

NORTHLANDER
NORTH COUNTRY REGION
PORSCHE CLUB OF AMERICA

Volume 42 -- Number 3
April 2019



IN THIS ISSUE:

AMELIA ISLAND CONCOURS 2019

iRacing ... NCR MAKES A BIG IMPRESSION

NOT JUST ANOTHER WOMAN DRIVER

PORSCHE AT SEBRING 2019

AND ... MUCH MORE



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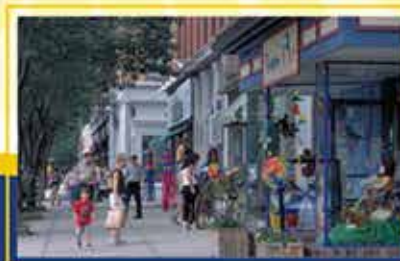


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The regular article and Advertising closing date for the Northlander is the 1st of the month preceding the publication month. See page 44 for advertising rates.

NORTHLANDER

NORTH COUNTRY REGION PORSCHE CLUB OF AMERICA

Volume 42 – Number 3

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Upcoming Events

Our first NCR event is Autocross 1, April 27

Departments

4	Board of Directors & Committee Chairs
5	Editor
6	Membership
8	President
38	The Mart
44	Advertisers Index

Features

- 10 Rally Corner
- 11 NCR Autocross
- 14 NCR Autocross
- 16 Amelia Island Concours 2019
- 20 Not Just Another Woman Driver
- 22 A Day At Canepa
- 26 Family Auto Museum Roadtrip
- 30 Rolling Passion
- 32 Porsche Formula E Roll Out
- 34 Porsche At Sebring 2019
- 37 A Letter To The Editor



11



16



20

On the Cover

Hank and Ivy Cowles attended the Amelia Island Concours and hosted several NCR members and friends. Amelia once again displayed some beautiful and some strange looking Porsches..

See more of the event and more Ivy and Hank photographs on page 16.

Photograph by Ivy Cowles.



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EDITOR'S DESK



It's April! It is spring!! And, we have NCR Autocross 1 just a couple of weeks away.

But where is the *Northlander* April Fool article? It's not here. Really? Really. I thought I would give it a rest even though where I come from (Australia) April Fool is given the same respect as any of the major holidays. In years past when my friend Tracey Levasseur and I shared editorial duties of *Northlander* I would concoct my rubbish stories and this would get me admonished by Tracey. I have found I can upset Superman and get away with it but not with Tracey :-). More the point though this year is I am reflecting on last year ... remember the electric Autocross car? ... I was driving along the M5 with a colleague who is a technical person and automobile enthusiast ... I had hooked him. I thought he was reversing the situation and getting me ... but no. We finally laughed together. But maybe Tracey is not wrong to admonish me.

This month Pam Mascetta has contributed another of her excellent NOT JUST ANOTHER WOMAN DRIVER articles. This time the subject is our Autocross colleague Rachel Baker. When Pam's copy and the photographs arrived on my desk at *Northlander* I was really taken by a couple of the photographs. But there was no credit line attached. Ah, but the metadata in the file led me to Perry Bennett. He is a friend of Rachel and I am envious of the black and white he took of Rachel. My daughter notes I am sometimes impressed as much by the photograph and photographer as I am by the subject. She is not wrong. Photographers do that :-)

And we have some excellent photographs of Amelia Island Concours from Ivy. The Amelia event is not just about the cars ... it is a annual social event at Hank and Ivy's house just up the road. I did not go this year and nor did I go to Sebring. Perhaps a good thing to miss Sebring as it was as wet as the Daytona event. Yuk. We have Porsche's coverage of Sebring in this issue of *Northlander*.

Mentioning photographers again. Last year I was chatting with Mark Ettinger at the MAW car show and Mark mentioned his visit to Canepa's collection in Scotts Valley, California. Mark suggested he could share his photographs and write a story so in March I asked him to do just that. Mark and I both retain most of our accent and we speak The Queen's English ... always a treat to chat with him and to see his excellent photography.

Luftgekült 6 is coming ... May 11, in Los Angeles. I believe I will be there. As I write here I am still trying to recover refunds from the airlines and the insurance from the trip Kelley and I lost. One airline does not refund but will allow you to keep the value for a year. Hmmm. OK ... so I have the perfect reason to go to Luftgekült 6 and to visit my mate Ray in San Diego too. It's not just the cars ... Ray and I will investigate some microbreweries and a bit of wine country. A full report will follow in the June *Northlander*.

cheers
David

MEMBERSHIP



Kristin Allen

New Members

Welcome to the North Country region! We can't wait to see you at an event!

Polly Comeau, Ossipee, NH – 2005 Boxster

Christopher Dong & Jodie Dong, North Hampton, NH – 2015 911 Carrera S Cabriolet

Bill Bedor & Tina Bedor, Littleton, NH – 2019 Cayenne

Slim Bryant, Center Conway, NH – 1989 944

April Member Anniversaries

1 Year

Stephen Bobin, Cornish, NH – 2016 Boxster

Linda Girouard, Hudson, NH – 2015 Cayman S

Chris Hamilton & Rebecca Hamilton, Gilsum, NH – 2000 Boxster S

Thanasi Iordanou, Portsmouth, NH – 2006 911 Carrera S

Thomas Kiley, North Hampton, NH – 1992 911 America Roadster

Mark McCauley, Greenland, NH – 2001 Boxster S

Elliot More & Jaimee Walters, Deerfield, NH – 2006 911 Carrera S

Matthijs van der Meer, Hanover, NH – 1999 911 Carrera

Steve Wallace, Rochester, NH – 2006 911 Carrera 4S

2 Years

Joseph T Byrne, Alton Bay, NH – 2006 Cayenne Turbo S

Michael Gagnon, Amherst, NH – 2012 911 Carrera S Cabriolet

Scott MacNevin, Hampton, NH – 2017 718 Boxster

JP Peguri, Auburn, NH – 2004 911 Carrera Cabriolet

Erik Petersen, Madison, NH – 2006 911 Carrera S

Kevin Simmons, Dover, NH – 1983 911 SC

5 Years

Jonathan W. Herndon, Freedom, NH – 1972 914

Nicholas Ilyadis, Merrimack, NH – 2007 911 Carrera

Michael M. McLaughlin, Bedford, NH – 1988 911 Carrera

Richard L. Walker, Meredith, NH – 2001 Boxster S

10 Years

Charles Bruce Franks & Meg Franks, Hanover, NH – 2010 Cayman S

Dennis Schindler & Elizabeth Schindler, Rutland, VT – 2000 Boxster S

15 Years

Rick D. Christofferson & Ann Christofferson, Sugar Hill, NH – 1983 911 SC

20 Years

Allan MacGillivray & Brian Springman, Mont Vernon, NH – 1983 911 SC

Douglas McIninch & Nancy Mcininch, Bedford, NH – 1993 911 RS America

30 Years

Jim Hamblin & Carrie Hamblin, Franconia, NH – 1989 911 Turbo

32 Years

Michael D. Dingman & Elizabeth Dingman, Hampton, NH – 1988 911 Turbo

40 Years

William Rienecke & Josh Rienecke, Middlesex, VT – 1962 356

52 Years!

Jon Grosjean & Beth Grosjean, Hancock, NH – 1991 911 Carrera 2

Are you a new member? Please write a brief bio and take a photograph of your Porsche ... send them to Kristin (Membership) or to David (Editor) and Northlander will publish the material so your fellow members will get to know you.

