

NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 40 Number 6

July 2017



IN THIS ISSUE:

Autocross 2

Ice Cream Run

Le Mans 2017

And Much Much More...

SAVE THE DATE – AUGUST 6th 2017

North Country Region and Porsche of Stratham's Annual Car Show to benefit the Make-A-Wish Foundation of New Hampshire



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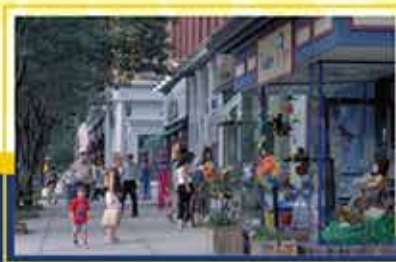


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Statement of Policy

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 1st of the month preceding the publication month. See page 38 for advertising rates.

Upcoming Events

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July 15	Porsches In The Park (see page 12)
July 23	Rally #3 (see page 15)
July 30	Autocross #3

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On the Cover

Timo Bernhard passes through the Porsche Curves for the last time at 3:00pm on Sunday June 18 to win Le Mans. The background in this photograph is a private group of Porsche fans ... the flurry of white is Porsche flags waving.

Photography by David Churcher.



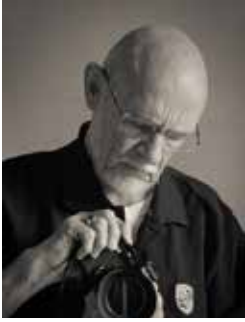
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Writing this July editorial begins with an outline written while I am still in France. Le Mans is now a couple of days behind me and still the thrill and the emotion of the race lingers.

My friend Olivier and I did Le Mans camping again but this year we were smarter and took a hotel for a night to break up the camping "fun" by sleeping on sheets after a shower. While in our hotel in Tours last Thursday I was able to log onto our NCR web site and see the photography coverage of Autocross made by Carmine Senatore and Andy Cooper. It was a quick look and I was pleased with what I saw. Today I had time to look through the whole collection. Carmine, Andy, super ... super ... job. Thank you. Please, please, consider doing this again. Your photos are excellent.

While I have been away doing my European thingy I also see the results of our *Northlander* survey. Again I am pleased with what I see ... thank you to all the *Northlander* enthusiasts who have taken the time to respond and give their candid opinions. The Board must now ponder the results and come up with a plan for *Northlander* 2018. This will be no mean task and we approach it carefully. You can be assured your editor will be looking to maintain a quality product.

So, now, back to my favorite topic of the moment: Le Mans. You saw it of course? You know the results? Can you imagine the feelings and emotions Olivier and I shared with the crowd at the course? It was incredible! We were at the Porsche Curves so we were surrounded by Porsche people ... on the opposite side of the track a group of "Porsche only" people had their private pavilion with a bar and TV so they had the word before us that Porsche #2 had taken the lead. The cheer went up and the Porsche flags were waving. There was no mistaking the message on our side of the track. The emotion around us was clear and while I claim (duh) not to show emotions like Europeans do I was moved to tears too. Le Mans can do that to you.

Inside this issue of *Northlander* I will have a page or two, or three, of photos from the event. I took a lot of photos ... over 3700. That happens when the Nikon motor is on

"high" and there is 24 hours of action. I plan to coordinate with our webmaster, Dick, and have a gallery of sorts so you can see more.

But it is not all about the cars. It is the people. Europe is full of beautiful cars, beautiful people, wonderful food and wine. And a *joie de vivre*. If you are a photographer this is paradise. It is no wonder Robert Frank and Henri Cartier-Bresson enjoyed the life here and recorded it. I read once, a long time ago, a piece by Peter Stackpole wherein he noted that every "serious" photographer will go through a Cartier-Bresson stage and an Ansel Adams stage. It's true. Certainly when I am in Europe I indulge in street, people, and food photography. So my article in this issue of *Northlander* will probably focus more on the people in Metz and Tours, and our experiences at Le Mans, than on the cars.

On our way back to Metz (eastern France) after Le Mans we stopped for dinner and reflected on the week of camping and the race. We were dirty and tired and unshaven and we stunk. And we were happy. Olivier was doing the driving ... all five hours of it. He also did the drive over, via Paris, and that was about seven hours. He asked me if I had enjoyed our third time at Le Mans and of course I replied with enthusiasm that indeed I had. He responded: we will do it again next year.

He's a good mate, mon ami, Olivier.



Mon ami: Olivier Koen.



