

# **NORTHLANDER**

**NORTH COUNTRY REGION  
PORSCHE CLUB OF AMERICA**

Volume 42 — Number 10

November — December 2019

**BARTONSVILLE  
2012  
VERMONT**

**BRIDGE  
LOAD  
LIMIT  
8 TONS**

## **IN THIS ISSUE:**

**NCR AUTOCROSS 6; LOAVES AND FISHES**

**DE AT CLUB MOTORSPORTS; SPRING IS A LONG TIME COMING**

**NCR RALLY 6**

**NCR ANNUAL BANQUET 2019**

**NOT JUST ANOTHER WOMAN DRIVER**

**PORSCHE 992 UNVEIL**

**DRIVEN TO AMERICA 3**

**RICH BARNES; CARRIAGE TRIMMER**



# PANORAMA WEALTH

## STRATEGIES

**Erik M Potts CFP®, RICP®, CLTC**

20 B Hampton Road | Exeter, NH 03833

Tel: (603) 658-1800 | Fax: (603) 218-7003

[epotts@panoramawealthstrategies.com](mailto:epotts@panoramawealthstrategies.com)

[www.panoramawealthstrategies.com](http://www.panoramawealthstrategies.com)



**Don't Keep Us a Secret!**

***Voted a 2012, 2013, 2014, 2015, 2016 and 2017 Five Star Wealth Manager by Five Star Professional***

To receive the Five Star Wealth Manager award, individuals must satisfy a series of eligibility and evaluation criteria associated with wealth managers who provide services to clients. Recipients are identified through research conducted by industry peers and firms. Third party rankings and recognitions from rating services or publications are not indicative of past or future investment performance. For more information, go to [www.fivestarprofessional.com](http://www.fivestarprofessional.com).

Advisory Services through Cambridge Investment Research Advisors, Inc., and financial planning through Panorama Wealth Strategies, both Registered Investment Advisors. Securities offered through Registered Representatives of Cambridge Investment Research, Inc., a broker-dealer, member FINRA/SIPC. Panorama Wealth Strategies and Cambridge are not affiliated.



## We have the secret to eternal youth. He works in service.

Unrivaled service of vintage Porsche vehicles can be found in only one place. Porsche Nashua has certified technicians with training and knowledge of over 50,000 classic parts, to give your car the attention and experience it has earned. Porsche. There is no substitute.

**Entrust your car to the experts  
at Porsche Nashua.**

**Porsche Nashua**  
170 Main Dunstable Rd.  
(603) 595-1707  
[www.PorscheNashua.com](http://www.PorscheNashua.com)

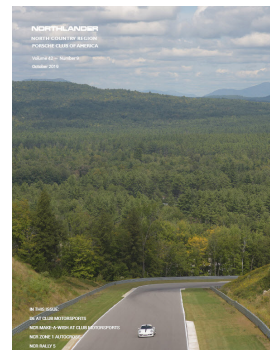
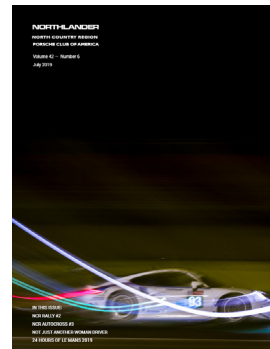
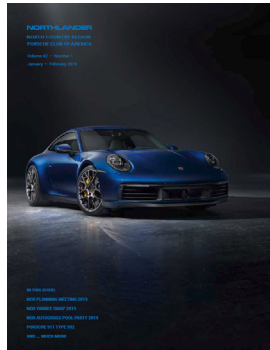
©2018 Porsche Cars North America, Inc. Porsche recommends seat belt usage and observance of traffic laws at all times.  
European model shown. Some options may not be available in the U.S.



**PORSCHE**

# NORTHLANDER

## 2020



Write your check for \$15, memo it "Northlander 2020" and pop it in an envelope addressed as shown below. Please get it to Kristin before December 1<sup>st</sup> and save us all that last minute holiday rush.

**Kristin Allen - Northlander**  
58 Edgewood Drive  
Hampton NH 03842

<http://www.berkshiremarriot.com>

**FAIRFIELD**  
INN & SUITES®  
Marriott

**Only Award-Winning  
Marriott in the Berkshires**



**Call for Corporate & Group Rates 413-644-3200**  
Route 7, 249 Stockbridge Road, Great Barrington, MA



Just 8 miles south of Stockbridge  
**20% DISCOUNT FOR NCR MEMBERS**

- ◆ All brand new Simmons pillow top beds
- ◆ All new bedding with duvet comforters
- ◆ Complimentary continental breakfast
- ◆ Free high speed wireless internet
- ◆ Walking distance to restaurants, shops & theaters



**372 Main Street, Route 7, Great Barrington, MA**  
**413-528-3150 | BerkshireDaysInn.com**



### Editor

David Churcher

[northlander@ncr-pca.org](mailto:northlander@ncr-pca.org)

### Proof Reader

Nancy Broadhead

[northlander@ncr-pca.org](mailto:northlander@ncr-pca.org)

### Advertising

Hank Cowles

[advertising@ncr-pca.org](mailto:advertising@ncr-pca.org)

### Website

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

### Statement of Policy

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

The regular article and Advertising closing date for the Northlander is the 1<sup>st</sup> of the month preceding the publication month. See page 54 for advertising rates.

## NORTHLANDER

### NORTH COUNTRY REGION PORSCHE CLUB OF AMERICA

Volume 42 – Number 10

November - December 2019

### Upcoming Events

2019 is all done. Keep an eye on the web site for information for the Planning Meeting, the Pool Party, and the Yankee Swap.

### Departments

<b>6</b>	Board of Directors & Committee Chairs
<b>7</b>	Editor
<b>8</b>	Membership
<b>11</b>	President's Message
<b>54</b>	Advertisers Index

## Features

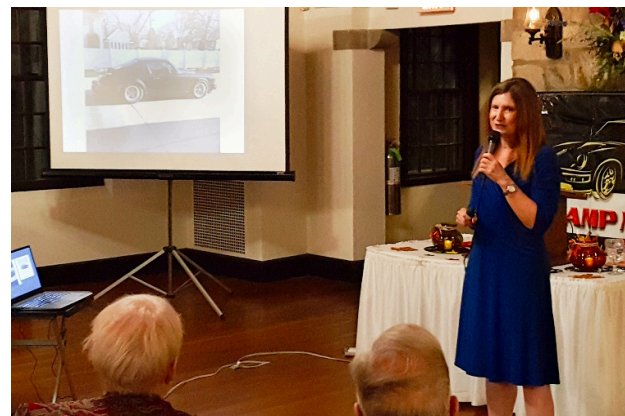
- 12 Rally Corner
- 16 NCR Autocross 6; Loaves and Fishes
- 18 NCR Drivers Ed
- 24 With a Little Help From My DE Friends
- 26 NCR Annual Meeting / Banquet
- 32 Not Just Another Woman Driver
- 34 Porsche 992 Unveil
- 36 Drive To America 3
- 38 Rich Barnes - Coach Trimmer
- 42 WEC Fuji Japan
- 44 WEC Shanghai China
- 48 Primogeniture Rampante
- 49 See it. See it now!



16



18



26

## On the Cover

From the last rally of 2019.

The photographers lined up all the Porsches in the event and photographed each one passing through the covered bridge. A classic Porsche and New England photograph.

Photo by Alan Kirby



November - December 2019

# BOARD

---

## BOARD OF DIRECTORS

President	Bill Hutchens	(239) 348 5768	president@ncr-pca.org
Vice President	Stephen Allen	(603) 812 5383	vice-president@ncr-pca.org
Secretary	Paul Tallo	(603) 759 2581	secretary@ncr-pca.org
Treasurer	Lisa Roche	(978) 534 0118	treasurer@ncr-pca.org
Past President	Jeff Torrey	(603) 234 8898	past-president@ncr-pca.org
Membership Chair	Kristin Allen	(603) 502 5435	membership@ncr-pca.org
Newsletter Editor	David Churcher	(603) 799 4688	northlander@ncr-pca.org
Safety	Mark Nadler	(603) 382 3599	safety@ncr-pca.org

## COMMITTEES

Advertising Chair	Hank Cowles	(603) 343 7575	advertising@ncr-pca.org
Autocross	Joe Kraetsch	(978) 534 0118	autocross@ncr-pca.org
Autocross Co-Chair	Nigel Fenwick	(857) 600 1443	autocross@ncr-pca.org
Car Control Clinic	Dave Logan	(781) 367 3592	ccc@ncr-pca.org
Charity	Ivy Cowles	(603) 767 6461	charity@ncr-pca.org
Co-Chief Instructor	Chip Wood		chief-instructor@ncr-pca.org
Co-Chief Instructor	Dave Zrimsek		chief-instructor@ncr-pca.org
Concours	David Doran	(603) 340 6141	concours@ncr-pca.org
Drivers Ed Co-Chair	Dennis Mascetta	(508) 759 7503	de-chair@ncr-pca.org
Drivers Ed Co-Chair	Dave Porter	(603) 774 4040	de-chair@ncr-pca.org
Historian	Judy Hendrickson	(603) 881 7576	historian@ncr-pca.org
Rally/Tours	Bill White	(603) 465 7368	rally@ncr-pca.org
Social	Bill Meyer	(928) 308 1435	social@ncr-pca.org
Technical		<b>Help!</b>	tech@ncr-pca.org
Webmaster	Sue Fenwick	(781) 291 3717	webmaster@ncr-pca.org



## EDITOR'S DESK

---



It is mid-November already and it feels like late December. All our 2019 events are behind us now and that includes the Annual Banquet of just a few days ago. As I enter the last couple of columns into this issue of *Northlander* I must reflect, as I do in every November, what a great year we have just had.

Just in case you do not know: *Northlander* is a 10-times-a-year publication. We have a two-fer in November-December and again in January-February. This November-December two-fer is usually a big issue because it contains the last of the Rally, the Autocross, and the DE events – plus the Annual Banquet photographs. It is a sentimental issue in as much as it tends to illustrate what a good time we have had while we had nice weather.

In contrast to the November-December two-fer the January-February issue is usually pretty thin. By the time your editor gets to wrap that issue we usually have only had our Annual Planning Meeting and the Yankee Swap. This winter pause is a great opportunity for us to share some Porsche stories, or trips, or technical articles. The recent 12 months have seen technical articles, or events, to be about as scarce as hen's teeth. Your editor needs some help on this topic. Please, please – share your technical knowledge or stories of mystery problems being solved.

And *Northlander* 2020? For 2020 perhaps a few tweaks to *Northlander* to make it more exciting ... we only took fourth place in the PCA newsletter contest with our 2018 *Northlander*. Hence my plea for some additional inputs.

