	30
Driver's Education	65
Rally	45
Social	34
Tech Session	49

**What is your primary source for event information?**

Email	50
FaceBook	2
Northlander	25
<a href="http://NCR-PCA.ORG">NCR-PCA.ORG</a>	29
Panorama	4
PCA National Calendar	0
Enter answer here	4

**Which of the following limits your ability to attend events?**

Calendar Date	32
Cost	6
Day of Week	9
Family Obligations	42
Travel Distance	45
Work Schedule	29

**Which events should be offered more?**

Autocross	8
Cars and Coffee	26
Car Control Clinic	6
Car Shows	12
Drivers Education	14
Ice Cream Run	12
Rally	19
Social	11
Tech Session	21
None, we have enough	39
Something else?	10

**What events can you provide assistance?**

Annual Banquet	5
Autocross	13
Cars and Coffee	12
Car Control Clinic	7
Car Show	18
Drivers Education	29
Ice Cream Run	10
Rally	15
Social	10
Tech Session	8



## Judy Hendrickson **LOOKING BACK**

Well, February's thaw was 2 weeks worth, both MA and NH vacation weeks, but March 14 brought a whopper of a blizzard to refresh the slopes. Not the near champagne powder we had back in early February but still nice and the 20 inches that Waterville got should make for great spring skiing.

There were no issues of Northlander in 1987 beyond March so we will only cover The April/May 1997 and April 2007 issues this month. Neither issue had an article that lent itself to reprint so I will just provide a summary of their content. AND since we have now come full circle for the Looking Back column, part of this month's column will be a repeat from 2007.

### **20 Years Ago (Volume 20, Number 2 (April/May 1997))**



A selection of North Country Brews.  
Photo by: Don Osborne

The April/May issue was 32 pages of interesting articles about upcoming and past events.

There were some great articles on several tech sessions (Foreign Intrigue assembled a top end engine rebuild on a 3.0 911 engine, having done the bottom end the previous year). Precision Imports had done a session on Motronic engine management systems and Talbot's Automotive had hosted a Track Tech session geared toward first timers thinking about doing a track event.

There was a very interesting report on NCR's brewers. Seems a group organized by Dick Minesinger visited IncrediBrew in Nashua and brewed up a number of custom beers, 6 cases in all, to be shared amongst the group. Brands included Old Northlander BTB (Bath Tub Brew) – an Oatmeal Stout, Porschebrau – a Honey Brown Ale, Free Flow Ale – Old Fortress Ale, Stout – Knuclebone Stout, Special Pale Ale – an India Pale ale, and Turn 10 at the Glen "The Official Beer of Oversteer" – a Scottish Ale. From the article and the pictures it was a great time – maybe it should be repeated sometime????

Pete and Linda Petersen (DE Chairs) reported on their early April event at Lime Rock – a snow covered infield, but bare track. Linda reported the early morning sun on that glistening snow the first runs of the day was just WEIRD! Let's hope we don't see a repeat of that in our early Spring events this year. The centerfold was the registration flyer for NCR's/Metro NY's joint event at NHIS June 23/24. Fee was \$150 for 2 days and dinner on June 23 or \$80 for one day (no dinner). The fee for dinner only was TBA.

The President's column (Fred Bruch) described a nice car collection to be found near the Yankee Candle Factory off I-91. It supposedly had 60+ cars including brass era cars, American classics of the 50's, muscle cars and a nice variety of European marques including some nice Ferraris. He reported the Porsche selection slim, but it did feature a 356 Speedster previously owned by Jerry Seinfeld. Unfortunately for car enthusiasts, Yankee Candle sold off the collection and opened a home furnishings store in the vacant building in 2002.

## 10 Years Ago (Volume 30, Number 4 (April 2007))



Cover: David Churcher

Northlander was 52 pages plus cover and from the number of events listed for the year in the calendar it was going to be a busy year. This being an April issue there were a number of April Fool items to be discerned: David Churcher was supposedly off to Black Stump, Australia to an EMU farm, and Dr Essiehsnellub was interviewed about something called a Schneizezeit 911-V8 he had "invented".

Paul Frucci (DE Co-Chair) included a short history of Watkins Glen in his column which I will reprint at the end of this summary. Jack Saunders reported on Tech Tactics, then a Zone 1 event). Jay Gratton reported on the Tech Session held at Sports Car Workshop in Arundel, ME while Jaime Gratton reported on a session at Harley Davidson of Meredith that included a lunch at nearby Hart's Turkey Farm. The issue closed with an overview of the NCR Autocross program from Joe Kraetsch.

### A Short History of Watkins Glen

By Paul Frucci

Law student Cameron Argetsinger dreamed of bringing European style competition to the village where he spent his summer vacations. He drew up a challenging course that encompassed asphalt, cement and dirt roads in and around the village of Watkins Glen. The dream became reality on Oct. 2, 1948. For five years, the top names in American sports car racing visited the small village and huge crowds came out to watch them race.