Laura Futterer

New Members:

Marrtin Bourque
Webster NH – 2000 Boxster S

Nicholas Crego
Dover NH – 2001 911 Carrera 4

David Eiche
Denise Dumas
Hollis NH – 1996 911 Carrera 4

Richard Porter
Jericho VT - 1974 914

Scott Robertson
Plaistow NH – 1974 911S

Todd Sheffler
Concord NH – 2015 Cayman GTS

David Sundman
Littleton NH – 2017 Panamera 4S

July Member Anniversaries:

1 Year

Daniel Bakis
Merrimack NH – 2014 Boxster

Diane Burch
Rye Beach NH – 2000 911 Carrera

Malcolm Rutherford
Windham NH – 1999 911 Carrera

William Starner
Windham NH – 2004 911 Carrera 4

Travis Warren
Amherst NH – 2015 911 Targa 4

2 Year

Dennis Ayotte
Meredith NH – 2011 Boxster

Christian Barone
Stratham NH – 2004 911 Carrera

Paul Bellacqua
Paul Bellacqua
Kingston NH – 2007 911 Carrera 4S

Douglas Kay
Biddeford ME – 2011 Boxster S

John Nelson
Hampton NH – 1999 911 Carrera

5 Year

Michael Couch
Kittery ME – 2002 911 Carrera

Brian Gannon
Hooksett NH – 1986 944

Bill Haberlin
Camden ME – 2012 911 Carrera

Christopher Hegarty
Hooksett NH – 2001 Boxster

Karen MacIntyre
Ian Hunt
Hancock NH – 1983 911 SC

Leo Melanson
Karen Melanson
Newburyport MA – 2009 Cayenne

10 Year

Robert Kimball
Walpole NH – 1972 911S / 1999 Boxster

25 Year

Gregory Fontaine
Michael Fontaine
Rye NH – 2007 Boxster S

Albert Halle
Manchester NH – 1998 Boxster

30 Year

James Locke
N Locke
Gilmanton Iron Works NH – 2007 911 GT3 / 1983 944

Eric Nichols
Alison Watts
Newfields NH – 1967 912

40 Year

Allen Ward
Ann Ward
N Chatham MA

50 Year

David France
Arline France
Washington NH – 1967 911

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



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NCR – Make A Wish Day-Saturday August 19th!



NHMS Laps for Charity

Charity Laps (Touring Group) (Rain or Shine)

Experience the **excitement** of driving the 12-turn road course during a mid-day session **in your own car!** (At reduced speeds, with no passing) No helmets are needed, and passengers, including children, are allowed. (Note parental waiver requirements below) This is a great opportunity to drive "parade laps" at NHMS in your daily driver or Porsche! Participants may be PCA members OR non PCA members. Cars will go through a brief tech inspection for lights and basic safety features. You will be required to sign proper waivers.

Register and Tech Inspection 10:00 - 11:15am, Mandatory Driver's Meeting at 11:30am
On Track at approx 12:30pm. (Schedule on actual day of event may vary slightly)

Driver's Meeting - MANDATORY - August 19th, 2017 All drivers and passengers MUST attend a short Driver's Meeting. The Driver's Meeting will familiarize drivers with the track, the rules of the Parade Lap session, track terminology, safety flag definitions, and answer any and all questions.

Speeds not to exceed 60 MPH - or you will be asked to leave.-This will be enforced...see check box below

Check www.ncr-pca.org for updates and details on all these events.

REGISTRATION: Bring copy to the track on the day of the event !

Name _____ Add'l Drivers _____

Address _____

Phone (day) _____ Phone (evening) _____

PCA Region _____ PCA # _____ or, Guest of _____

Car Model _____ Year _____ Color _____

_____ Charity Laps Touring Group @ \$45.00 per car

_____ Long sleeve event Shirts @20.00 each – Size ___M ___L ___XL___ XXL___

_____ Donation only: \$_____ I read and understand the speed limitation: _____ initials here.

\$_____ Total Amount Enclosed (ALL Checks payable to NCR-PCA)

Bring a copy of this page and check (Payable to NCR-PCA) to the track. For any questions, contact Ivy Cowles, NCR Charity Chair, (603) 767-6461(cell) (603) 343-5258,day/work email charity@ncr-pca.org

Passengers under 18 ? BOTH parents/guardians must sign an additional waiver (We recommend to print and sign it prior to the event, and bring it along to registration) if both parents sign before event please have notarized.



Jeff Torrey - Just around the corner...

Presidents Message

Fathers day has just come and gone. The older I get it seems the more grateful I become. The kids are adults now and seem to like me more these days. Things are good with NCR. Auto-cross just had their second event of the season with 84 cars participating. The DE program is ramping up for our annual weekend of track time at Line Rock Park. I just had my car detailed today to get ready for our Spring Getaway weekend this Friday thru Sunday. We had a great response from our membership on the Northlander survey. Consensus is that people appreciate the newsletter, so the board will be working to find a way to fund it for next year. Summer is here, the weather is with us. It's a great time to get out and enjoy your Porsche.

Jeff



Judy Hendrickson **The Way It Was**

Photos by Doug Hendrickson with special thanks to Bill White for scanning the slides into digital format for publication and David Churcher for his digital enhancement. Thanks to www.racingsportscars.com for the information on results/drivers/cars for these photographs.

This month we venture back to the 1961 Nürburgring 1000 Kilometres race. Doug was a young airman stationed at Bitburg Air Base then and part of a Matador missile maintenance crew (an early version of a tactical nuclear cruise missile), although back then it was mostly referred to as a pilotless bomber. The "ring" was not a great distance from Bitburg and Doug found motor racing an interesting subject for his burgeoning photography hobby. I believe most of these photos were taken with a Kodak Retinette IIB with a fixed Schneider-Kreuznach Reomar 1:28/45mm lens shooting Kodachrome film.