And, please, don't forget to subscribe :-)

Happy Holidays, and Happy New Year. See you in 2020.

cheers

David

# MEMBERSHIP

---



Kristin Allen

## New Members

Mike Baron; Gilford, NH – 2018 911 GT3

Josiah Crowley; Derry, NH – 2009 Cayman

Jayson Dunbar; Walpole, NH – 1986 944

Cynthia Fenneman; Kittery, ME – 1996 911 Carrera Cabriolet

Brian Harrington; Hampton, NH – 1978 911 SC

Patrick Kittle; North Conway, NH – 2007 Cayman

Peter Lynch; Chester, NH – 2014 Boxster

Stephen Oliveira; Bedford, NH – 2007 Cayman

Patrick Quaine; Hollis, NH – 2005 Boxster

Alexandru Vaida; Bow, NH – 2016 911 GT3 RS

Guile Wood Jr.; Mendon, MA

## Member Anniversaries

### 1 Year

Nick Anderle; Meriden, NH – 2019 911 Carrera GTS

Tim Burton; Danville, NH – 1999 911 Carrera Cabriolet

Sean Marler; Goffstown, NH – 2007 911 Carrera 4S

Anand Natrajan; Manchester, NH – 2018 911 Carrera 4S

### 2 Years

Dylan Eastman; Winchester, NH – 1998 Boxster

Kris Rice; Bedford, NH – 2018 911 Carrera GTS Cabriolet

Hillary Tompkins; North Hampton, NH – 2018 911 Targa 4 GTS

David Webster; Moultonborough, NH – 2007 Cayman

### 5 Years

Jerry Karabelas; Portsmouth, NH – 2001 Boxster

### 21 Years

Paul Beck & Nancy Beck; Holderness, NH – 1995 911 Carrera

Michael Hatch & Maria Hatch; Fremont, NH – 1988 911 Carrera

### 23 Years

Lou Alvarez & Claudia Alvarez; New Ipswich, NH – 1986 944

Chris Rider & Jill Rider; Exeter, NH – 1996 911 Carrera 4

### 26 Years

Ellen Beck & Hannah Gutjahr; Ijamsville, MD

Lewis Simmons & Suzanne Simmons; Wolfeboro, NH – 1986 911 Carrera

### 27 Years

Sidney Wilde & Seth Wilde; Alton Bay, NH – 1954 356

### 28 Years

Scott Martineau & Heike Martineau; Gilford, NH – 1990 911 Carrera 2

### 29 Years

Sheldon Anderson & Susan Bird; Bow, NH – 2003 Boxster S

### 31 Years

James Gratton & Deborah Gratton; Estero, FL – 1985 911 Carrera

### 47 Years!

H Cummings & Susan Paszkiewicz; Wilmot, NH – 1972 911E

### 51 Years!!

Michael Grishman & Patricia Grishman; Berwick, ME – 1956 356

## December 2019 Anniversaries

### 1 Year

Brian Anderson; Londonderry, NH – 1986 911 Carrera

Matt Burns & Celeste Burns; Moultonborough, NH – 2017 Macan S

Alan Morgenthau; Hampton, NH – 1986 911 Carrera Targa

James Patterson; Hampton, NH – 1984 944

Jonathan Scott; Nashua, NH – 1978 928

Scott Zimmermann; Newmarket, NH – 2016 Cayman

### 2 Years

Christopher Bray; Hampton, NH – 2018 Macan

Paul Gavin; Kingston, NH – 2011 Boxster

Karl Leinsing & Amy McMath; Dover, NH – 1986 944

Cindy Porter; Claremont, NH – 2002 Boxster S

Garrett Scholes; Dover, NH – 2014 911 Carrera 4S

James Tompkins; Brentwood, NH – 1985 944

### 5 Years

Richard Mater & Donna Mater; Salem, NH – 1986 911 Carrera

Robert Williams & Chris Williams; New Harbor, ME – 1984 911 Turbo

### 10 Years

Michael Conway & Patti Conway; Keene, NH – 2006 911 Carrera 4S Cabriolet

Jimmy Locke & Tary Locke; Alton, NH – 2007 911 GT3

### 20 Years

Steve Berlack; Franconia, NH – 1986 911 Carrera

A. Lawrence Blahut & Sue Cuff; Dover, NH – 2006 911 Carrera

Janet Quintero; Dover, NH – 2000 Boxster S

### 21 Years

David Logan & Carla Logan; Tyngsboro, MA – 1991 911 Carrera 2

### 22 Years

Thomas Brassard & Susan Brassard; S Burlington, VT – 1984 911 Carrera

### 26 Years

Jay Gratton & Jaime Gratton; Merrimack, NH – 1973 914 1.7

Joseph Povilaitis & Samantha Povilaitis; Raymond, NH – 1970 911S

### 28 Years

Barry Brensinger & Cam Brensinger; Manchester, NH – 2013 Cayenne

### 29 Years

Chris Bennet & Mark DeYoung; Nashua, NH – 1989 944 S2

### 31 Years

Michael Pahl & Jeanne-Marie Maher; Nashua, NH – 1965 356 cabriolet

### 44 Years!

Jack Styles & Pamela Mendonca; Salisbury, MA – 1989 911 Carrera

# NEW MEMBER



My name is Tony Miniscalco. I live with my wife in Amesbury, Massachusetts, right on the border of New Hampshire. I do most of my Porsche driving on the roads of northern New England, so I thought I'd transfer to the club that is closer to my home.

I bought my first Porsche 4 years ago, it was a 2007 Boxster S. Recently I traded up to a 2006 911 C4 and I love it so much.

I enjoy watching IMSA races, taking part in rambles and tours, cleaning cone marks off my car from autocross, looking at all the shiny metal at *Cars and Coffee*, and sharing a good meal and beverage with friends. I haven't tried DE yet, but that is on my todo list. My all time favorite activity with my car is finding a winding road and cruising with the windows down.

In my day to day life, I am a Healthcare Architect in Boston, I commute to work every day in my boring SUV. I save the Porsche for when the necktie comes off and the driving begins.

I look forward to meeting you all and going for a ride.

## PRESIDENT

---



Bill Hutchens

Last weekend we had our annual banquet as you will see in this publication of Northlander. It was well attended and our special guest Lori Schutz gave an interesting and informative presentation about her father, Peter, who was CEO of Porsche AG in the mid 80's. Peter, amongst other things, is credited for "saving" the 911 from extinction and resurrecting the 911 cabrio for US markets. Peter, who passed away a couple of years ago, lived in Naples, FL when I was President of the Everglades Region. He was a remarkable man, a real people-person. He joined our board as an honorary member and spoke eloquently at our gatherings. His genius was his ability to see the forest from the trees so to speak and to enable ordinary people to do extraordinary things. I liken him to Bill Belichick, head coach of the NE Patriots. "Do your job"....and the team wins! Focus on the goal, one of which was to win the 24 hours of Le Mans. Peter realized that Porsche's bulb was dimming and that the 911 represented passion, and that was the soul of the company. Without passion, Porsche was just another car company and destined to mediocrity at best and bankruptcy at worst. We can all thank him for his vision. His book "The Driving Force" is a must read, and available from Lori, all proceeds going to breast cancer charities. My book is inscribed by him, "Bill, never enter any race you do not intend to win, Peter." I will always cherish it.

As we wind down the season and the cold air moves into the northeast, it is time once again to put the cars away, attach the trickle chargers, put Sta-Bil in the tank, and hyper inflate the tires. Despite the cold weather the hearts of the people in NCR are warm and charitable. We had a good year financially and were able to give \$10,000 to Make a Wish foundation. Many thanks to Ivy and Hank Cowles for their efforts. Likewise we were able to give \$5,000 to Loaves and Fishes. Many thanks to Joe Kraetsch for his efforts with the Autocross program for enabling this act of generosity.

Also, many thanks to the board members and committee chairs who make this club successful and fun. It's not just about the cars, it's about the people, right?

Happy Holidays to all and a very best new year,

Bill Hutchens

President, NCR



Harv Ames, planner-in-chief for our October Rally Event, in search of the perfect photo to capture the joy of Porsches immersed in the beauty of a New England Autumn. Photo by Bill White.

## RALLY CORNER

### By The Rally Team

It is done: fini, terminé, accompli, réalisé ... it matters not how you wish to express it, Rally Event 6 - Rivers, Ridges, Bridges, and Vines marked the end of our 2019 season seeking hidden gems and tortuous-yet-low-traffic roads desired by Porsche drivers. And it was a delightful end, indeed.

Several storms with heavy rains and high winds had recently passed through New England, guaranteed to knock all the autumnal color to the ground. Early forecasts said rain on rally day. Yet our day came with sunny skies, warmth, and brilliant Fall foliage in abundance. Oak Park in Greenfield, NH was our assembly point where we found a warm, friendly welcome from the local constabulary. Once underway, it was curvy roads galore with virtually no traffic to impede our explorations: iconic New England towns; twisties beside babbling brooks; and covered bridges to drive through or wander across, with friendly locals happy to engage in conversation but curious about those inquisitive folks in sporty cars. Of course we found lunch at Spencer's Place in Walpole, NH to be delightful, supplemented with a post-lunch distribution of homemade (secret family recipe) Baklava from the Ames kitchen. Then onward to the Walpole Mountain View Winery for yet more scenic views and camaraderie followed by some of the best serpentine byways New Hampshire has to offer. A heartfelt "Thank You" to Harv and Doreen Ames for their efforts (and tasty treats) that made this last event of 2019 a memorable occasion.

The bad news: the 2019 rally/tour season is over, so no more communal Porsche drives over inviting roads until next May. There is a bright side, however. As hibernating bears rejuvenate during their winter slumber to awake with voracious Spring appetites, so too winter rigors reenergize Porschephiles for joys of challenges to come. It is up to you. Join the fun / make the fun. Contribute your ideas. Contact Rally@NCR-PCA.ORG.

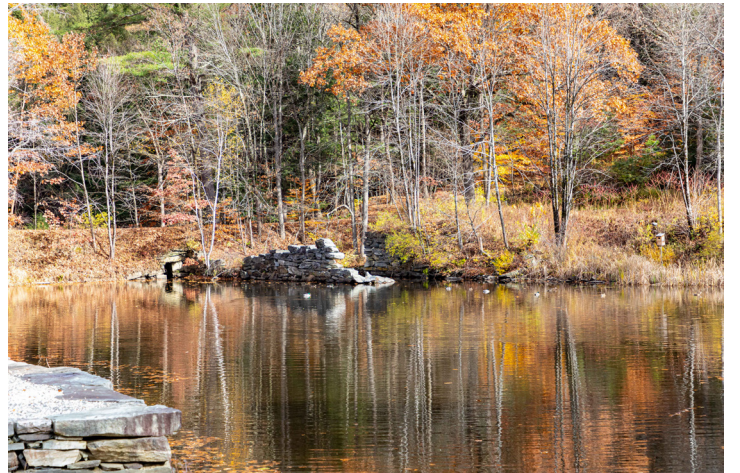


Glimpses from 2019 Rally Events to tide you over until our 2020 season courtesy of multiple participants.