Competition moved to a temporary course in 1953, and 2.3-mile permanent circuit was built in 1956. The following year, The Glen hosted its first professional race, a NASCAR Grand National stock car event won by Buck Baker over Fireball Roberts. The circuit itself was expanded in 1971, as the 1970s brought a wide variety of competition to The Glen, including the Can-Am, Trans-Am, Six Hours, Formula 5000 and CART IndyCar Series. Race winners included many of the top names in international motorsports, including Mark Donohue, Mario Andretti, Jody Scheckter and Bruce McLaren. Alan Jones' victory in the 1980 United States Grand Prix at Watkins Glen marked the close of an era. Financial difficulties led to the Watkins Glen date being dropped from the Formula One schedule and as a result, the bankrupt track closed following a CART race in 1981.

Over the next two years the track fell into disrepair, hosting only a few non-spectator SCCA weekends. Corning Enterprises, a newly chartered subsidiary of Corning Glass Works, purchased the track in early 1983 and formed a partnership with International Speedway Corporation, forming Watkins Glen International. The Glen reopened on July 7, 1984, with Al Holbert, Derek Bell and Jim Adams winning the inaugural Camel Continental at the renovated facility. On Aug. 9, 1986, fans witnessed Tim Richmond's triumph at the return of the Cup Series. In 1991, Terry Labonte won the first NASCAR Busch Series race at The Glen, beginning an impressive streak of four wins in six years, including three consecutive wins from 1994 through 1996. His three-year win streak ranks him with other Watkins Glen three-time winners: Formula One ace Graham Hill, sports car drivers Al Holbert and Derek Bell and Cup driver Mark Martin.

The 1992 season saw a major reconfiguration of The Glen's back straightaway. The addition of the Inner Loop increased the length of the long course to 3.4 miles and the short course to 2.45 miles. The new turns enhanced competition while adding quality spectator viewing.

In 1997, International Speedway Corp. became sole owner of the historic road course, exercising a stock option buyout of Corning Incorporated. The sale completed Corning's mission of rebuilding the racetrack while revitalizing the Southern Finger Lakes Region.



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## THIS IS A TEST

Porsche racers Paul Strasse and Paul Frère had something in common in addition to their first names. What was it?:

- A. both were Belgian.
- B. both were left handed
- C. both walked with a pronounced limp.
- D. both were missing body parts.

In 1969, Porsche won the Targa Florio for the:

- A. 6<sup>th</sup> time.
- B. 7<sup>th</sup> time.
- C. 8<sup>th</sup> time.
- D. 9<sup>th</sup> time.
- E. 10<sup>th</sup> time.

The 100,000<sup>th</sup> Porsche was built for.

- A. Ferry Porsche
- B. the police
- C. Butzi Porsche
- D. preservation in the Porsche Museum.
- E. The 1965 Frankfurt Automobile Show

Answers are on page 41

with thanks to Ed and Nancy Broadhead

# Rally Corner

By The Rally Team

Welcome to Rally Corner, a summary of NCR rally activities planned and past. For 2017 we are experimenting with a Rally Team composed of a Rally Chair (Bill White), the NCR President (Jeff Torrey), and the NCR Social Chair (Bill Meyer) to hopefully provide a variety of rallies and tours that will prove appealing to a broad segment of the NCR community.

Our 2017 rally season will include a total of six events: four one-day rallies plus two three-day getaways — a Spring Getaway in June and a Fall Getaway in September. To augment efforts by the Rally Team, NCR members Harv and Doreen Ames, Bill and Penny Meyer, Walt and Jane Rankin, and Rich and Marilyn Willey have accepted planning roles for selected events.

Our events will only be as good as you make them, so we invite contributions of ideas and assistance in planning NCR rallies and getaways. Planning for 2017 is well underway, but it is not too soon to think about what you would like as rally events for the 2018 season.

This year NCR rally season will kick off on Saturday, May 20, with an enjoyable drive of the hills and curving roads of south-central Vermont. Departure point is Monadnock Marketplace in Keene, NH, ending with a late lunch at the Salt Hill Pub in Newport, NH. Come join us for Porsche driving and camaraderie. RSVP on the NCR web site is important so we have a proper head count for the restaurant.

Event #2, our Spring Getaway, will include a drive of back roads of the Catskill Mountains of New York, ending with a late lunch at the Old Rhinebeck Aerodrome for an airshow of pre-WWI and WWI aircraft. Lodging is at the Hotel Vienna in Windham, NY where a block of rooms will be held until 15 May. Lodging and restaurant details are on the NCR-PCA web site, along with the important RSVP button. Book early because lodging in the Catskills in June is already tight.