If any of you also have old racing photos you'd like to share in this column, please don't hesitate to contact me (jh993@comcast.net). For publication purposes we need scans of slides or photos, preferably in TIFF format although we can work with jpeg files but they must be scanned at high resolution in order to do the clean up for publication where needed.

1961 Nürburgring 1000 Kilometres

Overall Winner:

Masten Gregory/Lloyd Casner	Maserati Tip 61	44 laps
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Best Porsche Finish & GT 2000 Winner:

Fritz Hahnl Jr/Helmuth Zick	Porsche 356B Carrera Abarth GT	43 Laps
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Sports 2000 Winner:

Herbert Linge/Sepp Greger/Stirling Moss/Graham Hill	Porsche 356B Carrera Speciale	43 Laps
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It must be noted that Porsche dominated the GT 2000 class taking First thru Sixth place! Also, Sterling Moss and Graham Hill joined the Sports 2000 winners after their Porsche 718 RS 60 had engine failure on lap 21. Sterling Moss had taken the pole for Sports 2000 class in the RS 60.

1961 PHOTOGRAPHS BY DOUG HENDRICKSON



Nürburgring Pits, before race start.

#21 Jo Bonnier/Dan Gurney, Porsche 718 RS 61, 2nd Sports 2000, 41 Laps



#3 Phil Hill/Wolfgang von Tripps, Ferrari Dino 246 SP, Before and after Accident/Fire, Lap 24.



#21 Porsche 718 RS 61 (Gurney/Bonnier), finished 2nd in Sports 2000 Class & 10th overall, about to be overtaken by #5 Ferrari 250 TRI/61 (Pedro & Ricardo Rodriguez), finished 2nd in Sports 3000 Class & 2nd overall.



#60 Ferrari 250 GT SWB (Willy Mairesse/Giancarlo Baghetti), finished 5th overall and 2nd in GT+ 2000 Class.



Porsches In The Park

Down East Region Porsche Club of America
Fundraiser to Benefit The Dempsey Center

Come and join us on Saturday, July 15th at Bug Light State Park from 11 AM to 2 PM, as over 100 Porsches will gather along the magnificent rocky coast of Maine in an all Porsche car show to benefit the Dempsey Center. The Dempsey Center provides free support services to anyone impacted by cancer.

There will be Porsches from all over the northeast with models ranging from the classic 1960's model 356, to the latest Porsche 911's, Panamera's, and SUV's. Air-cooled, water-cooled, rear-engine, front-engine and mid-engine. They'll all be there! This is the first time since 1986 that there has been an all-Porsche car show in Maine.

This will be car enthusiast heaven. Most people will never have the opportunity to see so many iconic cars in one place. And all money raised will go to the Dempsey Center. Food will be available for purchase from various food trucks and there will be opportunities to buy Porsche memorabilia as well as to talk cars with the people who own them.

The fee for exhibiting is \$20 per car if you register before June 30, and \$25 per car after July 1. To register, click here. <https://clubregistration.net/events/signUp.cfm/event/8354>.

This event is open for viewing by the public with a requested donation of \$5 per attendee. Children are welcome and those under 12 are free. Join us for what promises to be Maine's car community's most exciting car show of the summer. And all to benefit the Dempsey Center.



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

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Rally Corner

By The Rally Team

The inaugural event for the 2017 rally season kicked off on May 20. For a description and a sampling of photos, see below and the accompanying article in this issue of Northlander. By the time you read this, our Spring Getaway to the Catskills and Old Rhinebeck Aerodrome will have been completed as well. Look for a report in the August issue of Northlander.

On July 23 Rally Event #3 will take us on Porsche-friendly roads of west-central New Hampshire with a stop at the Saint-Gaudens National Historic Site, the New Hampshire home of famed sculptor Augustus Saint-Gaudens and display site for many second castings of his most famous pieces. A late lunch at the Harpoon Brewery at Artisans Village in Windsor, VT will complete the event. See NCR web site for details and RSVP button.

Event #4 — NH Notches and Waterfalls Tour — will take us from Lincoln, NH over the Kancamagus Highway, through Bear Notch, Pinkham Notch, and Evans Notch. Along the way, we will stop at Jackson Falls and Glenn Ellis Falls, ending with lunch at Two Black Dogs Country Pub in Fryeburg, ME. Watch NCR calendar and e-mails for more details.

Event #5 --- Fall Getaway --- will explore roads of the Rangeley and Mooselookmeguntic Lakes region of Maine. Our Getaway hotel is the Rangeley Inn & Tavern in Rangeley, ME, where a block of 15 discounted rooms is being held until August 1st. Make your telephone reservation (207-864-3341) and mention "North Country Porsche Club" to receive discount. Watch NCR calendar and e-mails for the RSVP button and more information as it becomes available.