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

PRESIDENT



Bill Hutchens

As we turn the clocks forward and the angle of the sun changes I can feel Porsche season coming. Long cold New England winters make the inevitable warming ever so welcome.

I am ever so excited to get the cars out of storage, install the batteries that have been patiently waiting on the trickle chargers and fire up those flat sixes.

This year will be our best ever ... I tell myself every year ... and believe it every year ... but it's true ... it will be!

We have such an awesome line up of events to look forward to ...Tours, DE's (my favorite) Autocross, and such great fun sharing our enthusiasm and comradery.

I have been pondering something a lot recently. The push toward electrification has captured my imagination. The new Porsche Taycan looks like such an awesome vehicle and from what I have read is the future. The next generation Macan will be all electric ... and VW group, in no small part due to the diesel settlement in the US, is planning on an electric future. I have never driven a Tesla and have resisted the impulse to order a model 3 performance all wheel drive version with zero to 60 in 3.2 seconds ... there seems to be something wrong ... have you watched the Formula E races? All you can hear is the squealing of the tires ... no roaring engines wailing at full song down the straights ... I worry that the new world of sports cars will lack the tactical senses that are such a big part of the draw ... at least for me and I think I speak for others....you can hear and feel the engine ... you are so much more part of the machinery ... seems to me electric cars lack that sensory appeal ... I hope I am wrong for the sake of the sport and the enthusiasts ...

Time will tell ... maybe the fact that they are so fast will overcome ... or we could play the sound track of Porsche sport exhaust through the stereo!

Should be an interesting few years ... a big transformation to the electrification of the fleet and autonomous driving.

Maybe internal combustion engines will be relegated to off road only ... eg: track use some day. If the greenies have their way, could be. I don't think I am ready to give up my 911 just yet ... if ever.

It is always sad when an NCR family member passes away. Although I didn't know George personally his commitment to the club and enthusiasm exemplifies the dedication and spirit we all should aspire to. Rest In Peace George.

William Hutchens

President



NCR member George Burnet passed away in December 2018

“George was a regular on the rally/tour scene and was always willing to lend a hand with photos, taking lead driver positions, and otherwise supporting events. He helped out at the MAW car show and supported Charity Laps where he loved driving the ever-enthusiastic Make-A-Wish kids. We will miss him.”

Bill White
NCR Rally Chair

The photographs above of George photographing at NCR events are by Bill White (top photo) and Harv Ames (lower photo).



Memories of a great rally season in 2018. Photo collage of Alan Kirby's photographs by Bill White.

RALLY CORNER

By The Rally Team

The first event for the 2019 rally and tour season will be a May Meander starting in Bedford, NH on May 19, taking us over scenic New Hampshire roads to lunch just over the border in Bellows Falls, Vermont, then back again to almost complete a loop. This event will include an after-lunch opportunity to view from a distance The Bellows Falls Petroglyph Site. Registration is now open. See the NCR website calendar or MotorsportReg.

Our three-day Spring Get-A-Way Weekend takes us to northern Vermont, with our base of operations in the pleasant town of St Albans. Lodging will be at the Hampton Inn where a block of 15 discounted rooms is being held until April 31. Friday evening features an opportunity to reunite with friends at a social hour and Welcome Dinner. After Saturday morning sign-in, waivers, and Drivers Meetings, we depart to drive over hill and dale on lightly traveled roads with rest, lunch, and Maple Creemee stops. Weather permitting, we will drive through Smuggler's Notch. Saturday evening includes a social hour and Group Dinner. Registration is now open. See the NCR website calendar or MotorsportReg.

Watch this space and the NCR website calendar for revisions and updated information.

Please make your voice heard. Come join the fun. Contribute to the fun. Contact Rally@NCR-PCA.ORG.

NCR Rally/Tour Program for 2019 Season

Event No.	Date(s) [Alternate Date(s)]	Description
1	5/19	May Meander to Bellows Falls, Vermont
2	5/31 – 6/2	Spring Get-A-Way Weekend to St Albans and Northern Vermont
3	7/13 [7/20]	TBD
4	8/18	Gimmick
5	9/20 – 9/22 [9/27 – 9/29]	Fall Get-A-Way Weekend
6	10/26 – 10/27	Whiskey & More Tour (Overnight Stay Required)

NCR AUTOCROSS

By Joe Kraetsch

Editor's note:

Northlander received an email from Elizabeth Jolly describing the exciting simulation racing sponsored by PCA and describing the efforts of our NCR Autocross driver Jeremy Mazzariello. Elizabeth's email is on the following page along with a response from Jeremy.

Jim Hemig is **Marketing Director** at PCA and has passed us a copy of the latest PCA posting. Check out the PCA site and check out the races. Simulator racing has come a long way since I looked at it a few years ago.

From Jim Hemig PCA

Elliot Skeer of San Diego Region took first place at the PCA Sim Racing Series race at Circuit of the Americas, followed by Billy Smith, II of Maverick Region in second, and Michael Polasek of Northern New Jersey Region in third. Congratulations to the podium finishers!

Round Two of the highly-competitive PCA Sim Racing Series provided another exciting duel that lasted to the checkered flag. If you missed the race, watch it below, or click here for the direct link to YouTube

Smith led from pole position, but was pressured by Skeer with both exchanging the lead in an exciting duel to the checkered flag. Skeer held on for the win in a close finish. After the race, Skeer said, "The race was one of the best battles I've had on iRacing in a long time! I had to pull out all the stops to come out with the result, I was mentally drained at the finish but it was absolutely worth it!"

With two races in the history books, the dynamic PCA Sim Racing Series now moves to Lime Rock Park for Round Three with a live broadcast Friday, March 15, 2019 at 9:15pm EDT. The 45-minute race will feature professional broadcasters adding excitement to the racing action. Watch the live broadcast below or click here for the direct link to YouTube

This is the first officially sanctioned PCA National simulation racing series with 30 Porsche Club of America members racing door-to-door with fellow PCA members. Each of the eight consecutive weekly races will be live on YouTube. Championship standings and additional information can be found on www.PCASimRacing.org.