## 2017 NCR Rally Schedule:

Rally #1	May 20, 2017	Roads of South-Central Vermont
Rally #2 / Spring Getaway	June 23-25	See <a href="http://www.ncr-pca.org">www.ncr-pca.org</a> "activities"
Rally #3	July 23	St. Gaudens National Historic Site
Rally #4	August 26	NH Notches and Waterfalls Tour
Rally #5 / Fall Getaway	September 8-10	Stay Tuned for Details to Come
Rally #6	October 15	Planner's Choice (Maybe a Gimmick Rally?)





## PORSCHE CLUB OF AMERICA AMELIA ISLAND 2017



Photographs on this page are by Miriam Dunster. Photographs on following three pages are by Ivy Cowles.

Photograph top left on page 17 is Manny Alban ... Past National President of PCA.

Photograph top right on page 17 is Rusty Russ of Florida Crown Region of PCA and his 911 which won the Pirelli Sponsor's Cup.









# WERKS REUNION

By Mike Gratton

It was a beautiful sunny Florida Day on Amelia Island, for the Porsche Club of America's, first ever, East Coast Werks Reunion, held on Friday, March 10, 2017. Along with a 20th Birthday celebration of the Boxter.

Over 700 Porsche cars were in attendance on Fairway 1 & 2 of The Omni Resort Golf Course, participating in the Judged and Corral sections of the Reunion, and coming from 32 states plus Porto Rico. Representing The North Country Region were Hank and Ivy Cowles, Miriam Dunster, Jay Bertelli, Sean Reilly, as well as Biff Gratton and myself.

Jay showed his GT3RS in the judged section, and I had my 964 in the Corral. Hank volunteered to assist in directing attendees to the correct location, and assisted in the judging of the 944's. Ivy aka: "The bag Lady", handed out the gift bags to Judged and Corral entrants, with the assistance of Miriam and Biff.

After a long and fun day at the Reunion, we all returned to Hank and Ivy's house for a cookout, and were joined by Jerry Charlup from CT and NCR member Sean Reilly from Vermont.

After spending the night in the best accommodations on Amelia Island, (Hank and Ivy's beautiful home), Saturday morning was spent on the front porch watching the sun come up over the ocean and a parade of some of the finest vehicles around heading for the Amelia Island Concours.

**BTW**

*I have never heard so many Porsches on the Island.*

*Even when I can't see them ... I can hear them ...*

Ivy Cowles, at home on Amelia Island before the show





# WERKS REUNION

By Sean Reilly

Checking items off one's bucket list. The Amelia Island Concours had always been the car show event I wanted to attend since first reading about it in this publication. What made me decide to go this year was when I received an e-newsletter from PCA letting its members know that there would be a Werks Reunion there as well. A few clicks later a hotel was reserved and airline ticket was purchased.

Just like everyone else reading this publication, the car bug bit hard and at the young age of around 12 years old. That fateful year three things happened in my life to secure my car crazy Porsche fetish of life. The first was attending Lime Rock and seeing the glorious 935's do battle on the 1.53 mile bull ring of a track, spewing flames 30 feet out the back of the cars. The second was a subscription to Motor Trend magazine. The third and final nail in the Porsche coffin was receiving a copy of Michael Cotton's book: *The Porsche 911 and Derivatives*, for my birthday.

I had never attended a major car show event like this before but I must admit that the advanced ticket price of \$95.00 seemed quite steep. But knowing that some of the money went to charitable causes eased my mind. I flew to Jacksonville and stayed in the Ponta Vedra area, about an hour from Amelia Island. Most hotels close by were sold out or wanted exorbitant amounts of money for that time. I highly recommend the Jax Beach/Ponta Vedra area. Why? Upscale area, close to beaches, lots of restaurants and a beautiful drive along the ocean on A1A to get to the events.

Upon arrival at my hotel, I began to get excited for the first event; the Werks reunion. After getting some work done in the morning and packing a lunch, I arrived at the event around noon. The cost to park was \$20.00; there was VIP parking for \$40.00 as well. My frugality served me well. The parking spot was 100 yards from the sprawling Werks event. The number and quality of Porsches did not disappoint, almost 700 cars on display.

The show was broken into two sections: The invited special car section and the drive your Porsche in and park it section by model and year. The sheer number and scope of Porsches on display was mind blowing. There were a ton of Boxsters on display, being the special 20-year anniversary for the model that saved Porsche from its financial woes of the 90s. As an owner of a '78 911SC I spent the most time gawking at the older air cooled 911s, my personal favorite. Impressive was the fact there must have been over 100 long hood 65-73 models on display if you include the 912's into the mix. A photo of my personal favorite blue 1969 (?) 911S is included with this article.