All those who participate in PCA-sanctioned (and insured) driving events on public roads need to read the new PCA Minimum Driving Tour Standards for 2017. A copy can be found by going to the NCR web-site Home page > Activities > Rallies and Rambles. Immediately above the bold text "Upcoming Rally Events" find the text "Please review the Driving Tour Minimum Standards."

2017 NCR Rally Schedule

Rally #1	May 20, 2017	Roads of South-Central Vermont
Rally #2 / Spring Getaway	June 23-25	Catskill Mtns / Old Rhinebeck Aerodrome
Rally #3	July 23	Saint-Gaudens National Historic Site
Rally #4	August 26	NH Notches and Waterfalls Tour
Rally #5 / Fall Getaway	September 8-10	Rangeley & Mooselookmeguntic Lakes Region
Rally #6	October 21 (note change)	Planner's Choice (Maybe a Gimmick Rally?)

To defray expenses, we have instituted a \$5 per person charge for each event.



Photograph by Harv Ames



Photograph by Alan Kirby

2017 RALLY # 1

Text by Harv Ames _ Photographs by Alan Kirby



On the chilly, but sunny, morning of May 20, a total of 21 Porsches and 38 folks gathered in West Keene, NH. Two of our couples have been PCA members for MORE than 50 years!! What an honor to have them amongst us!

The rally muster location was a small mall with super parking area that allowed us to congregate without competing with “civilians”. With a Starbucks a few steps away, folks claimed some java to sip while downing Dunkin Donuts we brought as a bit of breakfast dessert.

We split into two groups of about equal size to keep our on-road footprint manageable and allow us to rotate through the stops en route without crowding out other folks. That worked pretty well, but about half way through we were, in essence, one 21-car line dance.

My wife, Doreen, and I led Group 1 while Brian Wells (with wife and capable navigator, Cathy Thomas) led Group 2. Rich Willey and his wife Marilyn (and Jeff Torrey) assumed sweep positions. After signing in (waivers, of course) and settled down for the “invocation”, Jeff gave us the Porsche Politeness Prayer and outlined our adventure for the day. Brian and I followed with information about the trail we would be on for the day – sort of a “head’s up” to expect a beautiful Spring Getaway along one of America’s storied natural byways.

Heading out of Keene on Route 9 west, we crossed the Connecticut River into Vermont at Brattleboro. A short stretch of Interstate Route 91 took us to Vermont’s Route 9 west. Soon we started to climb – a terrific, windy, uphill climb that topped out at Hogback Mountain, which, until it closed in 1986, was a ski area where you drove to the top and skied down into the valley. It was a memorable place—close, inexpensive—for some of my teenage skiing adventures.

From the summit we continued west, passing through tiny Marlboro, VT, where the even tinier Marlboro College, with just under 200 students, provides a tough, individualized liberal-arts education. Further along we skirted beautiful Molly Stark State Park, named after the activist wife of Revolutionary War hero and New Hampshire resident, General John Stark, who led the Battle of Bennington (Vermont) in 1777, precedent to our independence and the entry of Vermont into the Union as the 14th state in 1791. [Historic tidbit: New Hampshire was the first colony to adopt a constitution – even before our famous national constitution.]

Ours was a mountain, ski, and water-themed route. In Wilmington, VT, home to Haystack Mountain (privately owned by the Hermitage Club), we turned right onto Route 100 north, one of the prettiest drives in New England and on virtually



all “must-drive” lists! We were to skirt many more ski mountains. We followed numerous waterways on our journey, paralleling the North Branch of the Deerfield River as we passed east of Mt. Snow and the Green Mountain National Forest (for those who haven’t remembered – Vermont is French for, voila, Green Mountain!). The slopes of Stratton Mountain, Bromley, and Magic Mountain came into view.

Forests were glowing with multiple shades of new-green, a harbinger of full flowering of the forests in New England. It was hard keeping one’s eyes on the road—the drive was just so beautiful and we were just beginning!

We paralleled Dover Brook, which was running high due to weeks of rain preceding our trek. Approaching West Wardsboro, VT on Routes 100 and 30, we gained the West River on our right and crossed it here and there. We followed the West into Jamaica, VT, another terrific little town in a serene and peaceful valley.

Following 100/103 north, we transited Londonderry and came into Weston, wherein one finds the famous Vermont Country Store – the “original” one! Wished we could stop, but any stop there for less than an hour is, indeed, a transgression. Plan a visit to this monument to old timey goods and tastings that never end.

Beyond Weston, we reached bustling Ludlow, VT, the base for another great New England ski area – Okemo. We hung a right onto Route 103 east, to 131 east, along the Black River and the Hawk’s Mountain Wildlife Management Area, another pristine vista. Further on, approaching the Connecticut River once again, we passed Mt. Ascutney, one of the premier hang gliding venues in the U.S. The ski area here closed in 2010.