# PHOTOGRAPHS BY ALAN KIRBY



## PHOTOGRAPHS BY BILL WHITE



## PHOTOGRAPHS BY DON MCBRIDE





# PHOTOGRAPHS BY HARV AMES





## 2019 Loaves & Fishes

### Autocross - Season Finale

Story by Joe Kraetsch — Photographs by *Northlander*

We had a good turnout and nice late September weather for the Loaves & Fishes Autocross benefit on September 28 at Devens, MA. We had 70 drivers, including 2 first-time Junior Participation Program (JPP) entrants. Our new timing system worked very well (after borrowing a couple antennas from the Renegade Miata club). We were a little late getting started but still managed to get 4 morning runs in before breaking for the pizza lunch. After a nice lunch break, we continued with five afternoon runs.

This was our annual fundraiser for the Loaves & Fishes food pantry. Loaves & Fishes Executive Director Patricia Stern spoke at the driver meeting explaining some of the help they provide families in the six communities surrounding the Autocross site. We collected donations to Loaves & Fishes with Autocross registrations for all NCR Autocross events. We also held a 50/50 raffle at this event. Carleton Williams was the lucky winner but he generously donated his 50% to Loaves & Fishes. NCR donated the entire gross proceeds from registrations to Loaves & Fishes. With participant donations, the raffle and the gross proceeds from this event, the NCR donation to Loaves & Fishes totals \$5,000 again this year!

We had several season championship races running very close coming into this final event. At least one class was decided by the final run of the day. Porsche Street 4 class ended in a points race tie between Chris Doty and Erick Aubin. Chris Doty won after the second tie-breaker rule.

# Congratulations to all of our Season Champions

## 2019 Autocross Season Champions

<b>Class</b>	<b>Champion</b>	<b>Model</b>
Grand Champion	Dan Quaroni	2011 Porsche Boxster Spyder
Porsche Street 1	Chris Darminio	1976 Porsche 914
Porsche Street 3	Gareth Peters	2004 Porsche Boxster S
Porsche Street 4	Chris Doty	2014 Porsche Cayman
Porsche Street 5	Ernie Grasso	2018 Porsche Cayman
Porsche Street 6	Chris Lindquist	2009 Porsche Carrera S
Porsche Race	Akira Mochimaru	2009 Porsche 904 Replica
Non-Porsche Street	Steve Twaddle	2013 Scion FR-S
Non-Porsche Race	Rob MacAlpine	1999 Mazda Miata

I would like to thank the autocross staff for all their help and hard work. Without these people, NCR would not have such an awesome autocross program. Thank you: Jeremy Mazzariello, Registrar and Timing Chief; Lisa Roche, Timing, Lunches and Administration; Gareth Peters, Timing; Rob MacAlpine, Safety Chief and course design; Dan Quaroni, Novice Chief and Chief Instructor; Akira Mochimaru, Sound Chief; Chris Darminio and Justin Chen, Course Designers; Sue Fenwick and Lisa Burke, Onsite Registration; Athena DeGangi, Grid Chief and my recent Co-chair, Nigel Fenwick. Thank you to Ollie Lucier and Brian Levesque, Guest Course designers. I also want to thank all the participants and volunteers for all their help and cooperation in making NCR Autocross run so smoothly. Thank you all for one of our most successful autocross seasons ever! A special thanks to Judy Hendrickson and Berthold Langer for coming down to help serve the pizza lunch. Finally, thanks to all participants who gave generously to Loaves & Fishes.

Our annual Autocross Awards and Pool Party will be at Billiards Café in Ayer, MA on Saturday, January 25, 2019 at 5:00 pm. This event is open to everyone but registration is required. Details are on the NCR website calendar and registration is open now.

[more photographs on page 18 ...](#)

# AUTOCROSS 6







## DRIVERS ED

---

By The Drivers Ed Team

### Spring is a Long Time Coming

October 19 and 20, 2019

## REDEEMED

We took a chance this year in having our final track fling so late in the year, but as has almost come to be expected with our “Spring is a Long Time Coming” events, the weather was with us. It was a bit chilly in the mornings, but overall we enjoyed some beautiful crisp fall weather and the tail end of the foliage season.

We had a stellar turn out with just under 140 participants and though we may have been a bit heavily populated in the White Run Group, the event went smoothly and we even left all of the Armco intact! We are back! Thanks to all.

The event included a track walk expertly led by track instructors Paul Dudley and Jamie Melhuish. For an event demanding an 8am start on a Sunday morning, we had quite a crowd. Paul also put on two DE classes during the lunch hour on Saturday that were well attended. Due to the “On Line Drivers Meeting” our morning meetings were relatively brief and to the point. The meeting on Saturday morning included a review of the track with apex advice led by our imported Track Experts. An apex exercise was conducted during the first 3 laps of each run group in all levels including the instructor group consisting of groups of 5 to 7 playing follow the leader. Somehow it all worked out. The erratic driving ceased and we had an established pattern to work from. It’s all about Education and Seat Time.

Speaking of Armco, (I just have to throw this in) I just saw the bills for three of the September incidents involving track repairs. They came in at \$760.00, \$1,440.00, and \$560.00. Please note that at all tracks, the driver is responsible for damages to the track, be they paid for by a track insurance company or personally. This track is incredibly reasonable in their repair charges, so the above numbers are really on the light side of what can happen. You break it, you own it. Sorry for the buzz kill.

At this October event we had a good number of people wait to the last minute and attempt to register. Unfortunately, we had to turn more than a few away. This was often due to a lack of instructors but also due to fully-populated run groups. I’m not sure if the thought was to watch the weather, or perhaps the hope of snagging a “just before the event discount” as has become popular with the smaller clubs who have trouble populating their events. Let me assure you that this club does not offer last minute discounts for our events now, nor will we in the future. All will pay the same price as the others



at all events (it's only fair), so please look ahead and sign up early to secure your place. This will keep more hair on the heads of our Registrar and Chief Instructor who are both challenged in that regard anyway.

I'm happy to announce that we will offer two events at our home track Club Motorsports next year. Official registration will not be available until January or February, but at this time we are looking at July 17<sup>th</sup>, 18<sup>th</sup> and 19<sup>th</sup>. Our Spring is a Long Time Coming Event will be at CMS as well on the weekend after Labor Day, September 11<sup>th</sup>, 12<sup>th</sup>, and 13<sup>th</sup>. See below for a full forecast of our anticipated 2020 schedule totaling 10 days.

It's been a great year to serve you. We've accomplished a lot and we have enjoyed some great feedback, pro and con. We are listening and making every effort to make our events the best you can attend, both safe and fun at reasonable expense. Please remember that the core theme of DE is "Education". Nothing compares to the value of seat time at speed. We have some of the best, most formally educated instructors available anywhere in the country who want to bring you all up to speed. Please remember that seasoning takes a little time and though you may be running up on a lot of the cars in your run group, you as a driver may not be the sole reason for this. Promotions with PCA have always been based on skill over speed, and safety is a core value. Everyone wants to go home with car and body in the same condition as arrival time. If that's not your bag then there's always circle track racing, the SCCA or other venues who have their place as well. I'll be elaborating on this in a future column.

In closing we wish you a great winter and hope you are looking forward to our first spring events as much as we are. We will post New England Regions proposed schedule as things develop, but I understand they will offer events at Watkins Glen, Thompson, Palmer and Mt. Tremblant. These bookings could total as many as 15 days of additional track time bringing the combined total of available track days to 25. Here's what we at NCR have in the works to date. We will post the NER schedule as things develop.

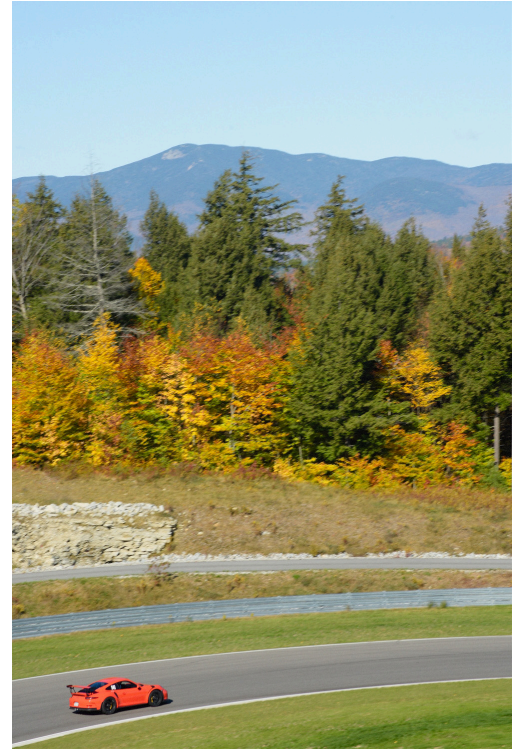
<b>May 4, 5</b>	<b>Lime Rock Park Mon, Tues</b>
<b>July 17, 18, 19</b>	<b>Club Motorsports Fri, Sat, Sun</b>
<b>August 22, 23</b>	<b>NHMS Sat, Sun</b>
<b>September 11, 12, 13</b>	<b>Club Motorsports Fri, Sat, Sun</b>

Cheers!

Dave, Dennis and your DE Team

# NCR DE Day At Club Motorsports —

PHOTOGRAPHS BY *NORTHLANDER*





# October 19<sup>th</sup> and 20<sup>th</sup>, 2019





# WITH A LITTLE HELP FROM MY DE FRIENDS



With a little help from my DE friends Dave, Dave, Dennis and John, I got to sample the CMS track.

Sometimes an idea pops into my head, and quickly I categorize it as a not-likely event. For a few weeks after our M-A-W event at CMS I thought about taking a few photos from the perspective seen on the track but not with a slow parade lap. Eventually I asked our DE Co-chair, Dave Porter, if we could arrange two laps for me with my Nikon.

This idea took the cooperation of four of our DE colleagues and a bit of time. Once I fooled the registration software to believe that I was car 14 in black run group we were all set, and legal too. I do not have car 14 and I do not drive on the track. Totally bogus.

This turned out to be a joint effort: Dennis got me a helmet, Dave Zrimsek provided his 944 as “camera car” — and Dave Porter would drive. I had requested two laps only just in case we were a nuisance or that I would get dizzy. Being a one-eyed-alien handling a Nikon while on the track, this could happen .