It took me about 2 ½ hours to walk the show. I did stop and spend time on cars of interest while others were just a casual walk by. The other event that was happening simultaneously was a Porsche only auction that started at 4 pm. I hoofed it over to the hotel and arrived at 3 pm to preview the cars being auctioned. There were over 100 Porsches up for auction. Most impressive was the fact there were at least 10 air cooled Turbos on the block; all at pre-auction estimated over \$100K. The market for these cars is red hot.

I was also able to preview yet another 100 cars, non-Porsches up for sale. The cars were great but one cars stuck in my mind: a 1958 Cadillac Eldorado a hand-built car that had suicide doors and a stainless steel roof. By 5 pm on Friday after just one day, I was on car overload. Time to recharge the batteries.

I was invited that evening for beer and burgers with Hank and Ivy Cowles. Two great people that I really enjoyed getting to know better and spending time with. I knew the house was theirs when driving up A1A in toward Ferindina Beach I spotted a replica 935 in Martini livery with a for sale sign on it. Even better was the fact that Hank was out front trying to close the deal on the car to a prospective buyer.

I could have spent the entire evening on the Cowles' front porch drinking gin and tonics while listening to Hank tell stories of life, work, and cars, but the reasonable side of my brain told me to get some rest and retire early. Why? The main event was moved up a day from Sunday to Saturday due to the threat of inclement weather on Sunday.

Well rested, I arrived before 10 am on Saturday to the Concours and could find free parking on A1A only a 10 minute walk from the main entrance. With my electronic ticket receipt, I thought I would be able to enter the event. This was not the case. I had to walk over to "will call" and get my tickets. I had purchased 2 tickets but my wife was not able to make the trip due to work commitments. I walked over the ticket office and found a willing buyer for my extra ticket at a nice discount. Tickets the day of the event are \$120 each.

Finally, I entered the event on the golf course of the resort. I was not prepared for the quality, rarity, and uniqueness of the automobiles on display. The best way I can describe it is that the finest museum cars from around the world are on display for one day in Florida. Automotive nirvana. The cars are grouped on the course by historical significance and by judging class.

The highlighted historical groups this year were Japanese race cars, the race cars of Brumos Porsche, and streamliners. Headlining the Japanese race cars was the Le Mans winning Mazda. The only Japanese and non-piston car to ever win the event. Brumos had all their important race cars on display. The flame spitting 935 was there along with the 1000+ horsepower 917 spyder of Can Am fame. My favorite streamliner was the cigar shaped Bonneville racer that holds the record for the fastest gas powered car in the world: almost 500 miles per hour.

After seeing the cars and groups mentioned above I thought the cars on display could not get any more special until I came upon my holy grail of cars: James Bond's Aston Martin DB7 from the movie *Gold Finger*. My parents named me after Sean Connery and after seeing the movie as a young boy I thought the car was the greatest piece of rolling machinery ever presented on the silver screen. I still have the Corgi die cast metal model of the car from my childhood. Machine guns, ejection seat, tire cutters, bullet proof shield, and rotating license plates were all on display.

After seeing this car, I said to myself that the price of admission was well worth it based on the quality and historical significance of the cars on display.

If you have not attended this event make plans to do so in the future. It will not disappoint you. The weather this time of year is magnificent, the cars are one of a kind, and the energy around the event is infectious.

iPhoneography with this article by Sean Reilly.

Page 23 is Sean's favorite car of the show ... a 911S

On page 25: John Wyer / John Horsman Gulf 917, the Le Mans winning Mazda, and James Bond's Aston Martin DB7





# The 12 Hours of Sebring 2017

Photographs by David Churcher

Bad luck Porsche :-)

It was a great race for a while, and while the #911 and #912 cars raced each other and the Ford GTs it was spectacular. All afternoon the Fords were leading the Porsches. Into the evening and the Porsches paraded with each other into the lead. I was convinced Porsche would be placed first and second but then Lady Luck had a bad moment or two ... a broken wheel gun, a puncture, a pit malfunction and penalty ... and it was all over for Porsche's podium plans.

The Fords have again shown they are fast and reliable. They deserve their wins. But do not discount the new 911 RSR. It has shown how good it is in its debut at Daytona and now at Sebring it has served notice.

Le Mans is coming soon. I am expecting a Porsche parade.



Page 24:

The Porsche parade during the afternoon. The photograph is taken along the Gurney Bend following Turn 6.

Page 25:

Sunset and the cars heading into the hairpin at Turn 7. Once the sun drops there is a brief twilight and a cool breeze. The cooler air helped the Porsches and they took the lead ... until the last 35 minutes of the race.





It is not only the cars that are colorful. People make a colorful part of the experience.

And it is not all about Porsche ... the Ford GT, the Mazda, the Cadillac, and others, are beautiful machines.