From Joe Kraetsch

Jeremy is an avid and skilled Autocrosser. He joined PCA in 2007 when he bought his first Porsche (a new Cayman). In 2009, Jeremy transferred to North Country Region and has participated in virtually every NCR Autocross since (I think he missed 2 events in the last 10 years) as well as most Northeast Region Autocrosses and a handful of Autocrosses with other clubs. In 2015 he sold his Cayman and purchased a Cayman R which is still his autocross ride. Jeremy started using iRacing in 2017.

In 2014, Jeremy stepped up and assumed the responsibilities of NCR Autocross Registrar. He has done a phenomenal job in this role. As registrar, Jeremy is a valued member of the core Autocross team. As an autocross participant, he has been very successful. Jeremy is generally one of the top 5 finishers at any event. Jeremy has won several NCR Season Class Championships including three in the last four years. Last year Jeremy finished 4th in our new Champions class that pits previous class champions against each other. Jeremy has also won many NER Season Class Championships.

Other NCR awards include Worker of the Year in 2014. In 2011, we were compelled to issue Jeremy a special "Fastest Loser" award. Jeremy finished 2nd in his class at every NCR autocross that year but still finished in the top 5 drivers overall for each of those events. In the past 10 years, Jeremy entered the annual PCA Zone 1 Autocross 8 times and won 8 first place trophies. Quite Impressive.



The above graphic is a rendering of Jeremy's number 25 Porsche. The renders are extremely realistic for the driver and for the audience who watch a race on YouTube.

Email from Elizabeth Jolly

Hey all! I'm letting you all know that one of our members is "famous!"

Jeremy Mazzariello was selected as one of the Porsche Club Members to compete in the first officially sanctioned Porsche Club of America National iRacing.com simulation racing series. Each driver races the 911 GT3 Cup Car for the 8 week series.

Jeremy and other PCA members had to submit an application and iRacing videos to PCA and from those entries PCA selected the top 64 to compete in this new series. If you sim race you know this is not an easy task and is an honor to be chosen.

There are 6 races remaining, this past Friday at COTA, Jeremy was in the top 20 drivers. During the broadcast they featured his name and spoke about NCR.

The series is broadcasted live (with commentary) on the YouTube iRacing ESports Network on Friday evening around 9:00 pm. The race is for about 45 min. You can get more information and watch re-plays of the last two races at pcasimracing.org

If you haven't watched an iRacing live event, you need to check it out. At COTA, the race winner came down to the last lap with multiple lead changes and nail biting excitement.

The schedule is as follows:

March 15 - Lime Rock

March 22- Watkins Glen

March 29 - Laguna Seca

April 5- Road America

April 12 - Summit Point

April 19 - Daytona

It was such a thrill watching the race and cheering for Jeremy, I needed to share this with everyone and hope you can help get the word out to show Jeremy group support!

Elizabeth

And a response from Jeremy

Thank you all for your support. So far I have entered each race expecting to crash (or be crashed) out of the race in the first 5 laps. Only the top 30 qualifiers make the broadcast race. Qualifying in the broadcast race and then finishing has been more than I hoped for. I'm attaching a screen grab from YouTube with the NCR logo.

I am excited to see where the PCA is taking this. I am hoping it expands further and reaches a lot more members. For all the details, results and race videos, you can go to www.pcasimracing.org.

Jeremy



Jeremy behind the wheel of his 911.



DRIVERS ED

By The Drivers Ed Team

Notes from your Drivers Education group

First off, I need to make a correction to last month's "new developments" article in the Northlander. The 3-day event sponsored by NER and supported by NCR will be having its car control clinic and taste of the track on Saturday May 25th **NOT** Friday the 24th at the nearby Thompson Motor Speedway. This "Novice day" will be an excellent chance for those of you who may have always wanted to drive on a real race track or just test the limits of your Porsche in a safe and controlled environment. There will be driving exercises in the morning and a chance to drive on the track with an instructor later in the day.

So now that the snow is finally starting to recede and the days are getting longer, we can start thinking about getting on the track. The late day sunlight due to the semi-annual clock adjustment has a motivational effect on me and that is a good thing as I have two track cars, a lovely 993 cabrio and two endurance-race cars (the last two are owned by the five-man Jamaican Bacon team) to get ready for the upcoming track season. This is a great time to flush your brake fluid, check your brake pads and rotors and maybe even put a coat of wax on your baby.

Registration is now open for all our events and I encourage you to look at the schedule and if any of those dates and events look good to you sign up now so you don't get put on a waiting list if the event fills up. Our policy is **NOT** to charge your credit card until six weeks before the event so sign up early and come join the fun.

You can get much more information and register for events on our website: www.ncr-pca.org and under "activities" click on drivers education. There is a wealth of information for you to browse through that should answer most of your questions. But if not, please contact us and we will get you the information you need. The schedule is shown on the adjacent page.

See you on the grid!

Dennis Mascetta

Co-Track Chair NCR-PCA

2019 Drivers Education Schedule

Four Events – Eight Days

Monday and Tuesday

July 22nd & 23rd

Lime Rock Park



Thursday August 1st

**New Hampshire
Motor Speedway**



Friday, Saturday and Sunday

September 6th – 8th

Club Motorsports



Saturday and Sunday

October 19th & 20th

Club Motorsports

Registration is open <https://ncr-pca.motorsportreg.com/>

CU on the track!

Amelia Island Concours 2019

By Ivy Cowles and Hank Cowles



NCR Snowbirds relaxing the evening before the big event on the man-deck. From the back: Mike Gratton, Hank Cowles, and Jim Gratton. iPhone photo by Ivy Cowles.



Ivy and Jerry Charlup off to the Eight Flags Tour at sunrise in Jerry's '57 Carrera Speedster. Photo taken from the man-deck as they were leaving the house [Chez Cheese] . Photo by Frank Catapano.

Amelia Island: the northernmost of the Florida chain of barrier Islands, Amelia is known for its wonderful low country feeling of roads canopied by Spanish moss-draped live oaks, beautiful beaches, great restaurants, and of course the annual gathering of car enthusiasts at the Amelia Island Concours d'Elegance.

The Island was originally settled by antecedents of the Timucuan Indians 4000 years ago. First Europeans to claim title to the land were French Huguenots in 1562, the Spanish three years later, then the British. In 1813 the Island was occupied by an independent insurgent group of Americans called the 'Patriots of Amelia Island', who held Amelia for a single day before raising the American flag, The US claim was short lived, and in 1817 a group led by a Scot claimed the Island under the Green Cross of Florida. Pirate Luis Aury took control of Amelia for the Republic of Mexico a few years later, but shortly thereafter was driven off by US navy gunboats. Confederate sympathizers took control in January 1861, but were forced to evacuate in March of 1862. Amelia is the only spot on US soil occupied as often by different entities, and has affectionately adopted the name 'Isle of Eight Flags'.