The only issue we had was the 944 developed a misfire and limited us to two laps. Just enough to get me some photos and get me thinking about trying this again in 2020. I am no threat to Jeff Zwart but I do consider him a inspiration.

Thanks Dave, Dave, Dennis, and John. Super!

Photographs above, from top down:

Dave Porter with *Northlander's* editor ready to ride.

John Lussier helped with the registration for the ride.

L to R: Dave Zimzrek, Dave Porter, and Dennis Mascetta.

## Join NAAC for our 2020 Winter Driving Schools!



*"Prior to my first Winter Driving School I was a mediocre winter driver. I had never been in any accidents, but that was because I was never forced to push myself, or the gas pedal, in slippery conditions.*

*.... I was dreading a weekend filled with more testosterone than anyone should have to handle. **However, the minute I arrived I began to have the most fun I've ever had losing control of cars. The instructors were very knowledgeable... Aside from teaching me more in 2 days than I learned in 6 weeks of drivers-ed, they kept me on my toes & made me feel included.***

*I enjoyed it so much that I insisted we return the next year and bring my mother! One year later (she loved it) and we're all driving with a whole lot less anxiety during the winter."*



- **Learn:** Classroom presentation
- **Learn & Apply:** One-on-one instruction in your car
- **Learn, Apply & Practice:** Slalom, braking, skid-pad, and avoidance exercises in your car in a safe, closed course environment
- **All Car Marques are Welcome:** 4 wheel drive or snow tires are required.
- **COST:** \$325 adults (\$295 Audi Club members), \$150 under 21 with participating adult.

**WDS 1 & 2 Headquarters:** Cabot Inn and Suites, Lancaster, NH

**WDS 1 & 2 Exercise Area:** Team O'Neil Rally School, Dalton, NH

**WDS1 January 25 & 26, 2020**

**WDS2 February 22 & 23, 2020**



## **The NCR Annual Meeting / Banquet November 16, 2019 at the Concord Country Club - Concord, NH.**

By Paul Tallo and Ivy Cowles

There was excitement around the room for our Guest Speaker, Lori Schutz, daughter of Peter Schutz (Porsche President/ CEO from 1981-1987). The presentation Lori brought forth was amazing and the book signings at the end of the event was a tremendous bonus. We learned so much about Peter that we did not know. What an amazing man.

The quaint fall-decorated atmosphere somehow made us feel relaxed and compelled to enjoy such a wonderful evening. I had to do some last minute shopping for the decorations as the order I had made online had been delayed by storms throughout the USA. Thankfully it all worked out and after two and a half hours of decorating everything looked lovely.

Conversations were a many ... you could hear a different topic at each and every table. Catching up with friends is always fun.

Besides the spectacular presentation here are some of the night's highlights:

Our MC – Ivy Cowles (myself) began the evening with a welcome to all and thanking the members, sponsors, guests, and friends of NCR. I decided to open up with a little joke or two which went over very well. You could hear the laughter throughout Concord NH.

### **Charity (Ivy Cowles)**

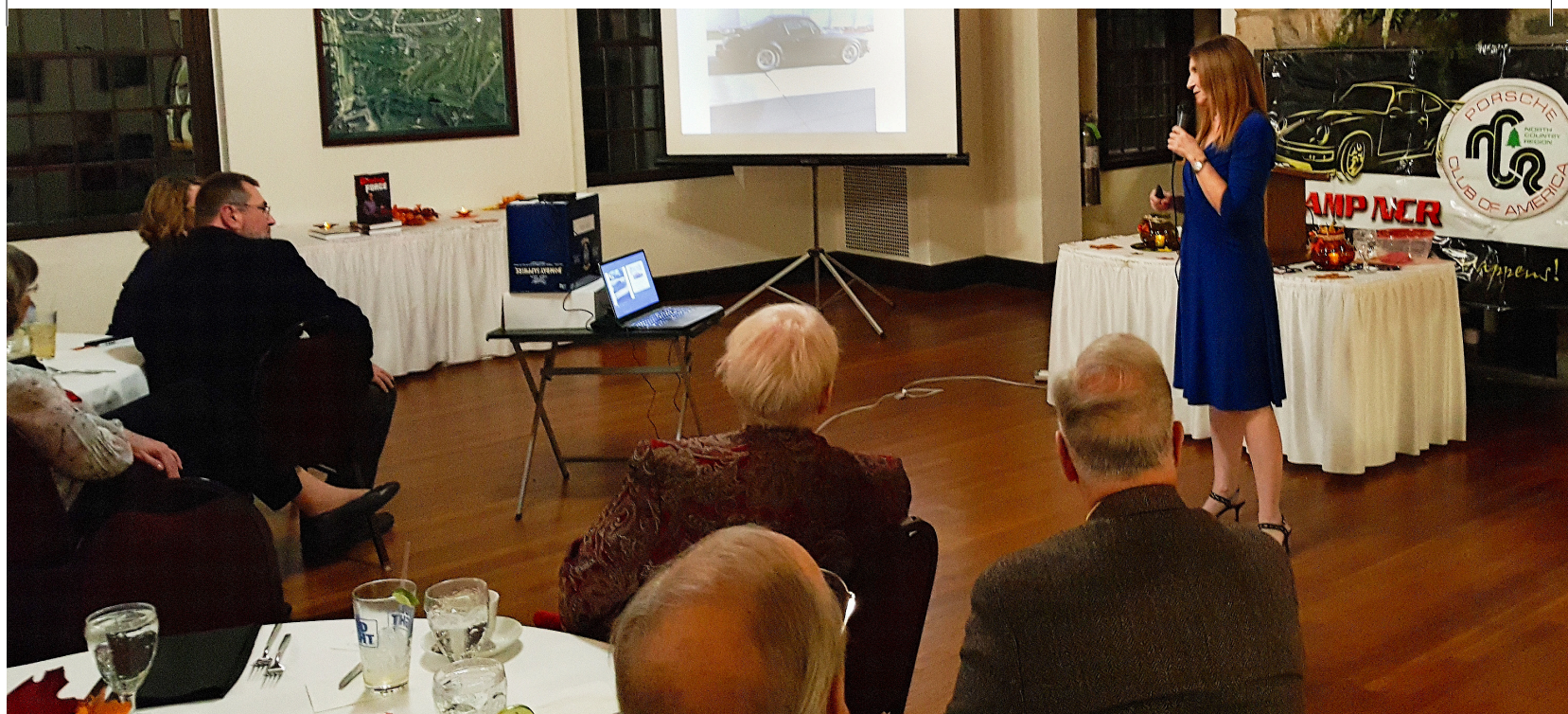
- Ivy presented \$10,000 NCR donation to Paul Prescott, member of Board of Directors MAW-NH. NCR was extremely proud to be able to donate again this year. We can't wait to hear of the recipient's wishes through Make-A-Wish.

### **Doug Hendrickson Enthusiast of the Year Award**

- Award was presented by Bill White, Dick Demaine, and Judy Hendrickson to Hank Cowles

### **Drivers Education (Dennis Mascetta / David Porter)**

- Instructor of the Year Award – Steven Schindler
- DE Enthusiast of the Year Award – Gary Gammons



### DE Special Awards:

- o Joe Kraetsch and Lisa Roche
- o Judy Hendrickson
- o John Dunkle

### Autocross (Joe Kraetsch)

- Donation of \$ 5000 to *Loaves & Fishes Food Pantry*  
– another wonderful year for the autocross crew who have worked hard to make this possible.

### Rally (Bill White)

- Gifts to 2019 Rally Organizer volunteers:
- Harv & Doreen Ames
- Pam & Alan Kirby
- Bill & Penny Meyer
- Dana & Chris Russian
- Rich & Marilyn Willey

### 2019 Board and Chairs (Bill Hutchens)

- Gifts to 2019 Board members and Activity Chairs

### Election Results – 2020 Board (Ivy Cowles)

#### Election of ballot candidates was confirmed:

- President – William Hutchens
- Vice President – Karl Leinsing
- Secretary – Bill and Penny Meyer
- Treasurer – Lisa Roche

Congratulations to the 2020 Board and we look forward to a prosperous year.



**Top row, left photo:** Norm, Kristin, Stephen, Pat, Paul and Hank enjoying the evening. **Right photo:** Marguerite, Pam, and Dennis enjoying the night.

**Second row, left photo:** Dave, Marguerite, Dave Z – DE Fun chat. **Right photo:** Judy and Mark discussing the years gone by.

**Third row, left photo:** Paul captivating the tables attention. **Right photo:** Dick Demaine relating Porsche stories.



**Top row, left photo:** Dave and Tamar enjoying the evening, **Right photo:** Hank presenting raffle prize to Alan Kirby.

**Second row, left photo:** Judy Hendrickson receiving raffle prize from Stephen Allen. **Right photo:** everyone lined up for a fine prime rib and fish dinner.

**Third row, left photo:** President Bill Hutchens presenting board and chair gifts. **Right photo:** Lori continuing her presentation.



**Top row, left photo:** Paul Prescott receiving M-A-W donation check from Ivy. **Right photo:** Joe Kraetsch presenting check to Loaves and Fishes.

**Second row, left photo:** DE's Dennis and Dave presenting DE awards. **Right photo:** DE working on presenting awards – Lisa carrying away hers and Joe's wonderful award.

**Third row, left photo:** Dave presenting special DE award to Judy Hendrickson. **Right photo :** Stephen Allen presenting Marguerite with her autographed book donated by Lori.





Top row, left photo: Rally awards presented by Bill White. Right photo: NCR Chairs receiving end of year gifts from the President

Second row, left photo: Ivy presenting raffle prize. Right photo: Lori Schutz wins a prize.

Third row, left photo: Ivy presenting a embroidered shirt. Right photo: Nicole and Charles were very excited to win the big box prize.



Athena, Rose, and Mia. Photograph by Carleton Williams.

## Not Just Another Woman Driver

By Pam Mascetta

As DE drivers, we all set our alarms early so we can get to the track on time. The things we do for love...of driving! Athena DeGangi once told me she is not an early morning person, but you can be sure that she gets to Registration, Tech Line and Drivers Meeting on time, and when it is her turn to get on the track, she is raring to go. Despite the early hour, she always has a smile to share. It's amazing what a big cup of coffee, good friends and zipping around the track will do for a person!

Athena said that she was a closet car nut for a long time. She bought Road &Track magazine with her babysitting money while in High School. During her college years in upstate New York, she went to several Formula 1 Grand Prix races at Watkins Glen. As years went on, life demands took over and car interests took a place on her bucket list.