Over the Connecticut River again, the road ahead becoming NH Route 103 (the General John Stark Highway—remember him). We entered and transited Claremont, where an interesting Native American site, the Hunter Archaeological Site, has found 7 levels of evidence of human occupation going back into the 1300s. Native Americans in this wider area included: the Pennacook, the Western Abenaki, and several Algonquin tribes which migrated to the area as they were pushed out of areas to the south by colonists.

Continuing, we followed the Sugar River into Newport, NH where we settled in for a well-served, fun lunch at the Salt Hill Pub.

Thanks to Bill and Kathy White for route planning for this event, one which invites returns year-after-year.

AUTOCROSS # 2 June 11, 2017

By Joe Kraetsch

Photographs by Andy Cooper and Carmine Senatore

Autocross #2 on Sunday, June 11th was a huge success. We had 84 drivers and for the second time ever there were not any no-shows.

The weather was very hot HOT (93 °F) but very light cloud cover and a fair breeze made it more tolerable. We took 4 runs in the AM but did not finish until almost 1 PM. We took a short lunch break followed by another 3 runs in the afternoon.



Photographs on this page by Carmine Senatore



Photographs on this page by Andy Cooper

24 HEURES DU MANS 2017

By David Churcher



The race ... I won't bore you with it here. If you saw any news you will know Toyota had a tragic race but got one car (of three) into second LMP1 and eighth overall (after a disqualification of the first LMP2). Porsche had a tragic race then a miracle of sorts and got car #2 into the lead just about an hour before the finish ... and won. It is a 24 hour sprint. My story here will be more about my Le Mans experience with my friend and host Olivier. Jack Saunders and I were here in 2014 and Olivier provided the much needed guidance through the Le Mans experience. In 2015 I was back to see Porsche win. I missed 2016 due to some health issues. But 2017 has made up for the perceived loss of the 2016 experience.

This year Olivier and I planned to be better prepared than we were in 2015 and we would camp in a tent instead of sleeping in the car. We planned for Thursday night in a hotel so we could have a shower and sheets, and a meal, between our bouts of camping and eating from our cooler.

The adventures began as we shopped for a cooler we could plug into 220v AC and 12v DC. We bought a camp stretcher for Olivier and I voted for a blow up mattress and a pump. We had already stocked up on cans of fish, jars of various pâtés, granola bars, water, paper towels, toilet paper 12-pack ... and we were on the road. What could possibly go wrong?

Our language of choice is English because my French is pretty limited. However we used a lot of French in the first few days ... mostly two words: merde and voilà.

The prized cooler did not cool very fast on 12v as we drove for several hours from Metz to Le Mans. Merde. And we forgot the cold bricks. Merde encore. We found a 220v/12v pump to blow up the mattress. Voilà! But it needed several hours to charge its capacitors before use. Merde! We arrived at our Beausejour (Porsche Curves) camp site and set up camp. Olivier noted he had forgotten a flashlight. Merde. I had one in my kit. Voilà! But now to blow up that mattress ... Olivier said: "I



Friday evening and the pits are open.



A close up of the Toyota front suspension and drive.



Just before 3pm Saturday the French Airforce makes a flyover ... and then the flag drops.



It's not all about the LMP cars. The 911 RSR was fast and it made a distinct loud noise too.

will go and beg from our neighbors." He did ... he asked a couple nearby, in French, if they had a foot pump. They replied, in French, that yes they did. Conversation followed, in French, wherein we discovered our (my) rescuers were Scots!

And now to discover our environs. Where is the water, the toilet, a beer provider...? We had lucked out ... the spot we had been guided to by one of the teenage volunteers on a bike was 200m from the toilets / showers and the "pub / restaurant" was opposite. We were set.

I was never a good boy scout. Never could see the sense of leaving a house and a perfectly good bed just to go and sleep in a tent and fight bugs, cold, and humidity. And my wonky foot did not handle the getting in and out of the ground level tent very well. Olivier maintained the tent door so no blow-ins would get us. But the crawlies got to us. Yuk. Thursday night did not come fast enough for me. We drove 90km to Tours for a super meal. I was introduced to Chinon wine (the local red) and I indulged in more street photography. Also ... I was able to log on to NCR and see the photos of the Auto-cross by Andy Cooper and Carmine Senatore.

We had from Friday morning until Sunday night in the same socks and jeans ... no shower, stinky stinky toilets (toujours le siège chaud), 33 deg °C, 90% humidity, dust, sand, flies ... we lived on package food ... canned fish, granola bars, and warm pâtés and warm water. The pub near us had some real coffee and croissants which we enjoyed on occasion ... one night we had a "hamburger" (duh!) for dinner ... with a beer.

At the pub we met some really interesting people and chatted with them. A Brit couple have a son in Aus, they were in Hobart (Tasmania) a few months ago ... a very, very drunk French guy who has been to Le Mans 20 or so times chatted with us. A Danish gentleman asked me if he could have the chair Olivier had vacated for a few minutes. He had just walked



A quiet chat, and a beer, at the pub.



Toujours le siège chaud.



Breakfast is served ... warm pâtés.