This year, Ivy was fortunate to participate in 'The Eight Flags Tour', a caravan of about 50 cars selected from Concours participants that make stops at historic spots on the Island, followed by display on the streets of antebellum downtown Fernandina Beach. Connecticut Valley Region member Jerry Charlup and his wife Deborah had entrusted their 1957 Carrera 4-cam Speedster to our care previously in 2013, and again this year, and Jerry asked Ivy if she would like to ride shotgun with him on the tour. What a thrill! Of course she accepted! Jerry arrived at our house at about 7:00AM Friday morning to pick up the Speedster – and Ivy – to head to the Ritz Carlton for driver's meeting and prep for tour departure and a first



Top two photographs are Jerry Charlup's Carrera Speedster ... it has a four cam engine. Lower photographs are piece of artsy photography by Hank and a slightly customized 356. The editor asks (once again) ... is that a Porsche color?

stop at Huguenot Park. That left me with family friend Frank Catapano and NCR's Mike Gratton, both of whom had arrived at our house Thursday afternoon, to fend for ourselves. Mike had plans to show his Amazon Green 964 at The PCA Werks Reunion that morning (Biff was travelling), so Frank and I headed to T-Ray's gas station for breakfast (a must stop on Amelia!), toured downtown Fernandina Beach, and headed to Fort Clinch State Park for the tour arrival.

The fort, located at the mouth of the Amelia River, and overlooking Cumberland Sound, was started during the Confederate occupancy, using local bricks, but abandoned to US forces in 1862. The Union was unwilling to use the local materials, and bricks to finish the fort were shipped in from the north, giving an interesting stratified look to the ramparts.

After chatting with Jerry and Ivy, and snapping photos of the cars on display at the Fort, Frank and I headed downtown to await the tour's conclusion, retrieve Ivy and head back to the house. Shortly thereafter, Mike returned from the Werks, now with brother Jim in tow. Jerry returned from the tour, and it was wash-and-vacuum concours prep time for Jerry's Speedster and our 1974 Land Rover 109 Series III, which we were bringing to the show field for Saturday's informal 'Cars & Coffee'. Prep complete, we said goodbye to Jerry and retired to the second-floor balcony for conversation, cocktails and to compare notes from the day's adventures.

Off again bright and early Saturday in the Rover, we were directed to the line of Jags, Rolls, Triumphs, MG's and Aston Martins along the first fairway of the Golf Club of Amelia Island. Ivy had purchased a near-life-sized stuffed lion, which we perched on the roof, and the Rover became a big hit with all the kids at the show. I remained with the Rover, answering questions, chatting with other Series owners, while Mike, Jim, Frank and Ivy walked the three fairways lined with over 400 display vehicles, including over 40 Porsches.



A 356B on the Porsche display, the Oates outlaw, a modified 911 ... and the Cowles' "Landy" with a lion on top.

Sunday morning dawned bright and beautiful, with temperatures forecast to be into the 80's as the five of us, now joined by third Gratton brother Steve and wife Ann, walked to the Ritz for the week's premier event, the Concours d'Elegance. As always, the showfield was spectacular, with crowds of car enthusiasts numbering in excess of 30,000 viewing the 300+ vehicles on display. The Concours has always had racecars as a principal theme, and this year's 24th Concours featured Porsche's 962, with Honoree Jackie Ickx, six time Le Mans winner and eight times World F1 Champion. Also honored was the collection of rock legend John Oates (of Hall and Oates), whose display included an outlaw 356 and a 917 Pink Pig liveried Porsche tractor.

If you have not had the opportunity to take in the Amelia Island Concours d'Elegance, Ivy and I both strongly recommend this special event be added to your bucket list. The week-long activities include seminars, new and exotic vehicle test drives, opportunity to ride with Hurley Haywood on the Fernandina Beach airport circuit, the RM/Sotheby's auction, and culminating in the Concours d'Elegance. The next Amelia Island Concours will be held March 12-15, 2020 at the Ritz-Carlton, Amelia Island and The Golf Club of Amelia Island. For the Amelia's full events schedule, including Saturday's Cars & Coffee at the Concours and Sunday's premier Amelia Island Concours d'Elegance visit www.ameliaconcours.org. The show's Foundation has donated in excess of \$3.5 million to Community Hospice and Palliative Care, Spina Bifida of Jacksonville, and other First Coast charities.

Editor's note: The text you have just read is comprised of an outline written by Ivy and then expanded into this 900 word article by Hank. The photographs are a compilation from Ivy's iPhone, Sony, and Hank's Nikon D800. A true coöperative and team effort.

Not Just Another Woman Driver

By Pam Mascetta



Photograph of Rachel on this page by Perry Bennett www.perrybennett.com. Page 19 photographs by David Churcher

Rachel Baker

Don't let those flowery hats and sundresses, or her flute, fool you ... Rachel Baker is at heart a driven and accomplished competitor. Her motorsport of choice and passion is Autocross. Some people may attribute her speed to her distinctive attire, :-)) but her success is more likely the result of her talent and 10 years of racing.

Rachel started out in 2009 with her brand new BMW 135i. A friend with a similar car suggested she try autocross, and thus it began. As time went on, she accepted generous offers of fellow SCCA members to co-drive several cars which lead her to success at National Championships. In 2015, she purchased a Porsche 987.1 Cayman S, and she competed with it as well. In the past 10 years she has run with BMW, NCR, NER, Renegade Miata and SCCA. Rachel currently serves on the Board of Directors for BMW CCA Boston Chapter and is also Chief of Novices for our SCCA region.

Rachel and her friend Heidi Ellison have created an initiative called “#Driving Forward Together” which you can learn more about on its website and Facebook page. Their purpose is to encourage and support women who may want to step out of the Ladies Class to compete in Open Events with the men – for some a daunting prospect, but for others an exciting challenge! #DFT is listed on the SCCA website as a sponsor of contingency. They award T-shirts, and in some cases \$100, to top PAXing females competing in various SCCA National Open events.

This past season, Rachel competed in National Open events and achieved some notable successes:

- 2nd Place in SS - Ft. Myers ProSolo (991 GT3)
- 1st Place in BS - NJ ProSolo (987.1 Cayman S)
- 1st Place in BS - Finger Lakes Tour (987.1 Cayman S)
- 2nd Place in BS – Spring Nationals Tour and ProSolo (987.1 Cayman S)
- 1st Place in BS Oscoda ProSolo (987.1 Cayman S)
- Awarded 2018 NCR PCA Grand Champion for Autocross

I would be remiss if I didn't mention that Miss Rachel Baker is also an accomplished flutist. When she is not driving, she repairs custom flutes for a living and according to reviews is excellent at it!