She started doing autocross on a dare and as a joke. Some of the students at Nashua Community College, where she taught, were starting an autocross club, and she made a deal with some of the students in the automotive program that she would join if they did. She still chuckles when she remembers the looks on their faces when she showed up and did autocross with them in the school parking lot. As time went on, Athena began autocrossing with SCCA and then Renegade Miata Club, with her 2006 Acura RSX type S. When her husband, Carleton Williams, saw how much fun she was having, he decided to join her. They did an Evolution Performance Driving School together and then joined the Boston Chapter of the BMW Club. They added NCR events to their schedule driving their BMW. Athena loved the classic look of the Porsche 944s and 968s and set about surfing the web to find one. She found a 1989 951 Turbo in Geneva, NY and persuaded Carleton



Athena and Rose on the line at NCR Autocross 4, 2019. Photograph by Northlander.

(a BMW guy) to go and get it. They then joined PCA, and with Olie Lucier's encouragement, began doing DE events. That's Athena in the photo on page 32 with her helmet in hand, her yellow gloves on and her Porsche "Rose" (the drama queen). Don't tell Mia the Miata, but it looks like Athena prefers her Porsche!

When asked, Athena offered some words of advice to other women considering joining the DE fun: "I think it helps to know your car and be really comfortable with it before doing HPDE. Guys usually play with their cars when teenagers (donuts in the parking lots, drifting on snow, etc.) but most of us haven't. So, autocross is an excellent introductory activity for women; it builds skill, confidence and daring. I also think that becoming more involved with my car's maintenance, as well as researching decisions about mods, has helped me enjoy events more..."

It becomes fun to be able to talk car geek talk with the guys, as well as walking the walk."

Now retired, the couple will be moving to Maryland soon. They are looking forward to some new adventures, maybe VIR, maybe some time trials. But, both Athena and Carleton have promised to see us at future NCR and NER events, and we're holding them to it!



# PORSCHE 992 UNVEIL OCTOBER 6<sup>TH</sup>

By Dave Doran

Sunday, 6 October, Porsche Stratham hosted an event at the NE Dragway in Epping, NH. The purpose of the event was their unveiling of the newest 911 model series, designated the 992. They had two examples of the 992 on display, plus examples of previous Porsche models, starting with a with a 356 cabriolet. NCR members, David Churcher ('84 Carrera) and Chris Lund ('74 911) helped the display of past model series with their Model Gs.

One of the highlights of the event was the opportunity to run your car on the drag strip. My son, Michael, took my 2013 C4 (991) for a 12.8sec, 110.3 mph run using launch control. This wasn't the greatest run, but about what I expected. The GTR in the other lane did a more respectable 11.4sec, 126.9 mph run. Since I didn't buy my C4 to run the drags, I am happy with Mike's results.

It was a fun day with lots of Porsche cars to look at. The new 992 is a real beauty, but I plan to stay with my well used 991. Many thanks to Porsche Stratham for hosting this event.

Photograph on page 34 and top row page 35 by David Churcher.

Photographs lower two rows on page 35 by Michael Doran.





## Driven To America 3

By Bob Giegerich

On October 5 and 6, I had the pleasure to attend Driven to America 3 in LLOYD Harbor, N.Y. The event, a celebration of Porsches and Max Hoffman, who single-handedly introduced European cars to America in the 1940s and 50s. It was held this year at Fort Hill, a 10 acre estate that sits on a bluff overlooking the Long Island Sound. The mansion itself, a 37 room brick Tudor was built in 1904 while the 5000 square foot six car garage was added in 1994.

On Saturday night Haggerty's and Pcarmart sponsored a cocktail party for "out of town" attendees and I have to admit I broke my diet for it. The food was outstanding: bacon wrapped scallops, bbq pork sliders, cheese balls, enchiladas and more. Wine and beer was also offered but I stuck with soft drinks since the roads to and from the estate were confusing and very, very poorly lit. And, unfortunately, my phone ran out of charge halfway from my hotel and I had to rely on the Mapquest directions I had the foresight to print out before I even left home.

The sponsors had requested that all cars be on the grounds by 8 a.m. and due to the sell-out of spaces actually advanced the opening from 6 to 5:30 a.m. I, believing that the earlier I arrived the better spot I'd get, arrived at 5:30 only to be met 1/2 mile from the event by a volunteer who asked me to shut off my car for a few minutes. It seems there was a "cranky neighbor" who was disturbed by the thought of 300 Porsches driving past his house in the "middle of the night". Once there were four or five cars behind mine they allowed us to restart and continue onto the estate, although I think the sound of our engines being restarted carried pretty well through the early morning, negating any benefit. I also found that the early bird does not always get the worm, as all everyone who registered had a pre-assigned place.



Photograph on page 36 is "Erika", my 1989 Carrera 4.

*I'm not the best photographer, but I believe these were the best of my shots. There was a pro photographer who befriended me and promised to send me some of his photographs. He shot over 6,000 pictures before 10 a.m. on Sunday. If I get them I'll forward them to Northlander.*


By 8 o'clock there were approximately 300 Porsches staged around the lush, manicured grounds, each according to type. It appeared to me that the sponsors, Classic Car Collections, Haggerty Insurance and Pcarmart favored the air-cooled Porsches, as they were given parking spots closest to the mansion and garage. Erika, my 1989 Carrera 4, had nine other 964s to keep her company. I had originally planned to bring my son's 914 but it developed an alternator issue after a show in Fremont, so it was left to Erika to represent.

The facilities were excellent. No port-a-potties at this event; restrooms were equipped with flushable toilets and even had classical music piped in! There were a few vendor tents as well as a food truck and portable pizza oven. A beautifully paneled hall contained a small historical exhibit chronicling Max Hoffman's involvement in sports car racing and his career in importing "foreign cars".

Although it was cloudy all day, the event was well attended by both car owners and the general public. Both were sold out weeks before.

I made a lot of new friends, especially Adele and Peter Portanova, membership co-chairs for Metro New York Region, who were very busy recruiting new members. They had a lot of questions about NH and NCR as they are thinking about relocating.

All in all, it was a fantastic day. Great fun, great cars, wonderful venue and grumpy neighbor aside, something I look forward to doing again. Hopefully the 914, and my son, will be able to attend next year's event.

A portrait of Rich Barnes, a middle-aged man with short, light brown hair and glasses, wearing a dark blue textured sweater. He is smiling slightly and looking towards the camera against a dark background.

# Rich Barnes

## Coach Trimmer

By David Churcher

One day back in 2012 while I was walking to the garage where my 911 is parked I met a neighbor heading there too. It was the week I ordered the SPARCO seats to replace my Porsche's aged and sagging stock seats. Our conversation was brief and partly about the Porsche and my seat project. My neighbor seemed to be not impressed by my choice and I realized why a few seconds later when he mentioned he worked on restorations, upholstery in particular, at Paul Russell and Company in Essex Ma.

Fast forward to September 2019 – another neighbor who has admired the car photographs in my apartment mentioned he had met a British neighbor who had shared stories of exotic car barn finds and restorations. It had to be the same neighbor I had met years earlier – there had to be some Northlander material and Porsche stories here. Indeed ... so I arranged with Rich Barnes to spend a Sunday morning with him, over coffee and toast, and share stories.

Do you think the upholstery trade could provide good stories? It does. There is mystery, there is research, there is passion, and there is beauty.

My notes for an outline began with asking Rich how he got into upholstery [Coach Trimming] in his native UK and has spent the recent 13 years working at Paul Russell and Company. As is the case for almost all tradesmen in the UK (and in my case, Australia too) one became an apprentice to learn the trade from “master technicians”. Rich worked for Rolls Royce and had entered into a four year apprenticeship. The first year was spent working in various trades such as upholstery, welding, and body work. At the end of this year it was decided his aptitude was best suited for the upholstery. The apprenticeships are not only “hands on learning” ... there is also parallel college. He worked with leather, and other materials, for a number of projects including the Rolls Royce Corniche. The Corniche was a two door coupe based on the Silver Shadow back in 1971 ... a very expensive Rolls Royce luxury two door “sports car”.

After the apprenticeship Rich joined a company called Hoopers. The specialty of this company was to customize Rolls Royces for extremely well to do customers by lengthening the wheel base, installing a cocktail cabinet, a VCR and TV for the rear passengers, and – of course – exotic upholstery.





Photographs above: The Porsche 959 with leather upholstery made by Rich.

Photographs below: The restored Porsche 356 with horse hair layer being installed for the new soft top.

Photographs courtesy of Paul Russell and Company



Rich's desire to come to the USA was well known amongst his friends and a friend found an advert in a British motoring magazine looking for an upholsterer to come to New Hampshire. Rich applied, came to USA to interview and try out, and had a job restoring Jaguars and other classic cars. On return to Britain he signed over his flat [apartment] to a friend, packed a box measuring 24 x 24 x 48 inches ... and moved to New Hampshire.

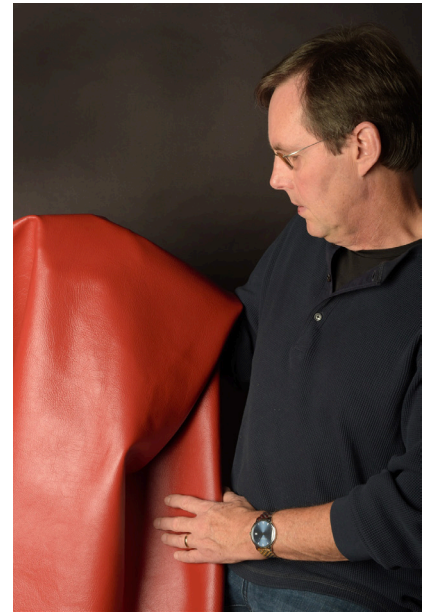
The car restoration business fell on hard times in the late 1980s. Rich went to work for a furniture upholstery company which was also on hard times. The furniture company eventually folded and Rich became self employed. He bought a sewing machine, a ping-pong table, and built a 12 x 8 foot bench for the sewing machine. The ping-pong table was a fold-up-and-put-away layout table for his materials. Self employment as Anglo-American Upholstery in Manchester later became a partnership with a friend from the Rolls Royce days and Barnes and Dunbar was formed.

Barnes and Dunbar later dissolved and Rich's partner began to work for Paul Russell and Company. Rich had his name placed on a list of "possible future employees" — because to take a job at the time would have meant a two hour, each way, daily commute. Another opportunity presented itself in southern NH ... making customized upholstery for helicopters. The "green" unfinished helicopters were brought to NH from Pennsylvania for Rich to work on for customers wanting a bespoke helicopter. Finishing the "Green Helicopters " never got off the ground [excuse the pun] — it was the business concept but Rich only ended up traveling around to various airports to work on aircraft and helicopters as well as service work out of the Hampton hanger. He then built a shop at his house and spent three years working from there.

After the three years Rich joined Paul Russell and Company where his friend Derrick, and earlier partner, became his foreman.