Camp David et Olivier.

all the way back from Arnage. That is about 4km, and, it was bloody hot. Some sights were amazing ... ie: a super clean white Jaguar E-Type and also a super clean white Jaguar XK 120 ... how they kept those cars clean baffles me. The dust in the campground was extreme. They must have had many litres of water on hand.

Other sights ... oh, a guy wearing only a diaper (he was 60 years old I would guess) parading in the crowd ... some beautiful women, of course, one determined to bag a selfie with a Porsche behind her. Churcher getting out of his jeans between the car doors (modest, caring about neighbours of course) only to see a nearby couple in their nickers, and nickers and bra, washing up. C'est l'Europe.

Friday night the excitement was growing. Fireworks, Chinese lanterns floating up into the night sky, loud rock music, drunks, revving motors, Brits cheering for all right hand drives going by the pub. And by 1:00am we were in our tent. Race day was upon us.

I toddled off early to watch the warm up laps and just as it was at the night practice I was amazed at the speed of the LMP1 cars. If you use a 911 RSR as a reference the LMP cars are incredible. At 2:55pm the French Air Force made a flyby, we could hear the start from where we were at the Porsche Curves ... the cars go by ... and the next lap they are coming by at race speed. Oi oi oi.

You know how the race went. We heard Patrick Dempsey on Radio Le Mans say Hollywood would turn down a script of the race as being not believable. Truth has become more amazing than fantasy.

We broke camp about 3:30pm and headed off on our five hour drive to Metz. Unwashed, stinky, tired, and happy. What an experience.

Olivier says we will do it again next year.



Car Control Clinic

**Saturday, August 5, 2017,
10:00am - 3:00pm**

Saturday, August 5th North Country Region will hold a car control clinic on the parking lot of New Hampshire Motor Speedway from 10:00 AM - 3:00 PM with a noon pizza party hosted by NCR.

The Car Control Clinic (CCC) is a non-competitive event intended to allow drivers to experience the attributes of car control at and beyond the limit, in a safe and controlled environment. It helps drivers improve their driving skills while learning about car dynamics. The CCC serves a dual purpose in that it prepares students for Autocross and Driver Education events plus it teaches skills useful in everyday driving situations. The CCC is held in a large parking lot at New Hampshire Motor Speedway, using plastic cones, to provide a safe learning environment for these low-to-moderate-speed maneuvers.

This clinic is designed for all drivers, including ages 16 & 17, with a valid driver's license and parental consent (sorry, no driver permits). The intent of the clinic is to help drivers become safer and more confident through knowledge and experience.

The clinic will cover the following:

Lecture Topics

- Seating position
- Hand position
- Vision
- Mental preparation
- Car dynamics & theory
- Car maintenance check

Driving Exercises

- Skidpad
- Emergency Braking
- Slalom/Swerve Each student will get in-car instruction from an experienced NCR instructor.

The emphasis of this clinic is car control, not racing or competition. In that spirit, most car makes and models will be allowed to participate. No trucks, SUVs, (Cayennes and Macans excepted) or vans allowed. If you are uncertain, please email the event chair before the event. Their decision is final. The event is limited to 30 students.

Note: Car numbers are not required for this event.

Registration Procedure:

Registration is open at this time. The registration fee is \$75. Registration will be handled online via this link at the MotorsportReg Online Driving Event Registration website . If you do not have an account, you will need to create one. This single account will allow you to register for PCA and other car club events.

If you are between the ages of 16-18, please print out the the form, have parent and student sign it, and bring it the morning of the event. Without this form, you will not be allowed to drive and there will be no refund.

Event Chair: Dave Logan 781-367-3592



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Teachers and home schoolers love these reviews... a must have for your classroom!

Throw Off The Bow Lines

By Danielle Badler

Mark Twain said it best.

Twenty years from now you will be more disappointed by the things that you didn't do than by the ones you did do.

So throw off the bowlines.
Sail away from the safe harbor.
Catch the trade winds in your sails.
Explore.
Dream.
Discover.

Yes! And if you're a Porsche owner you're probably nodding sagely right now. Like me. But of course! Let's go!

Except for one minor issue. Uh, just how do you sail away in your P-car if it doesn't come equipped with water wings?

No problem! Turns out Porsche Design has been blowing wind into the sails of at least several bespoke boat manufacturers, for at least 10 years now.

You remember Porsche Design. Started by Butzi Porsche in 1972, when all family members were first banned from working for the automobile manufacturer. He up and founded what became an iconic design studio.

To quote their website today, "The Porsche Design Group ... is a majority-owned subsidiary of Porsche AG in Stuttgart. The activities of the company are concentrated on the company divisions Porsche Design, Porsche Design Driver's Selection and the Porsche Design Studio at Zell am See in Austria."

So there I was, rummaging on-line through various sites that relate in one way or another to our favorite marque. And what did I come across?

First was the Fearless Yachts by Porsche Design - Luxury Speed Boat. That's exactly the heading. For a 28 ft ... speedster? Runabout? Certainly not a roadster. I mean, there are no roads on the water. Anyway, this thing weighs, and I quote exactly, (approx.) 6,000 lbs. With a Deep V hull type. Standard power is 525 hp. Max power is 550 hp. This is good for a speed of 80+ mph, with a range of 164 miles on 90 gal of fuel.