A Day at Canepa

By Mark Ettinger

Canepa in Scotts Valley, California is something of a pilgrimage for me. If you're into cars and racing, especially if you are into Porsches, you could do a lot worse than spending a day at Canepa.

Many car enthusiasts are used to seeing their ads in every issue of Autoweek. They typically have a very large inventory of cars, with a particular emphasis on Porsches. Every kind of Porsche. Canepa is located about 60 miles from San Francisco International Airport. If you're in the heart of Silicon Valley, you can take a relatively short (30-mile), and very windy, trip up Rt 17 to Scotts Valley as you travel over the mountains towards Santa Cruz. It is beautiful country to say the least.

In 1985 Bruce Canepa started Bruce Canepa Motorsports. In 2006, he opened a stunning 70,000 square foot facility in Scotts Valley. His world-class facility includes a showroom, complete on-premise restoration facility, custom vehicle design shop, and a dedicated Motorsport Museum. Bruce and his expert team have worked on everything from the very first production Duesenberg to the 1973 Can Am winning Porsche 917/30.

I've been fortunate to visit the Porsche Museum in Zuffenhausen, and the Mercedes Museum nearby in Stuttgart. I've been to, what at the time was, the world's largest collection of Formula One cars at Donington Park in the UK. But, if I really want to see an amazing collection of over the top cars, I go to Canepa. Why, because it has that intangible "cool" factor. The collection is always changing, and I would recommend visiting their website at <https://canepa.com/> if you are planning a visit and are interested in something specific.

Would you like to see the very first of 37 RSR's ever built, they have it. How about a McLaren P1 GTR that is one of a kind? Yep, they've got that too. Gullwings, Shelby's, Ferrari's from Daytona's to GTO's. How about the big dog racecars? Yep. 962C's, 917K's, Kremer K8 Spyder's, lots of IMSA GTP cars that many of us have seen driven in anger at Lime Rock Park every summer several decades ago. Pure glory and bliss.



Photograph on page 22: a 1969 917K. It won the 24 hours of Daytona in 1970 and was driven by Brian Redman, Pedro Rodriguez, and Leo Kinnunen.

Photograph on page 23: a Porsche 917/10.

Bruce is a longtime racer and it's in his blood. He started with go-karts and super-modifieds and graduated to IMSA and Trans Am. Many of our readers may have seen him hot shoeing one of his favorite Porsche's around Laguna Seca for the Monterey races. They always have a strong presence there and at the Rennsport Reunion and the list goes on. Bruce and his team support dozens of privateers in Historic cars from the 50's to the 80's.

His philosophy is to "sell the highest-quality collectible cars" including Porsche, Mercedes, Shelby, Ferrari, race cars and too many others to count. They pursue only the "top 10% of collector cars in the world, based on quality". His facility is open to the public and there is no charge to see these amazing cars.

They are a very personable group of employees and have been kind enough to take me "behind the rope" to see the shop and restoration facilities on more than one occasion. It is a jaw-dropping experience. Eye candy is everywhere. Bruce takes a hands-on approach with every vehicle, from the initial shakedown drive to the final inspection. It shows. Yes, they have almost all collectible and racecar types on display, but make no mistake, there is a strong leaning towards the Porsche camp.

If you ever find yourself in the Bay Area, why not take the short drive to see some truly mouth-watering cars that you may not see anywhere else. I give it two thumbs up.

Mark Ettinger
Mark Ettinger Photography



Photograph above:

A 1985 Porsche 962c. The photograph at left is part of the fabulous display.

Photographs on page 25:

A 1995 Kremer Spyder that won Le Mans in 1995, 1996 and 1998.

The Canepa shop and collection is in Scotts Valley California just south of San Jose.



Family Auto Museum Roadtrip

By Stephen and Kristin Allen

Kristin:

The family roadtrip a few weekends ago had the Audrain Auto Museum in Newport, R.I. as our destination. Their website talked of a Porsche-themed display so we hopped in the car and headed down. Curiously, while in nearby Portsmouth, R.I. we were surprised to drive right by the “Newport Car Museum” and made a note of it.

Apparently, the Audrain museum’s relatively small displays (about 20 vehicles) are on about a 3-month rotation and the Porsches were gone. Their current exhibition “Horseless to Horsepower: Gilded and Golden Age Automobiles” was still fantastic, however. I enjoyed the art-deco design features of a 1935 Chrysler Airflow and the 1936 Bugatti Type 57 Ventoux. Steve enjoyed seeing a real Duesenberg (1923 Model A Sport touring) up close.

Steve:

My favorite was the 1911 Fiat Tippo 6. A 75 HP 4 speed manual that sported an Indian riding a snail for a hood ornament and a horn in the shape of a giant snake ... mostly made from copper and brass. The car was raced at two Vanderbilt cup races and the Eagle Rock hill climb. Very cool...

Kristin:

It didn’t take long to go through the exhibition, so we headed back up to the Newport Auto Museum. The personal collection of one individual, the facility is clean, open, huge (70,000 sq. feet) and immaculate. The vehicles are nicely spaced amongst mid-century modern furnishings and art.

Their collection is organized into Mopar, American Muscle, Ford/Shelby, Fin Cars, Corvette, and World Cars.

Checking out the Porsches in World Car, I was chastised for photographing the “cheapest” car in the collection—a Viper Green 2016 911 Targa 4S. I got a kick out of the color-matched, ultra-modern design bench sitting nearby. Furniture to match your car. Go figure.

The Porsche collection also included a 1979 930 Turbo Porsche “Widowmaker”, a 2011 Porsche 911 Turbo S, and joining the other hybrids in the central charging-area display was a 2015 918 Spyder.

Talking to the staff, we heard the owner recently acquired a 356 to round out the display. We later saw a dusty white tub (1956 356a Speedster) peeking out from a storage area—not yet detailed and ready to join the others.

Mason enjoyed the Countach (1989), a 1965 Ford GT40 recreation that was used in the *Fast and the Furious* movie; and he enjoyed the 1965 Ford Shelby 427 SC. After checking out the cars he headed over to a room full of about 8 driving simulators.

Steve:

The Newport Car Museum is a must see for car nuts. A good variety of late model super cars such as the 1993 Jaguar XJ220 and the 1989 Lamborghini Countach. And many cars of the 50’s including one car I had never heard of: A 1954 Kaiser Darrin 161. The doors slid into the front fenders for ease of getting in and out. In short, the trip was very cool and informative and I would recommend a visit to these two museums of automotive greatness.



Top four photographs by Kristin — a Viper Green 911 with a matching modern piece of furniture.
Lower two photographs by Stephen — a 1989 Lambo Countach.