## Behind The Scenes

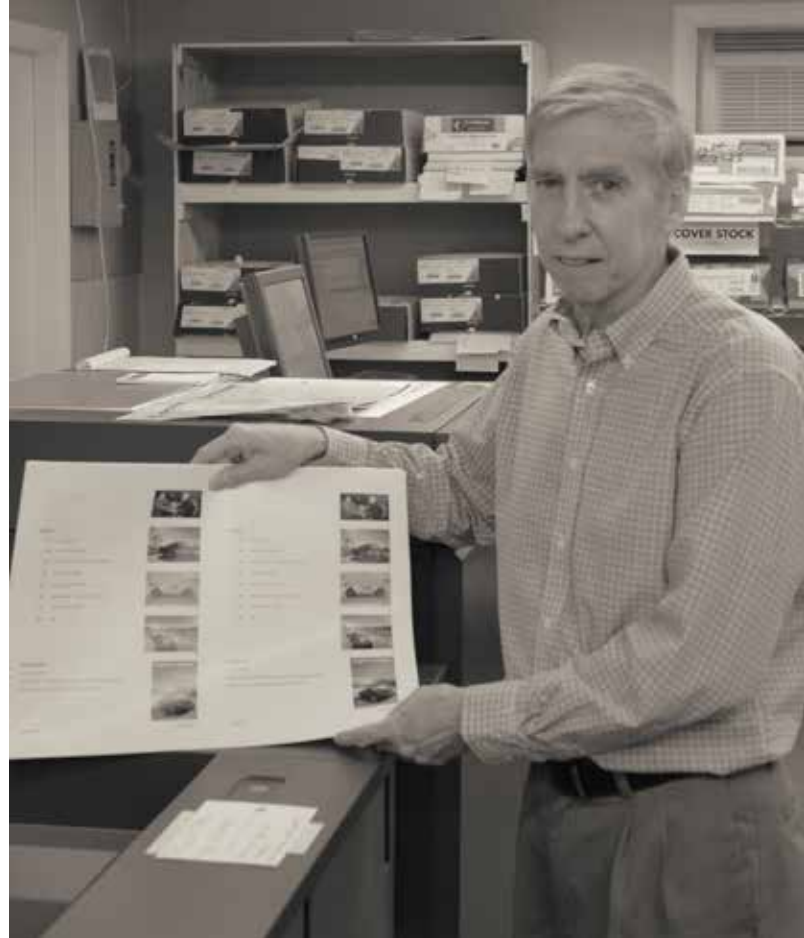
Photographs by David Churcher

Have you wondered how *Northlander* is made? There is a lot of behind the scenes work to be done even after the layout leaves *Northlander's* office.

Michele at Keystone Press passes our files to Tim (above) who does the pre-press, it then goes to George (top photo next page) who does the digital printing and then the covers go to Dana who applies the varnish finish.

Dana is a Porsche enthusiast. He has a *Northlander* January-February cover on his desk ... the 917 at Mazda raceway.





# More Behind The Scenes

NCR monthly Board Meetings keep our club organized and the events flowing smoothly.



Photo above:

President Jeff Torrey chairs the meetings.

Photo at left:

Webmaster Dick Demaine.

Photo at right:

Nancy Broadhead is our Secretary and minute taker. Nancy also proofs the *Northlander* every month.



Photo at right:

Harv Ames came to visit at the February meeting.

Members of NCR are encouraged to come and join The Board for the meetings. You can have dinner and join in the discussions too.



NCR has a diverse membership and a few of our members live overseas. Berthold Langer returned to Germany a few years ago but he visits the USA a couple of times a year. Some of us visit him in Germany time to time. During Berthold's March visit a few of the faithful gathered at The Holly Grail for dinner on March 25<sup>th</sup>. Berthold asked at one point if *Northlander's* mention of his name made people wonder who we were referring to. To help with this we have here a few candid shots of the evening at The Holly Grail. March 11<sup>th</sup> Berthold and Judy caught up with Joe and Lisa for dinner. But, sadly, no one took photographs.

And on the other side of the world we have member Barry Edge in Ivanhoe, Victoria, Australia. We have not heard from Barry in a while ... hey, Barry ... what's happening Down Under?



Around the table together again:

Hank Cowles, David Churcher, Judy Hendrickson, Berthold Langer, Jay Carter, Tracey Levasseur, and Ivy Cowles.

Photo at bottom right is our server, Moriah ... she probably wondered about this happy group. Moriah took the group photo for us.

# What Goes Around Comes Around

By Danielle Badler

Ah, Formula 1. The season is about to start up again, you know. How long have you been following the sport? How far back do you go?

I remember living for the race coverage in Road & Track Magazine, written by the one, the only, Henry N. Manney III. And arriving in my mailbox literally months after the actual events. Who was this guy? And, those exotic lands he was talking about, were they real?