So — where are the Porsche stories? Rich pulled out his iPhone and scrolled to a series of photos of a red 959 with black leather interior. The body restoration was not made by Paul Russell and Company but the upholstery was their work. I asked if the upholstery style was exactly as Porsche designed it. Yes. It was just executed with excellent leather and the touch of a real artist.

continued on page 40 ...



Photographs above: Rich's "mag hammer" and a piece of leather destined for a current project, a Mercedes 300SL.

And another Porsche story — a beautiful 356 restoration with a soft-top. The iPhone photos illustrated the construction of the new top made in layers: a head liner, a support for the horse hair layer, and a blue German canvas top. Stunning to look at. A highlight being a row of brass tacks across the canvas just above the rear window. This row of tacks is later covered with a trim strip.

And the tacks lead to another story. I learned an upholsterer would do his tacking by taking a mouthful of tacks, his "mag-hammer" (a magnetic half of the head ... for use on steel of course) and proceed to dispense tacks to be hammered. Hence the term: spitting tacks.

And there is one more tack story. The 356 restoration project had no drawings available for the rear window. An old photograph was found of a German upholstery technician, with mag-hammer, working on such a car. Knowing the dimensions of the hammer the window dimensions could be extrapolated from the photograph and a paper pattern made. This is an example of how in many situations a part of known dimensions is used to figure out an unknown.

The 959 story lead me to ask if leather is a material that can today be sourced to match the original. Yes, it can be. The leather used by Rolls Royce, Jaguar, and Ferrari was the same source but each had their own color swatches. A Mercedes 300SL used a different leather. The leather of choice in the UK was Connolly but the company no longer exists. Finding leather to match requires research to get the same thickness, same grain, same color, and same "hand" ... a measure of how supple it is.

When our mutual neighbor, Joe, mentioned meeting Rich he told me of a barn find story. This is a Ferrari story. Although we are a Porsche club a good Ferrari story is one worth sharing. This story happened in France. A collector had passed away and this Ferrari was found under a pile of boxes filled with books. Parked next to the Ferrari was a Maserati. I have seen the photograph. The Ferrari was displayed in California in this "as found" state before restoration. Rich again opened the iPhone to show photographs of a restored dark blue Ferrari 250 SWB California Spyder with black upholstery. Just a work of art. Beautiful. Stunning.

A highlight moment over our coffee and toast was more iPhone photos of the Ferrari at the Concorso d'Eleganza Villa d'Este on Lake Como in Italy. The cars from this show get moved to an open-to-the-public show at Villa Erba, a neighboring Villa in Cernobbio, on the second day of the show. Rich had a video of riding in the Ferrari thru a narrow village street on the way to Villa Erba with the sound of the V12 bouncing off the walls. Super!

And today who is learning the upholstery trade and where would they learn it? The UK, Australia, and most European countries have, or have reinstated, apprenticeship programs. But here in the USA apprenticeships or a chance to learn artisan skills is more difficult. It is not all bad news — we have a school in Kansas training students in automotive metal work, paint, and of course upholstery and trimming. The school is supported by some big names in car collecting and restoration. Graduates are sought after. Rich lectured there for a week and one lesson was on the use of horse hair. Check out McPherson College in Wichita Kansas [www.mcpherson.edu/autorestitution](http://www.mcpherson.edu/autorestitution). Try and get a copy of their quarterly magazine: *Flywheel*. The McPherson College automotive restoration program is training the next generation of technicians and craftsmen / craftswomen.



# "BEST COURSE IN AMERICA."

Jason Cammisa, Motor Trend

**CLUB  
MOTORSPORTS**

Visit [clubmotorsports.com](http://clubmotorsports.com) for full details.





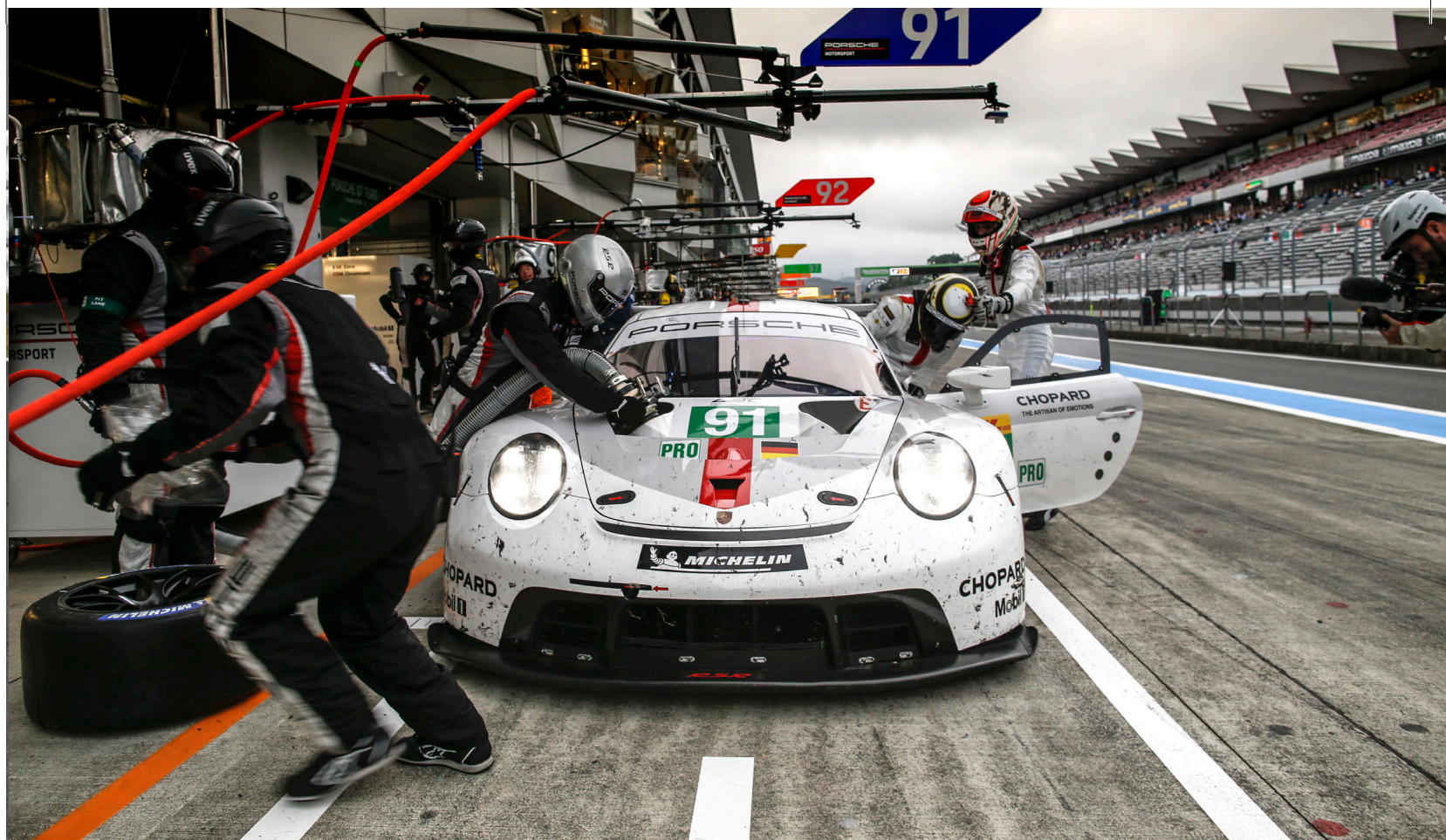
## Porsche defends world championship lead with podium result in at WEC in Fuji Japan.

Porsche has successfully defended its lead in the world championship at round two of FIA World Endurance Championship. At the six-hour race in Fuji (Japan), Denmark's Michael Christensen and the Frenchman Kévin Estre finished in second place with the No. 92 Porsche 911 RSR. At the same time, the world champions moved into the lead of the drivers' championship. Their factory driver colleagues Gianmaria Bruni (Italy) and Richard Lietz (Austria), who won the season-opening round at Silverstone (Great Britain), saw the chequered flag in sixth place. In the GTE-Am class, the Porsche customer team from Germany, Project 1, finished in third place.

Christensen and Estre launched an impressive charge through the field in the race at the foot of Mount Fuji. Thanks to fast lap times and the team's clever strategic decisions, the ca. 515 hp 911 RSR, which is based on the high-performance Porsche 911 GT3 RS\* road-going sports car, worked its way up the order from the last grid spot. When rain set in after the first third of the race, the Porsche GT Team opted for the best tyre choice, and completed the pit stops at the right time during the caution phases. The Silverstone winners, Lietz and Bruni, had less luck in the number 91 sister car. A puncture, a drive-through penalty and ongoing misfiring problems relegated the pole-sitters down the field to sixth place. In the manufacturers' classification, Porsche retains its lead after round two of the season. In the drivers' championship, Christensen/Estre have moved into the lead ahead of their works driver colleagues Bruni/Lietz (position 3).

In the GTE-Am category, the Porsche customer team Project 1 celebrated its first podium result of the season. Jeroen Bleekemolen (Netherlands), Ben Keating (USA) and Felipe Fraga (Brazil) achieved third place after a spirited chase in the No. 57 Porsche 911 RSR. The trio had taken up the race from the back of the grid. The No. 56 sister car, driven by Porsche Young Professional Matteo Cairoli (Italy) among others, crossed the finish line in seventh place. The two Porsche 911 RSR fielded by Dempsey-Proton Racing concluded the race on fifth and ninth place. The identical vehicle campaigned by Gulf Racing came eighth.

Round three of the 2019/2020 World Endurance Sports Car Championship will be contested on 10<sup>th</sup> November in Shanghai (China).



## Race result

### GTE-Pro class

1. Sørensen/Thiim (DK/DK), Aston Martin Vantage, 211 laps
2. Christensen/Estre (DK/F), Porsche 911 RSR, 210 laps
3. Lynn/Martin (GB/B), Aston Martin Vantage, 210 laps
6. Lietz/Bruni (A/I), Porsche 911 RSR, 208 laps

### GTE-Am class

1. Yoluc/Eastwood/Adam (TR/IRL/GB), Aston Martin Vantage, 208 laps
2. Perrodo/Collard/Nielsen (F/F/DK), Ferrari 488 GTE, 207 laps
3. Keating/Fraga/Bleekemolen (USA/BR/NL), Porsche 911 RSR, 207 laps
5. Campbell/Ried/Pera (AUS/D/I), Porsche 911 RSR, 207 laps
7. Perfetti/Heinemeier Hansson/Cairolì (N/DK/I), Porsche 911 RSR, 206 laps
8. Wainwright/Barker/Watson (GB/GB/GB), Porsche 911 RSR, 204 laps
9. Preining/de Leener/Hoshino (A/B/J), Porsche 911 RSR, 198 laps

Full results: <http://fiawec.alkamelsystems.com>

Race GTE, World Endurance Championship WEC, round 3 at Shanghai/China

Porsche extends world championship lead with double podium result

continued on page 44 ...