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ROLLING PASSION

By Danielle Badler

So, how are you with car magazines? I started with Road & Track and Car and Driver in '63, '64. They were my entrée to the great big car world outside my quaint suburban enclave. Magic places far across the sea, like Monaco, Spa, the Nurburgring. One could dream, and so I did. Every month.

But I've cut back some in recent years. First, because a lot of the car reviews I used to covet in the buff books I now get delivered to me for free, on-line. Also, because the content just gets too repetitive. I mean, how do you differentiate your new car unveil/review from the competition when the competition was one car up on the same ride-drive intro?

I still get Excellence, of course. But I used to consume the Brit magazines devoted to Porsche as well. Now I confine my Brit Porsche reading to my occasional visits to Barnes & Noble, where I can thumb through by leaning against the magazine stand, as long as my feet hold up. And then put it back on the rack. My rule of thumb, so to speak, is to buy a magazine, but only under one condition. That I'm also buying something else. Like ... a book. And the mag is usually Classic Porsche.

But I do indulge every month in one Brit car mag, Octane. I subscribe. I love the content. The scope. Is it a throw-back? Yeah, well, sort of, I guess. But it's more than that. I mean, after all, they review watches. Books. Each issue they update the reader on what's new with each editor's fleet ... cars they actually own. And they have the best for-sale ads on the planet. An original Blower Bentley. F-40. DB-5. Soft window Targa. C-Type. 330 GTS. Alfa GTZ.

And, occasionally, there's a real surprise inside. Like the latest issue. The one that features a Lambo Countach "Periscopica" on the cover. In glorious purple. When I ripped open the shrink wrap, out came an insert called "Octane Great Escapes – Your guide to motoring adventure."

And that's where it got really interesting. They profile a firm called "Great Escape Cars" that rents classics to ... people like you and me. For an hour, a day, a week, a month, a whatever. They're based in the South of France. Of course.

I really like the founder's approach. In an interview, Graham Eason says, "... an old-car equivalent of Hertz or Avis is a poor response to what customers actually want. So, I offer classic driving experiences rather than classic car hire. Driving an old car is a special experience, but the longer you spend in one, if you don't drive one regularly, the more its foibles become apparent ... so (our experiences) are built around the idea that the first 60 minutes in a classic car are the most thrilling. It's affordable, too"

Exactly. For years, when people have asked me how often I drive my '78 911 SC and I tell them less than 1,000 mi/yr, they've looked at me cross-eyed. And when I've explained that this pattern keeps things fresh, that each time I get in it's like a new experience, they've tended to gaze skyward and step back quickly.

But I make no apologies. And neither does Mr. Eason. What's the secret to building a good fleet? "Passion," he says. "You have to buy cars that you love, or you will end up hating them."

And reliability? Eason states "Reliability-wise, top of the tree is everything that is air-cooled followed by everything that is German. You learn that some reputations are undeserved. E-types don't overheat when they are well-maintained. German cars do rust. Italian cars can drive big mileages, and so on. Our Lamborghini Jalpa, which has the reputation of being rather temperamental, and which has never been restored, just keeps driving and driving...."

Eason adds "... it takes a car a couple of years to become reliable enough to continue on the fleet. Being home-built is not a recipe for reliability – the worst two cars I've had were Cobra kits. They were popular, too, which made things worse."

The biggest mileage in a single day? "At the very beginning of our company, I delivered our Lotus Seven to Nice airport. The renters arrived complete with helmets. The next day they called me from Lisbon in Portugal to tell me they had arrived and that the car was fantastic."

How did he get started? "A friend borrowed Linda's and my Lotus Seven S2 for his wedding anniversary and had a fantastic time, but still wouldn't buy a classic afterwards. He said, 'We don't have space to park it, time to take care of it and the knowledge, but it was a great experience to have it for a weekend.' That was the moment."

Customer favorites? "We are based on the French Riviera so glamour is all. E-types, Mercedes 190 SL, Rolls-Royce Corniche Convertible, Jaguar XK120, Alfa Romeo Spider Giulietta – all go down well."

Gee, am I hearing exhaust notes? Or is it beginning to sound an awful lot like the car ads in the back of the regular Octane magazine? Only better. Because you get to actually drive the car, on real roads, in the real world ... until the new wears off and you begin to feel like you're just driving a car. And when that happens, you get to give it back and walk away. Or rent another interesting steed for an hour, a day ... and give that back too.

Sounds like a winning formula to me. As another ex-pat Brit, Graham Parker, was wont to say, "Passion is no ordinary word." And neither is Octane. Or Graham Eason.

BTW



Mason Rapke is enjoying some simulation driving at Newport Car Museum. But, oh dear ... that's a Ferrari!
Photograph by Kristin Allen.



Neel Jani completes successful rollout for Porsche Formula E

Text and photographs by Presse Porsche

Porsche works driver Neel Jani (Switzerland) completed the first kilometres in the new Formula E car at Porsche's testing ground in Weissach yesterday, thereby reaching an important milestone en route to the works entry in the ABB FIA Formula E Championship for Season 6 (2019/20). The first drive with the newly developed fully electric Porsche powertrain passed without incident. It provided valuable findings, which will help the motorsport engineers prepare the car for the first Formula E race in the course of intense testing over the next few months.

Quotes on the rollout

Fritz Enzinger (Vice President Porsche Motorsport): "The newly developed Porsche power-train for Formula E completed its baptism of fire. It is an important day for everyone involved in this project. Many thanks to everyone who has poured their heart and soul into the construction of the powertrain and car in recent months and made this successful rollout possible. We still have a lot of work to do on the road to our works entry in Formula E, but an important initial step has been taken. Now we will be fully focussed as we continue to work on familiarising ourselves with the particular challenges of Formula E."

Neel Jani (Porsche works driver): "I am very proud to have been behind the wheel the first time our Formula E racing car was driven. Being allowed to drive the rollout is not only a great honour, it is also very exciting. We're breaking new ground. It was a fantastic feeling for me. Everyone in the team feels it: The project is really gaining momentum now. We didn't push it to the limit during the rollout, but the powertrain and the car made a very good first impression overall. I can't wait to get back to testing."

Amiel Lindesay (Team Manager): "We know that we will face very tough competition in Formula E, which to some extent has more experience than we. This makes it even more important for us that we have taken the next step in development with the rollout. With each additional test, we will gain new insights and optimise the performance of the car."

Malte Huneke (Technical Project Leader): "The development of a Formula E car fully streamlined for efficiency and lightweight construction is a great challenge for our team of engineers. Seeing the car in action for the first time gave us goose bumps. Compared with production development, the demands in terms of efficiency and weight of the powertrain in Formula E are on a very different level. Now we will approach the limit one step at a time. This will be essential to make it in Formula E."