I remember living for the one race that got TV coverage in the US, the Monaco Grand Prix, on ABC's Wide World of Sports. Or was it the CBS Sports Spectacular. Doesn't matter. And then there was the movie Grand Prix. Thank you, John Frankenheimer.

I remember, as a young student, reading about The Bentley Boys, about Ettore Bugatti, about the Mercedes - Auto Union rivalry (and let's just pause for a second and contemplate diminutive Tazio Nuvolari trying to manhandle one of those 500+ hp beasts around a track at speed, with no real helmets, no firesuits, no seatbelts, no guardrails, no brakes, no ... it was a different age.)

I remember Fangio, Moss, Collins, Hawthorn, Hill, Gurney, Clark, Stewart, Andretti, Lauda, Prost, Senna, Schumacher.

I remember the front-engined Ferrari, Maserati, Vanwall, Cooper, BRM, Lotus. Lotus!

I remember the tracks. Yes, yes, let's start with Monaco. And add Spa, Monza, the old Nurburgring, Watkins Glen. Suck-it-up corners like Eau Rouge and the Parabolica.

What have we today? Let's see. First, the drivers. Who among the current crop is headed for the pantheon? I vote for Lewis, for sure. But who else? Vettel?

Nico might have risen to it. But I put him in the same category as his father, Keke. They both made it, once. But probably knew, deep down, that the chances of pulling it off again were very slim, at best.

And the tracks today? I think it's a miracle that Monaco, Monza and Spa still exist at all. Maybe we should add Hockenheim and Silverstone. But that's it.

I defy you to tell the difference between, say, Bahrain and Singapore. Unaided.

So just what did Liberty Media see when they plunked down all that cash for ownership?

Quite a few stories have been written on what Liberty plans to do ... and what the interviewee thinks they should do. Here's an overview.

Luca di Montezemolo said the following in Autoweek, "The racing will be shorter, communication with the audience more effective.... The rules will be simplified, and the concept that Formula 1 as a sport with deep European traditions will be reinforced. There will not be such nonsense as grands prix in Korea or India, and while a grand prix in the United States is good, there should be a maximum of two.... Finally, the new owners must actively involve the audience at the track - because no sport can exist without fans."

By the way, don't you think Dustin Hoffman could play Luca? Or vice versa? Just saying.

**continued on page 36 ...**

Then there's F1's new leader, Liberty Media's Chase Carey. In a story in The New York Times, of all places, Carey is described as "a longtime executive with Fox and DirecTV who by his own admission is not a rabid racing fan or 'petrol-head.'" That's not good.

But he echoes Luca in calling for more partnership deals, and to "recast the way fans experience the sport, both in person and remotely, so that connections between spectators and people within the series are easier to make."

In the story, Carey says "increased digital access for fans, a more behind-the-scenes experience for broadcast viewers and innovation in areas like virtual reality - what is it like to speed around the track inside a Ferrari? - are among the possibilities."