The price? Oh, yes, the price. \$350,000. MSRP. And it's trailerable, so to speak. At least it's shown on a trailer.

Unfortunately, the site is from 2007. I tried but couldn't find any information more current on the Porsche Design - Luxury Speed Boat.

But I did come across the 40m Porsche Design RFF135 luxury catamaran "Superyacht." That's 135 feet of "over-the-top luxury spectacles with a helipad, sunken pool on the deck and a rear mounted Jacuzzi. Conceived as a spacecraft on the water, this ... yacht is particularly extraordinary in every detail. The interior is styled in a highly modern way and captures the dynamic contours of the hull."

And well it should, with a speed of 35 knots with 2 x MTU engines producing 3440kW of power at 2450 rpm, alongside two Rolls-Royce Kamewa 80S3 water jet propulsion units. The "superyacht" features exterior styling and interior design by Porsche Design.

And the price? If you have to ask ... ha ha, had to say that at least once. The quoted price, from the site, in 2011, is \$45,626,000.

continued on page 26 ...

Then I came across this year's model of Porsche-designed superyacht. I'm pleased to report that it will set you back far less. A mere \$13.2 million.

For that, you get the Dynamiq GTT 115. That's an aluminum hull that stretches 115 feet from bow to stern, with guest cabins for six and space for six crew members, a top speed of 21 knots, fuel capacity of 6,600 gallons, water capacity of 1,850 gallons and a range of 3,400 nautical miles at 10 knots.

But that's not all. Not by a long shot. This yacht is, according to its website, the first to feature a real, live on-line configurator. That's right. You can truly "make it yours" by customizing the design and features, in real time, with a few clicks of your mouse, before you buy.

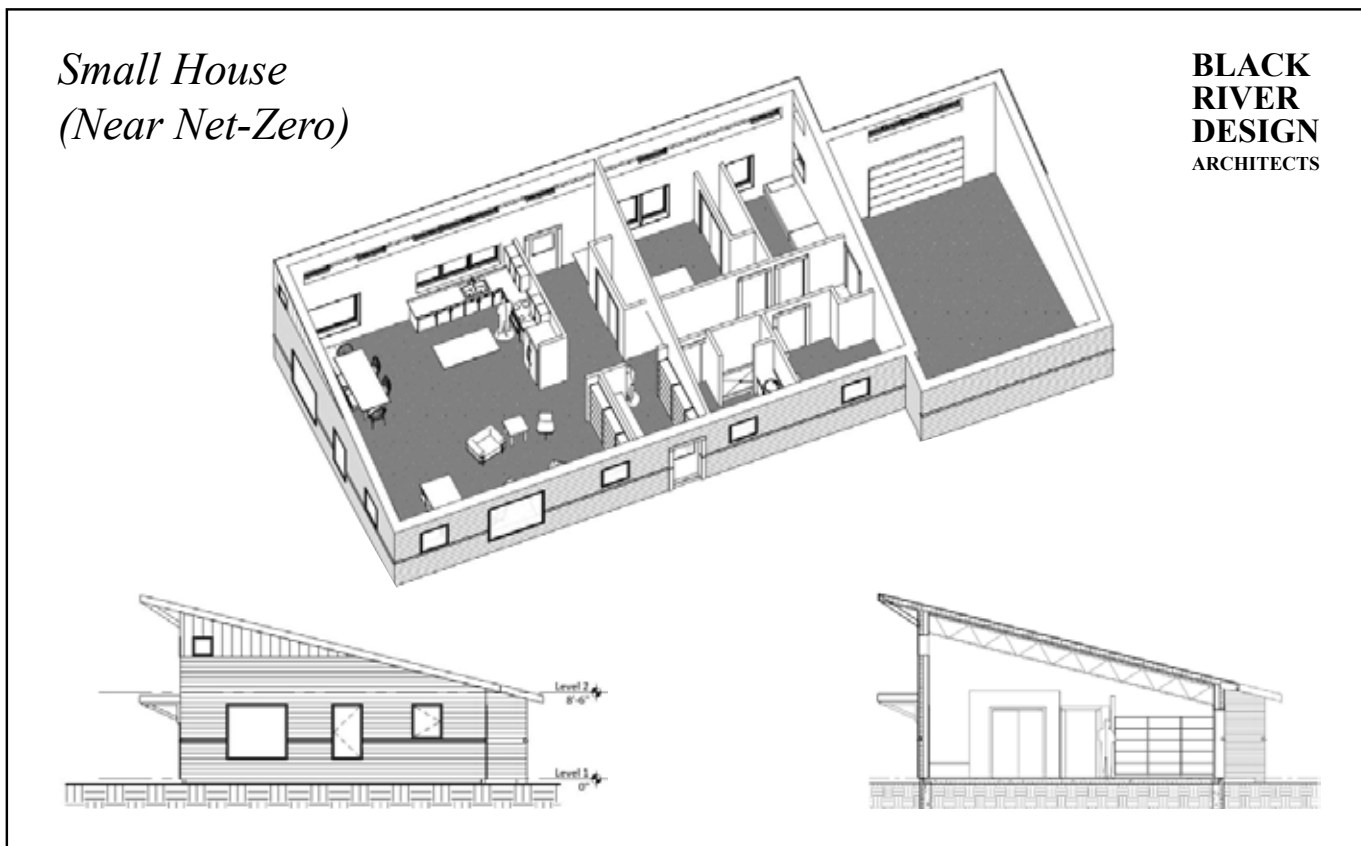
Care to play? Let's start with the "Sport Package." For \$278,000 you get "exterior elements in carbon fibre, hull in Rhodium Silver Metallic, skylights on hardtop, TRX trainer with mountings, technogym equipment" and a few other embellishments.