Porsche At Sebring 2019

Text and photographs by Presse Porsche



Victory at Sebring: Porsche GT Team further extends world championship lead

Scoring a win at the 1,000-mile race in Sebring (USA), Porsche has increased its lead in the Sports Car World Endurance Championship (WEC). Gianmaria Bruni (Italy) and Richard Lietz (Austria) finished round six of the WEC in Florida in first place with the No. 91 Porsche 911 RSR. Their works driver colleagues, Kévin Estre (France) and Michael Christensen (Denmark), achieved fifth place in the ca. 510-hp sports car from Weissach. After the sixth of this season's eight races, the duo in the No. 92 car holds a clear championship lead. In the manufacturer's classification, Porsche has succeeded in further extending its top position. In the GTE-Am class, the Dempsey Proton Racing squad notched up its second straight win.

The Sebring race, which was capped at eight hours, on the 6.02-kilometre circuit ran without incident over long stretches for Bruni and Lietz. Thanks to flawless drives, good tactics and perfect teamwork, the No. 91 Porsche 911 RSR was running in second place. When rain set in about 25 minutes before the finish, making an additional pit stop necessary, the Manthey-Racing factory crew did a perfect job and ensured that the car driven by Bruni and Lietz moved into the lead. With this, the winning driver squad have improved their ranking in the championship and moved up to second place. Their world-championship-leading teammates experienced a race of mixed fortunes. Estre was unable to defend his pole position after the start, collided with an opponent in the ensuing chase and was thrown far down the field by a stop-and-go penalty. The few overtaking manoeuvres possible on this infamously bumpy track hampered him from catching the leading pack. Rain in the closing phase did not change this situation.

In the GTE-Am category, the Dempsey Proton Racing team celebrated another win. Porsche Young Professional Matt Campbell (Australia), Porsche Junior Julien Andlauer (France) and Christian Ried (Germany) were rewarded for their consistent and flawless drive with first place. The Porsche customer team Project 1 with works drivers Jörg Bergmeister (Germany), the American Patrick Lindsey and Egidio Perfetti (Norway) secured third place at the Sebring race to defend



their position in the overall classification. Gulf Racing with Porsche Junior Thomas Preining (Austria) and the two British racing drivers Ben Barker and Michael Wainwright achieved fourth. The No. 88 car fielded by Dempsey Proton Racing driven by Porsche Young Professional Matteo Cairoli (Italy) and his compatriots Giorgio Roda and Gianluca Roda concluded the race in seventh place.

Comments on the race

Fritz Enzinger (Vice President Motorsport): "I'm totally delighted. After clinching pole position in both the WEC and IMSA and now winning the first of two races in Sebring, and in such difficult conditions in the closing stages – you don't get it better than this. I'm also very proud of our customer teams who did brilliantly in the GTE-Am class. Now we face the IMSA twelve-hour race, which we also take up from pole position. It can continue exactly as it has been."

Pascal Zurlinden (Director GT Factory Motorsport): "What a perfect day. First pole position in both series, now victory at the 1,000-mile race – it doesn't get better than this. At the last pit stop in the rain, our team did an immaculate tyre change and, with the better strategy, managed to make up more than five seconds over the previously leading BMW. Congratulations to the mechanics – they made this victory possible. A one-two result would also have been possible today. Unfortunately a penalty threw our number 92 car down the field. Still, we've extended our lead in the world championship and we're extremely pleased."

Gianmaria Bruni (Porsche 911 RSR #91): "It's a fantastic result for us drivers and for Porsche. The way the team managed to catapult us to the front at the last pit stop was simply sensational. This shows just how special our crew is. The fact that we were able to win the 1,000-mile race at the return of the WEC to Sebring is incredible. For me personally it's even more special: it's the first time I've won a race for Porsche. That means so much to me."

Richard Lietz (Porsche 911 RSR #91): “The rain at the end was a blessing. Gimmi managed to keep the car steady on the wet track, and the team worked at lightning speed. That was the decisive factor in the race. Everything ran perfectly for us. I’m totally over the moon with my first win of this season.”

Kévin Estre (Porsche 911 RSR #92): “What a huge race. Our car was really strong, but unfortunately we didn’t get ahead because of an incident. I was locked in a fight with an Aston Martin and had the better line out of the corner and wanted to go for it. I touched him slightly and he spun – my mistake. The penalty cost us a possible victory and many points. It’s not the end of the world, but it’s still a shame.”

Michael Christensen (Porsche 911 RSR #92): “Congratulations to Gimmi and Richie on their victory. Obviously I would have liked to stand at the top of the podium, but you can’t always win. The situation still looks good for us in the series. We travel to Spa as the leaders of the world championship.”

Jörg Bergmeister (Porsche 911 RSR #56): “We’ve cut our loses – very successfully. By scoring third place we’ve defended our lead in the championship and that was our main goal. Our car was strong in the race, although the balance was off due to a collision that wasn’t our fault. We made the best out of these circumstances.”

Matt Campbell (Porsche 911 RSR #77): “The conditions were really tricky towards the end, but we still managed to bring home the victory. I’m really relieved because things can quickly go wrong in the rain. At the end of the day it’s a perfect result and a banner day for Porsche. To win at Bathurst and Sebring within just six weeks is truly amazing.”

Thomas Preining (Porsche 911 RSR #86): “What a turbulent race. Our car was fast and fantastic. I’m a little torn, because on one hand I was really fast in my last stint and overtook two competitors. But on the other hand my decision to come in to the pits was too late. That again cost us a bit. A podium result would definitely have been possible.”

Matteo Cairoli (Porsche 911 RSR #88): “I had a lot of fun driving and our Porsche 911 RSR handled the circuit beautifully. However, we didn’t really make the most out of our opportunities and that’s a pity. More would have been possible. I hope that things go better at the next race.”