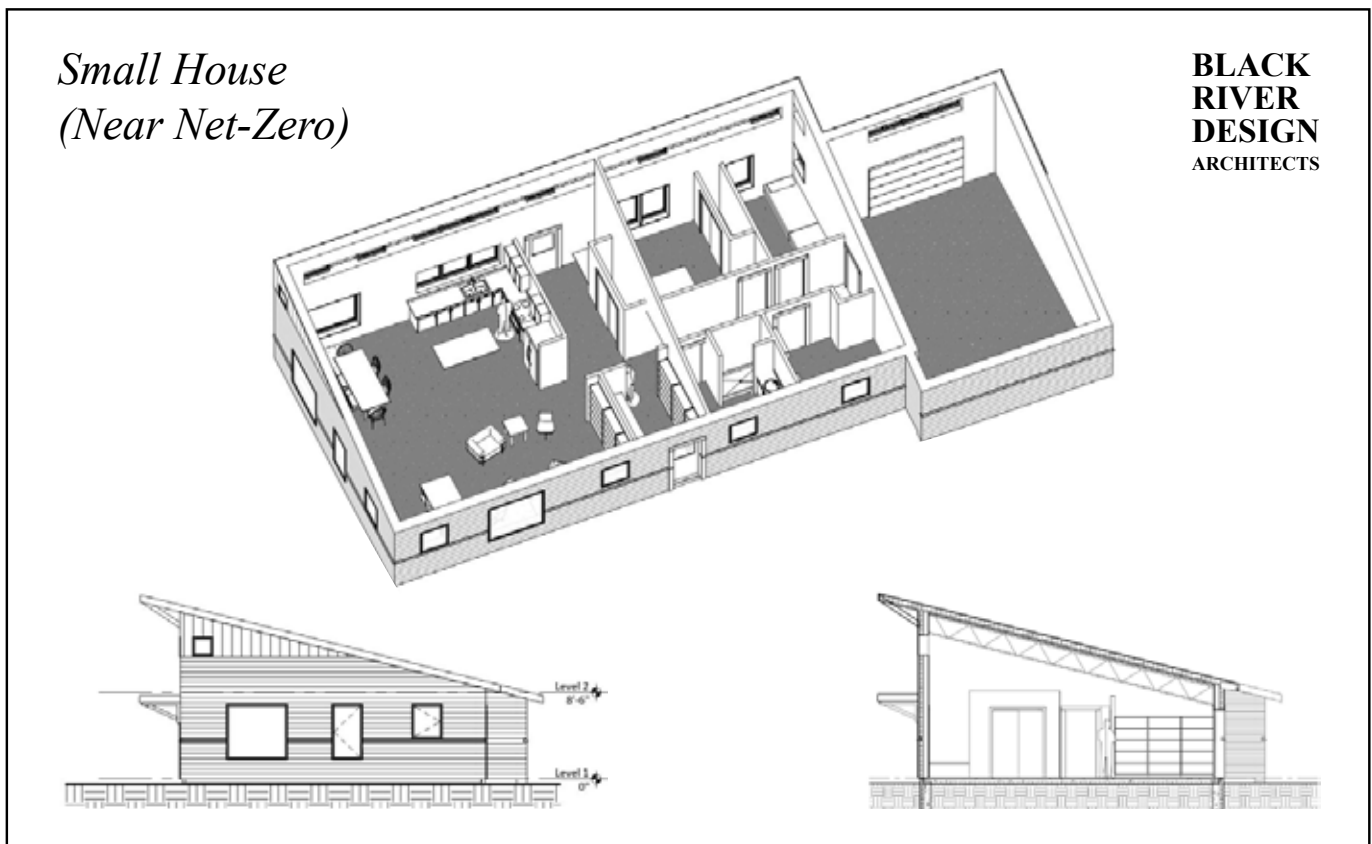
And then there's Ross Brawn, formerly with Ferrari and Mercedes, now managing director of motorsport.

In an interview with BBC Radio 5, covered by Autoweek, Brawn said, "We know what fans want: They want entertainment, they want close racing, they want to be able to understand what's going on ... I think simplicity is a key objective for the future. I've watched F1 for the last few years as a spectator, and there are times where even I haven't been sure what's going on in the race."

"F1 tends to be reactive," Brawn said. "It has a problem, it reacts and tries to find a solution. But (it) very rarely has the vision of looking forward three to five years and deciding where it wants to be."

Brawn concludes with "I think (the fans) want racing, and we haven't seen too much of that. We've seen a great competition between two drivers in the same team for the last few years, and that's no fault of Mercedes. They've done a fabulous job. I think the fans want racing, they want to understand what's going on in the race."

Well now. And maybe then we'll be able to find out, and truly appreciate, who the giants really are. And what it takes to become a giant. On tracks we can admire. Here's hoping.



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## Edgar Broadhead

The following individuals have been approved as Tech Inspectors for those region members who enter track events requiring inspection 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	PhoneNumber
Autowerkes Maine	Maine	(207) 865 6600
Ayer European Auto Restoration	Maine	(207) 582 3618
Autosportnortheast	Maine	(207) 698 1000
German Auto Service, Inc.	Maine	(207) 282 3013
The Boston Sportscar Co. LLC	Massachusetts	(781) 647 7300
Katchel Motor Company	Massachusetts	(617) 759 8973
LDV Motorsports	Buzzards Bay, Ma	(508) 789 0961
Exotech	New Hampshire	(603) 382 3599
Sports & Vintage Car	New Hampshire	(603) 675 2623
Dupont's Service Center	New Hampshire	(603) 742 8627
G & R Autoworks	Keene NH	(603) 357 2484
Series 900	Sunapee, NH	(603) 748 0787
Series Motorsports	New Hampshire	(603) 232 5443
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
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Eurotech	Vermont	(802) 660 1900
Green Mountain Performance Co.	Vermont	(802) 775 3433
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**For Sale - yellow 1977 924.** This car has been owned by our family twice and spent time in Vt in-between. I am too busy to put work into this old girl (install front fenders that I have for it and tune-up), and with two small children don't have the time either. I am not hard-up to sell this but don't want to watch it rot....if anyone has a similar car or needs a project first \$1000 takes it... Harold Lamos veggieh@yahoo.com



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

**For Sale:**

**Porsche Calendars For Sale**

Free to a good home: about a dozen, large scale, Porsche photo calendars from the 1980's and 1990's, in their original boxes but minus the medals that accompanied them when new. Contact Phyllis at 603.498.8952 or pstibler@comcast.net