Or the "Minotti for Dynamiq" package. Another Euro 270,000 gets you, among other things, a "selection of loose furnishings and accessories from cult Italian brand Minotti and lamps from Tom Dixon and Flos...."

Or the stainless steel yacht name. For Euro 21,500, you get "backlighting stainless steel yacht name boards on both sides of the yacht." Or the B & W high-end audio system for Euro 39,000. Or the Panasonic bow camera for Euro 4,500. Or the Sundeck cinema and disco package for Euro 19,000. This one features two Samsung 75" TVs and a disco ball.

Why is it I have this image of some prospective buyer, who has spent hours custom fitting his latest toy, right down to just the right choice of four colors for "special laminated XIR glass with a natural clear appearance that allows a maximum 70% light transmission," for Euro 38,000. Does this person really walk into his dealer with a print-out of his configuration and say, here, build this for me?

Hey, while Twain set sail on the seven seas, it was F. Scott Fitzgerald who said the rich are different from you and me. And legend has it that Ernest Hemingway added, yes, because they have more money.



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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>

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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
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MART

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 \$25,500. Jack Saunders, osaunders@myfairpoint.net, 603-536-4275.



For Sale:

Miller Sidekick Mig welder ...110 volt, welds up to 1/8" steel.

Includes cart, torch, cables, gages, manual, wire and extra tips.

\$300

Ed

(603) 526-6578, ednan@tds.net



For Sale:

914 inner rocker panels R & L new in box \$125 each

914 rear stiffening kit 10 piece new \$100

914 factory shop manuals in original boxes, parts manual, lightly used, & some service bulletins \$500

set of 4 Chrome 911 alloy wheels 10x18 ET 65, 7.5x18 ET 50. \$600 Don't fit my Boxster or GT3 (will trade for early Boxster S 18" wheels in same condition)

Complete set of Pano's (I think) from 1960, some with binders. Will not break up set. Offers.

Many copies of Excellence, 356 Registry, and Christophorus available.

2003 Audi Allroad 121,000 miles. 2.7 TT, auto. needs battery, tires, air suspension work. runs, drives. A/C and Bose work. For parts or refurb. \$1000

Ed

(603) 526-6578, ednan@tds.net

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: Set of 4 20" OZ Leggera HLT in Bright Race Grey. Fits 981 Cayman or Boxster- Comes with Porsche and OZ Center Caps and ships in original boxes. No Valve Stems or TPMS. Fronts: 20" x 8.5" Offset 55mm 22lbs Rears: 20" x 10." Offset 45mm Used for one summer on my 981 Cayman that i have recently sold. Excellent condition, no curb rash, dents, etc.. \$1,550.00 Contact Tom at Tder@harman.com



For Sale: FVD Brombacher Speed Yellow Gauge Face Set for 987.1 Cayman with Manual Transmission. High quality aftermarket gauge face set made in Germany. Brand New-Never installed. Sold my 987.1 prior to mounting. \$350.00 Contact Tom at Tder@harman.com



For Sale: 18" Moda by BSS Wheel Set for 987 Cayman or Boxster. I purchased these used as part of a snow tire package. They don't have offset widths (front and Rear wheels are same). 18 x 8.5" ET54, hubcentric Good choice/value for Track or Snow Tire Set. I ran standard 18" snow tires with staggered sizes with no problem. \$400.00 Contact Tom @ Tder@harman.com

THE MART

Your For Sale Items here ... Be sure to send them in to: northlander@ncr-pca.org

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BTW



More from Le Mans 2017

L-R Fritz Enzinger, Vice President LMP1, Brendon Hartley (NZ), Ear Bamber (NZ), Timo Bernhard (Germany).

Photograph by Presse Porsche



Ice Cream Run

Following the Porsche of Stratham Le Mans viewing, about five NCR members headed north to Sugar and Ice Creamery in Barnstead. They were joined by other members, finally totaling 22. All enjoyed the fellowship.....and the ice cream! Nothing memorable or exciting happened, we just had a pleasant time.

Bill Meyer

NEXT MONTH

Spring Getaway

Rally #2

Lime Rock DE



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

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

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

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

My staff and I would be happy to go "the extra mile" with you.



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Volume 40 Number 6

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