## Race GTE, World Endurance Championship WEC, round 3 at Shanghai/China

### Porsche extends world championship lead with double podium result

Scoring two podium finishes at round three of the World Endurance Championship (WEC), Porsche has expanded its lead in the world championship. At the wheel of the new Porsche 911 RSR, reigning world champions Kévin Estre (France) and Michael Christensen (Denmark) took up the four-hour race on the Shanghai International Circuit (China) from pole position and secured second place. With this result, the successful pair extended their lead in the drivers' classification. Gianmaria Bruni (Italy) and Richard Lietz (Austria) took the flag on Sunday in their ca. 515 hp nine-eleven fielded by the Porsche GT Team in third place.

The race on the outskirts of the Shanghai metropolis was gripping to the last second. The team used the full course yellow, a good hour before the end of the race, for its last pit stop. Because of the early stop, the drivers had to be particularly mindful of the fuel consumption over the remaining 1:05 hours. In spite of this, Estre performed an impressive overtaking manoeuvre in the number 92 vehicle. With less than an hour to go to the finish, the Frenchman swept from third into second place. Bruni, who drove the final stint in the number 91 car, managed to make up one position with 40 minutes left on the clock and ultimately achieve third place.

At one point, however, the driver pair Estre/Christensen had to serve a ten-second penalty due to an unsafe release in the pit lane, where they pulled out into the fast lane in front of a rival car. Nevertheless, spirited drives and a strategic effort paid off for the Porsche GT Team over 115 laps on the 5.451-kilometre circuit and yielded both driver crews a spot on the podium. Estre and Christensen were able to extend their lead in the drivers' classification by five points. After round three of the season, Bruni and Lietz are currently six points off the lead in third. Porsche has managed to expand its lead in the manufacturers' classification of the FIA World Endurance Championship by 17 points with the new Porsche 911 RSR (2019 model year), which is based on the high-performance 911 GT3 RS\* road-going sports car.



The Porsche customer team Project 1 also secured a podium result in the GTE-Am class. The driver trio Ben Keating, Jeroen Bleekemolen and WEC newcomer Larry ten Voorde brought the 2017-spec Porsche 911 RSR home after 113 laps in position two. The No. 56 sister car fielded by the German squad occupied position five. Dempsey-Proton Racing fielded three of the ca. 510 hp GTE racers from Weissach this weekend. The three cars finished the race on positions six, ten and twelve. Ninth place went to the Gulf Racing squad.

## Race result

### GTE-Pro class

- 2. Christensen/Estre (DK/F), Porsche 911 RSR, 115 laps
- 3. Lietz/Bruni (A/I), Porsche 911 RSR, 115 laps

### GTE-Am class

- 2. Keating/ten Voorde/Bleekemolen (USA/NL/NL), Porsche 911 RSR, 113 laps
- 5. Perfetti/Heinemeier Hansson/Cairolì (N/DK/I), Porsche 911 RSR, 112 laps
- 6. Negro/Bamber/Preining (I/NZ/A), Porsche 911 RSR, 112 laps
- 9. Wainwright/Watson/Barker (GB/GB/GB), Porsche 911 RSR, 112 laps
- 10. Ried/Pera/Campbell (AUS/D/I), Porsche 911 RSR, 112 laps
- 12. Prette/Prette/Abril (I/I/F), Porsche 911 RSR, 112 laps

Full results: <http://fiawec.alkamelsystems.com>

\* 911 GT3 RS: combined fuel consumption 12.8 l/100 km; CO2 emissions 291 g/km



Please visit us at our new facility at  
398 US Route 1, Freeport, Me.

207 865 6600



406 A Main Street  
Hudson, MA 01749

[www.trailerwerks.com](http://www.trailerwerks.com)  
[brian@trailerwerks.com](mailto:brian@trailerwerks.com)

617-872-4236

***Futura's Tandem Axle Trailer***  
**Engineered to be effortless**

The chassis deck slopes down with a series of tapered extrusions designed for maximum clearance suitable for low splitters and front spoilers. The step onto the lowered trailer deck is just 1" (25mm) making it effortless to roll onto the deck.



*Weights only 1320 lbs.*

**DECK LENGTH: 16'5"**

**GVW 7000 LBS - LOAD CAPACITY: 5678 LBS**

**Trailers In Stock**  
**Starting at \$995.**

*Stone Guard*



*Tire Rack*



*Recovery Winch*



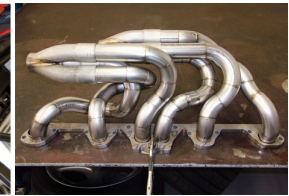
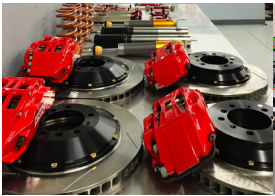
*Tie Down Straps*



*Spare Tire*







**Maintenance & Upgrades**  
 KMC prides itself on furnishing the highest level of honest, professional and thorough service to every customer.

**Custom Fabrication**  
 Kachel Motor Company has an in-house fabrication shop to ensure you nothing but the best to satisfy your automotive dreams.

**Race Prep/Track Support**  
 All KMC team members are aligned, engaged, and focused on achieving your automotive goals on the street or race track.

**Dyno Cell**  
 The SuperFlow AutoDyn 30 AWD chassis dyno makes for extremely accurate and repeatable testing and tuning.



**Kachel Motor Company** 425 Canal St, South Lawrence, MA 01840 617.759.8973 kmcauto.com

# SAFETY THROUGH TECHNOLOGY

We are your destination for safety equipment. Come to our showroom to get everything you need to drive on track. *Safely.*



**NEW LOCATION!**



**WWW.HMSMOTORSPORT.COM**

100 Ferncroft Drive #208 Danvers, MA 01923 • Toll Free: 888.467.3269 • Local: 978-774-1615  
 STILO-USA.COM • SCHROTHRACING.COM • COBRASEATS-USA.COM

# Primogeniture Rampante

By Danielle Badler

There are limits and then there are no limits. It's one thing for a head of state to book a meeting of world leaders at a hotel property he owns. It's quite another for the son of a head of state to squirrel away a string of limited edition luxury cars, presumably using daddy's money, when daddy happens to be the dictator of an oil-rich African state.

Yet it's true, it's all true.

Twenty-five limited edition hypercars were seized from Teodoro Hguema Oblang Mangué, the son of Equatorial Guinea's president. And they went on auction recently in Geneva, netting more than \$27 million.

According to the Associated Press, as reported by Business Insider, Oblang is the son of the country's four-decade dictator, Teodoro Obiang. He was busted, along with two others, for "money laundering and mismanagement of public assets."

I'm not sure I understand the rationale here. But what do I know about making money disappear on a global scale? Why would you siphon your funds into ultra-limited edition supercars, cars which I would presume are tracked for current ownership like RSRs or 250 GTOs or Brancusis or Mondrians.

Because here's an entrée to what was auctioned off. An Aston Martin One-77 Coupe. A Ferrari LaFerrari. A Bugatti Veyron EB 16.4 Coupe.

The highest price paid was \$8.4 million, for a 2014 Lamborghini Veneno roadster. One of only nine made. It had 325 kilometers (201 miles) on the odometer.

See my point? Nine made. There are people out there who are going to track ownership as it drifts among ... who? I have no idea. Nobody will actually drive it. Except for maybe starting it up and taking it around the block, once a month. Will it actually appreciate? I have no idea.

No word, either, on whether any cars were part of any group buys. If not, it would be a shame. Snap up this collection and you could see yourself parking the Veneno next to another icon, a Koenigsegg One:1. By the way, the One:1 sold for 4.6 million Swiss francs.

I'm fascinated by the collection, actually. It's clearly dominated by those ultra-limited edition fantasy vehicles that high-end collectors seem to fuss over. You know, cars that, by the time they're announced to the public, are already completely spoken for. I've often wondered how that happens. Obviously, the factories have a list of really, really, really good customers, all expecting to get in at what amounts to insider prices for rolling pieces of art that will, they hope, never sell for that low again. But how many are the sons of African oil-rich dictators?

By the way, a 2003 Ferrari Enzo sold for 3.1 million Swiss francs.

---

# EXOTECH

LET OUR EXPERIENCE HELP YOU

All facets of routine maintenance for daily driver to race car	Crankshaft grinding and knifedging
Complete head work	Boattailing
Port work with flow bench testing	Motec and custom wiring harnesses

**Mark Nadler 9 Newton Road Plaistow NH 03865  
(603) 382-3599 [www.exotechpower.com](http://www.exotechpower.com)**



# See it. See it now!

By Danielle Badler

If you haven't seen it, please see "Ford v Ferrari." I just saw it, at my local cineplex. But wait, you say. It's now gone from your local big screen. No matter. Then it's sure to have moved to Netflix or some pay per view service, now or any minute now. Go, scan, check your local listings. Seek it out, and watch. Watch ... the ... film.

Why am I so emphatic? Yes, yes, the film's very entertaining. More on that later. But there's another matter. And it affects us all – anybody who calls himself or herself an enthusiast. The fact is that we need to support cars and racing. And cars and racing films. If we don't, who will? Read my lips.

And then we need to register our support, by buying that ticket at the multiplex, or giving Nielsen a tick on our home viewing patterns. We need to have it aggregated and duly noted. Why? So that, wherever and whenever another cinematic project involving Castrol and burning rubber and turbos and steering wheels is concerned, there's an acknowledgement among the suits all seated at the conference table that there is, indeed, an audience out there.

Want proof? Ok, do you watch racing on TV? Of course you do. And do you ever get hounded by questions like, "how can you just sit there and watch cars go round and round?" And "what are you doing, waiting for a crash to happen?" Of course you do. We're a fragile minority.

Let me tell you a true story. Many years ago, when "Le Mans" came out, I had a summer job as a gopher at CBS headquarters in Manhattan. My actual job is not important. But what was important is that I would get invitations to private screenings of new films. They came from Cinema Center Films, which was a subsidiary or division or whatever of CBS. And, one day, an invite came to view "Le Mans." It seems Cinema Center Films was a producer.

When the day arrived, I got to the screening room maybe a half hour early, lunch and a drink in tow, in order to get properly situated for the screening. Nobody else was there. In fact, the room didn't fill up until maybe 30 seconds before the film began. No matter, I was ready.

Of course, I was enthralled. I was taken to a higher place. What an experience, I thought, what a ride. Then the lights came up ... and I blinked once or twice ... I got adjusted to the light ... and realized I was the only soul left in the screening room. Seems everyone else had up and left, sometime during the showing.