Race result

GTE-Pro class

1. Lietz/Bruni (A/I), Porsche 911 RSR, 226 laps
2. Tomczyk/Catsburg/Sims (D/NL/GB), BMW M8 GTE, 226 laps
3. Priaulx/Tincknell/Bomarito (GB/GB/USA), Ford GT, 225 laps
5. Christensen/Estre (DK/F), Porsche 911 RSR, 225 laps

GTE-Am class

1. Ried/Andlauer/Campbell (D/F/AUS), Porsche 911 RSR, 221 laps
 2. Flohr/Castellacci/Fisichella (CH/I/I), Ferrari 488 GTE, 221 laps
 3. Bergmeister/Lindsey/Perfetti (D/USA/N), Porsche 911 RSR, 221 laps
 4. Wainwright/Barker/Preining (GB/GB/A), Porsche 911 RSR, 221 laps
 7. Roda/Roda/Cairoli (I/I/I), Porsche 911 RSR, 219 laps
-

A Letter To The Editor

from Martin Bourque

To: Editor of Northlander **From:** Martin Bourque

Re: D. Badler's article: What's Old Is New Again

As is typical, when the latest Northlander arrived, I devoured it from cover to cover. While doing so, I was delighted to find in the article "What's Old is New Again", the statement, "One year, we did the Blue Ridge Boxster Summit". That brought memories of the BRBS of 2000. Ms. Badler didn't specify a year of attendance but I think it must have been a few years later. In 2000, if my memory serves me, we had about 50 cars, including a few 911s. We were all active followers of the PPBB (Porsche Pete's Boxster Board) and as such considered ourselves a bit of an outlaw car club. This 'devil may care' attitude showed up at the BRBS as a handful of drivers got ticketed. That's probably why I never went to another one, we were becoming a bit too well known to the local authorities. In any case, I have enclosed a couple of pictures for you. One of the event's swag and one of the group's photo. Memories of those great times are partially why, today, I belong to NCR. Thank you.

P.S. I have owned 3 Porsches and my current ride is a 2000 Boxster S with a 3.6 engine from Flat Six Innovations. It also has a glass rear window and I think 12,000 miles on a set of rear tires is a generous estimate.

See www.brbs.org for current info about the BRBS and a bit of its history.



MART

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Contact: Dan
Exeter Motor Works, Exeter, NH

THE MART

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



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www.GreenMountainPerformance.com

Passionate about Performance, that best describes Green Mountain Performance. Established in 1995, they have been at their current location for over 11 years, in the heart of central Vermont on Route 4 in Mendon. They are the place to go for the best in general service, repairs and performance modifications for your cherished rides. Their new facility has allowed them to expand service to accommodate the specialized tools & diagnostic capabilities to provide accurate repairs on today's complex vehicles with their many on board computer systems.

After 30 years of show winning, trophy grabbing, solid performing and attention getting vehicles, they have built a small but dedicated staff of craftsmen & suppliers to provide the utmost in satisfaction for their clients. They can now proudly say that they can accurately provide dealer level service on all German marques, predominantly Porsche, with a bevy of state-of-the-art diagnostic equipment & personalized service unmatched in their area. Their ASE certified technicians are not just nine to five, they live this stuff-from the streets to the track.

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28	Autowerkes Maine
41	Black River Design
1	Days Inn Greater Barrington MA
28	Exotech
43	Green Mountain Performance
29	HMS
29	Kachel Motor Company
36	OCD Residential Cleaning
38	Precision Imports
39	Sports Car Services
38	Stuttgart Northeast
36	Thunks Reviews
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BTW

Want to see some really cool car photos?

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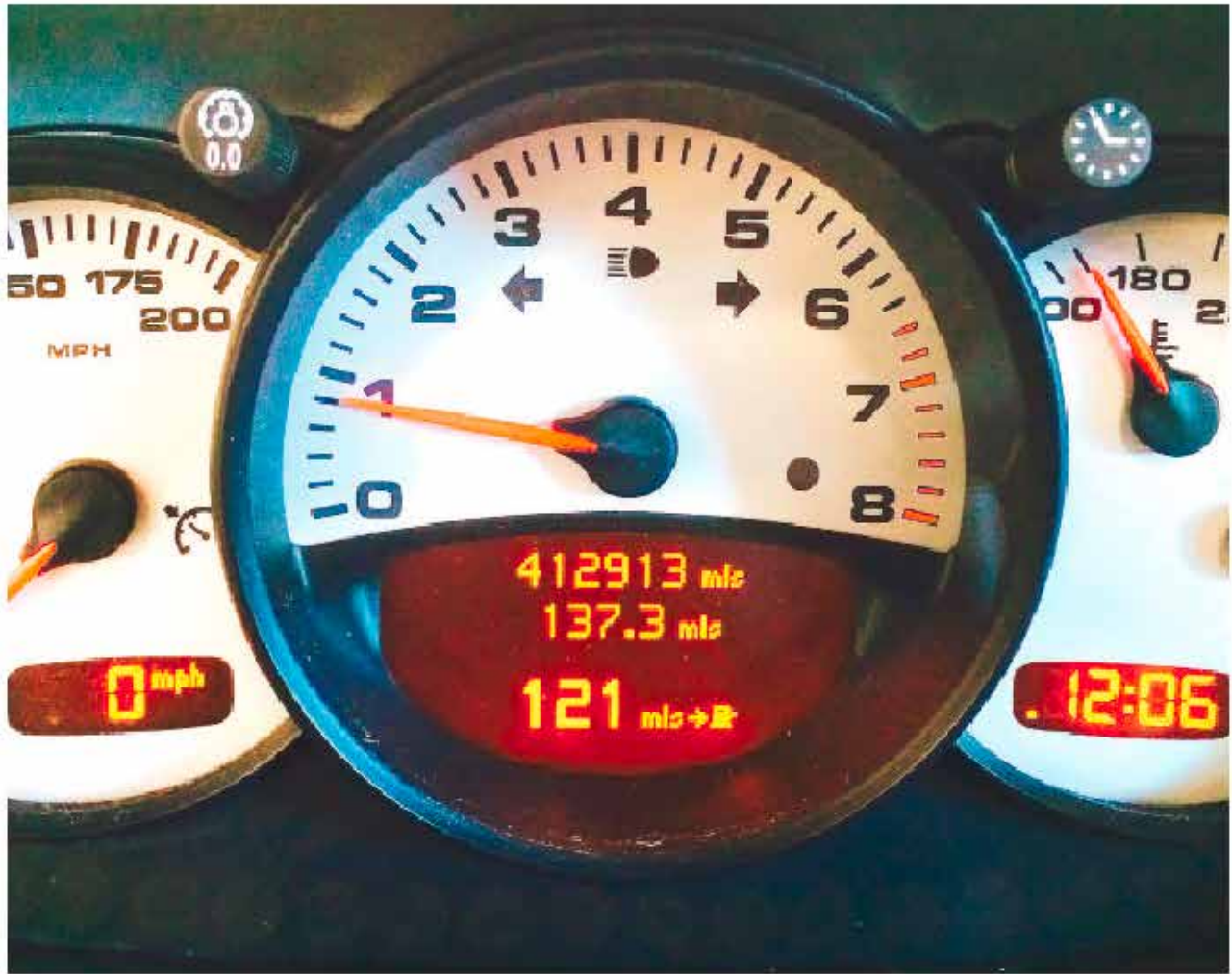
It's Time for #Luft6

As always, details on venue and schedule will drop first via our mailing list as the show date draws closer.



NEXT MONTH

NCR Autocross #1



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.



508-651-1316



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Volume 42 — Number 3
April 2019



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