**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.

**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: 997 Turbo Wheels and Tires:** from 2007 C4S; Front-8x19-235/35;

Rear-11x19-305/30; Wheels-Clear coat blemishes but no curb rash; Tires-Michelin

Pilot Sports some life left, ok for track; \$800 or reasonable offer; Contact Paul at:

pvellacqua@comcast.net

**"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](mailto:wmzierden@aol.com)



**For Sale:** 1960 Mercedes Benz 220SE Cabriolet. 76,000 miles, Black/red. Totally rust free, 50 years in Las Vegas & Santa Fe. New top, new leather seats, recent black lacquer respray; even the radio works! Class winner 2015 MAW show. \$125k or reasonable offer; 45 pix available or view & drive in person. 603-343-7575



**For Sale:** NCR has a surplus Honda EU1000i generator for sale. cost \$800 new. Just changed the oil. Approximately 600 hours on it.

Located in New London, NH. All offers considered.

Ed  
603 526 6578

**FOR SALE: Miscellaneous Porsche Stuff:**

Official factory workshop manual in 10 binders for 993 series including two rare volumes covering Turbo; new condition.

Set of four Dunlop Grand Trek WT M3 255/50R19 M+S winter tires on 19 in Porsche wheels with Porsche center crest, TPMS sensors, service covers; used one season on 2008 Cayenne Turbo. Excellent condition.

21 in Cayenne Turbo wheel as used on 2008 Cayenne Turbo. Refinished by RimPro to repair minor scratches, in original Porsche box with RimPro paperwork. Looks new.

Four Ralph Boothe Design large black wheel center caps with Porsche factory hood emblem as crest. New old stock. Purchased for 993 Turbo S but will fit other models.

All priced to move. For details, photos, prices: email **to** [frboswell@gmail.com](mailto:frboswell@gmail.com).

**Seats for Sale:** These seats are from a 1987 Porsche 944 n/a. Driver seat is powered, passenger is not. Both seats are in very good condition. There is some slight separation at the front of the seats but that is it. The leather is in very good condition as these seats have been stored in a heated basement the last 10+ years. These were pulled from a car converted for club racing. \$500 or Best Offer: Contact Gary Wielgoszinski @ [garyw944@comcast.net](mailto:garyw944@comcast.net)



**For Sale:** 1984 Porsche 928S - rare 5 speed, collector quality, excellent condition, dark burgundy, on rare black leather interior with white leather door centers and seats. Owned since 1990, always garaged, no winters, no rain or track, 100% original, new C2 928GT 17 x 8.5 & 17 x 9.5 wheels. Paint, body, glass, door jams like new. Sun roof, all options, no accidents, no bodywork. New brakes/slotted rotors, new battery, fuel pump relay and Bosch alternator. Runs strong and sounds great. Approx 76k miles. These survivor 982S 5 speeds are going up in value, add this one to your collection. Asking \$13.9k please call 978.239.8789.



**For Sale:** 2002 Carrera 4 Silver/like new Black Power Top, 68,900 mi. Tiptronic transmission w/Manual Option & PSM. ABS brakes (like new) & IMS Bearing Upgrade, & a new Cruise Control system. Optional Bose Surround Sound, & GPS. Also includes: 4 Pirelli snows mounted on "Porsche wheels;" top down windscreen + 911 Car Cover. Mint condition, & excellent drive. Always garaged. Have maintenance records. Asking \$26,500. Jack Saunders, osaunders@myfairpoint.net, 603-536-4275.



**For Sale:** Dick Kruppa, a 50+ year PCA member, is selling off his lifetime collection of Porsche memorabilia. The collection includes many hundreds of items including, but not limited to: books, magazine articles including technical reports road tests and Porsche advertisements starting in 1952, workshop manuals, Panoramas since 1966, dealership sales literature for all models since 1965, Porsche model cars, annual calendars and coins. This is just a sample of his collection. Should you be interesting in learning what is available please email Dick at Zuffie88@yahoo.com or call 603-772-3387

## THE MART

Your For Sale Items here ... Be sure to send them in to: [northlander@ncr-pca.org](mailto:northlander@ncr-pca.org)

## Answers to the test on page 16

- 1 A you might have been thinking of Otto Mathe and Jean Behra, who both were missing body parts.
- 2 D From Ferry Porsche Cars Are My Life, p. 229.
- 3 B From Ferry Porsche Cars Are My Life, p. 210.
-

## AD INDEX

8	Andover Periodontics
14	Autowerkes Maine
36	Black River Design
8	Exotech
7	Exotic Car Club of America/James Smith
39	Green Mountain Performance
15	HMS
16	Kachel Motor Company
37	Precision Imports
8	Sports Car Services
37	Stuttgart Northeast
40	Thunks Reviews

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

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# NORTHLANDER

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April 2017

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