That's how fragile our world really is. If we don't support the entertainment that feeds our enthusiasm, who will? When? Remember, "Le Mans" was a bomb at the box office. And it took years for our favorite subject to recover. Years of Smokey and the Bandit and Cannonball goofball nothingness.

"Ford v Ferrari" is an opportunity that just doesn't come along very often. I've been trying to chronicle the star-making machinery around the film. Of course there's the late-night TV talk show appearances by Matt Damon and Christian Bale, the leads. But how about them both on "Today?" Matt on "Ellen DeGeneres?"

How about Forbes? Forbes! They ran a story under the headline "Ford vs Ferrari: The Real Story Behind the Most Bitter Rivalry in Auto Racing." And it's not bad.

How about a profile of the sets? In Architectural Digest? How the production designer created the entrance gates to Ferrari in Maranello? Enzo's office? The Glass House, Ford's headquarters in Dearborn? Henry Ford II's office there? And their coup de gras, a "1,000-foot bunker that once sat at the finish line of Le Mans and was torn down in the 1980s. His team rebuilt the entire three-story structure, with the mechanic pits and hallways behind them, the VIP boxes above, the grandstands above those, along with a full Wide World of Sports TV booth..." I should add, by the way, that they also used real, live audio snippets from the one, the only, Jim McKay.

Then there are the reviews, in virtually every daily, weekly and monthly publication and broadcast outlet that reviews films, nationwide. Buttressed by a multi-million-dollar ad campaign for the film in every major market, coast to coast.

And the best, of course, comes from the buff books. Especially Autoweek. Autoweek says see the film ... then watch these five films: "Williams," a documentary on the man and the team. I watched it, and liked it; "Grand Prix," to which I say, duh; "Le Mans," which I give a double duh; "Rush," to which I say, well yes; and "Senna," to which I say, not a bad list!

continued on the following page ....

Autoweek also dug up, from their morgue, interviews with Foyt and Gurney, on their win at Le Mans in 1967. They interviewed the director of "Ford v Ferrari" on "what he left out of his new movie." And they advise us motorheads not to let our knowledge of the actual events interfere too much with our screening the movie. Because, after all, it's a movie! About "what is among the greatest stories in racing history!"

But wait, there's more. I just got an on-line offer to "Enter now for a chance to win this 427 Cobra seen in "Ford v Ferrari." It's from Superformance. And, geesh, I just took a break from my typing and checked e-mail. What did I find? An item from Autoweek's racing daily which says "You will never be Christian Bale (or Ken Miles), but you can bid on the GT40 he drove in 'Ford v Ferrari.'" Interested? Go to the auctions in Kissimmee in January. For real.

And the film? The film? Ah, c'mon. Just see it. You were meant to. And bring your friends. They'll enjoy it too, even if they're not motorheads. Tell the world about it. Let's keep that wheel rolling! It's up to us!



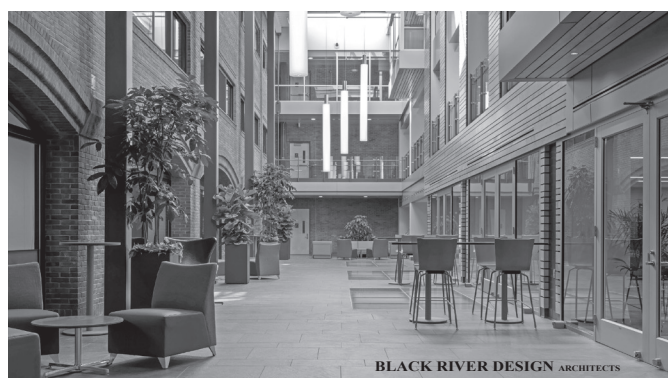
## Announcing the new NCR Goodie Store!

NCR has partnered with Lands' End Business Outfitters and set up a store front to supply NCR logo'd items (shirts, jackets, promotional items, etc). Transactions are direct between you and Lands' End with no markup to NCR. The entire Lands' End Business Outfitters Catalog is available to you. Simply sign in to [www.ncr-pca.org](http://www.ncr-pca.org), go to the Goodie Store page and click on the link or go direct to

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

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

**OCD Residential Cleaning**  
**Cassie Leonard**  
\*Weekly, Biweekly, Monthly  
\*Move in/Move out cleans  
\*Deep cleans  
\*Organizing, Decluttering, Laundry  
Call or text  
**207-337-5628**





We have more than 30 years of experience with database management, small fulfillment with full tracking capabilities, and all types of mailings. Send it our way.



6 Old Rochester Rd Ste 101  
Dover, NH 03820  
**603-343-5258**

**Call Ivy at 603.343.5258!**

<p><b>Maria Dona, DMD, MSD, DMSc</b> <b>Sheila E. Tucker, DMD, MMSc</b></p>	
<p><b>Andover</b></p>	<p><b>Periodontics</b></p>
<p>Two Stevens Street Andover, Massachusetts 01810 Phone: (978) 475-0567 Fax: (978) 475-7169 contact@andoverperiodontics.com <b>www.andoverperiodontics.com</b></p>	
	

## Sports Car Services

Rebuilding British and German Sports Cars since 1984

[www.sportscar-services.com](http://www.sportscar-services.com)    [wrench@sportscar-services.com](mailto:wrench@sportscar-services.com)

**(603) 352-4540**                      **(603) 357-2484**

 Follow Us On Facebook

View our current projects at: [www.thisweekintheshop.com](http://www.thisweekintheshop.com)  
Division of G&R Autoworks Ltd.

*Other shops bring their problem cars to us--*

*We have the LATEST in DIAGNOSTIC TECHNOLOGY.*

# Precision Imports



We specialize in fuel injection & C.A.N. diagnostics.

We have 5 ASE Master Technicians with Advanced Level certification; 2 of them are Bosch Master Technicians.

We believe in perpetual schooling so our technicians are well versed in the latest automobile technologies.

183 Faltin Drive, Manchester, NH 03104 Toll Free: 1-800-464-2031 | Phone: (603) 624-1113  
Hours: Monday-Friday 7:30am-5:30pm

## STUTTGART NORTHEAST, INC.



**WE SERVICE ALL MAKES OF EUROPEAN CARS**

SERVICED BY PEOPLE THAT OWN AND DRIVE THEM

**Jim Mallette**  
Owner - Technician  
978-777-3077  
978-777-9855 (fax)

OEM DIAGNOSTIC EQUIPMENT

stuttgartne@comcast.net  
507 Maple Street  
Route 62  
Danvers, MA 01923

**Be Ready for Track Day...**  
**...Be Ready for Every Day**

**Tuning • Handling • Maintenance**

**ASE Certified Master Technicians**  
**Full Service Foreign Auto Specialists**

**Factory Level Diagnostics and Service for Porsche**  
**Call 802-775-3433**

**GREEN MOUNTAIN PERFORMANCE**  
 Friendly Service  
 1827 US Route 4 East  
 Mendon, VT 05701  
 802.775.3433  
 Since 1995

[www.GreenMountainPerformance.com](http://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.

# ADVERTISER INDEX

- 50 Andover Periodontics
- 51 Autowerkes Maine
- 50 Black River Design
- 41 Club Motorsports
- 3 Days Inn Greater Barrington MA
- 48 Exotech
- 53 Green Mountain Performance
- 47 HMS
- 47 Kachel Motor Company
- 50 OCD Residential Cleaning
- 1 Porsche Nashua
- 52 Precision Imports
- 51 Sports Car Services
- 52 Stuttgart Northeast
- 51 Thunks Reviews
- 46 Trailer Werks

Inside Front Cover PANORAMA WEALTH  
 Inside Back Cover EPE  
 Outside Back Cover Mallard Insurance

***If you wish to advertise in Northlander please contact: Hank Cowles***  
[advertising@ncr-pca.org](mailto:advertising@ncr-pca.org)

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

## Northlander advertising rates:

Back Cover 1/2 page - Color		\$960/yr.
Inside front cover:		
Permanent (non-rotating)	\$125.00/mo.	\$1250/yr.
Inside back cover:		
Permanent (non-rotating)	\$125.00/mo.	\$1250/yr.
Full page		\$960/yr.
1/2 page		\$600/yr.
1/4 page		\$500/yr.
1/8 page/Business Card		\$150/yr.

Advertising fees are billed and due annually in either February or July. New advertisers may start part way through a year on a pro-rated fee basis. Advertisers are responsible for preparing and providing ad-ready copy to the Northlander Editor by the 15<sup>th</sup> of the month before the month when the ad will begin. Thank you.

# BTW



Dressed for the banquet ... someone left his shoes under the table. Lori Schutz wore one of her father's ties while telling the story of his tie collection.



Help needed! Really! Please!

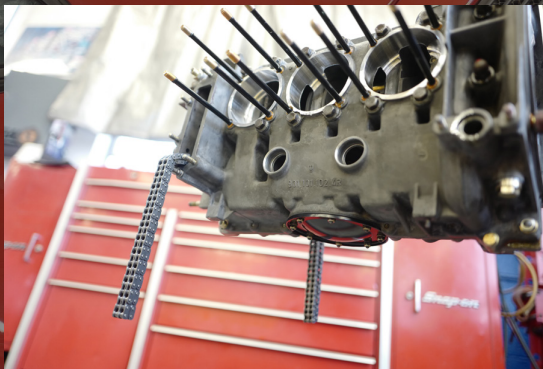
Want to help NCR and have fun too?

[Volunteer@ncr-pca.org](mailto:Volunteer@ncr-pca.org)

## NEXT MONTH

Next issue of *Northlander* is ... next year. And spring is a lot closer. Come on spring!





# The Region's Exclusive Porsche-only Facility

Pre-purchase inspections,  
Storage, Maintenance,  
Repair, Rebuild,  
959 service  
All work performed in-house

  
EUROPEAN PERFORMANCE ENGINEERING

165 West Central Street, Natick, MA 01760 508.651.1316 EPE.COM



# BECAUSE BABIES *— need —* SPECIALISTS

Hagerty specializes in collector cars and their adopted parents. Both deserve pampering – care and expertise you won't find in the practices of general insurance companies. Call your local Hagerty agent below for a consultation. The doctor is always in.



**MALLARD INSURANCE**  
Auto • Home • Life • Business

Michael A. Bernier

5 Coliseum Avenue  
Suite 303  
Nashua, NH 03063

603.943.7257  
F 603.943.7259  
michael@mallardinsurance.com



Classic Car Insurance™

**NORTHLANDER**  
**NORTH COUNTRY REGION**  
**PORSCHE CLUB OF AMERICA**

Volume 42 – Number 9  
October 2019

Kristin Allen  
58 Edgewood Drive  
Hampton NH 03842

Change Service Requested



PRSR STD  
US POSTAGE  
**PAID**  
03301  
PERMIT NO.1603