

NORTHLANDER

NORTH COUNTRY REGION

Volume 38 Number 2

PORSCHE CLUB OF AMERICA

February / March 2015



IN THIS ISSUE:
Yankee Swap 2015
What Will Be Will Be
...and much much more!

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We are looking for members interested in keeping this club going. Past administrations have done the hard work - they have built a strong and varied program with ever greater participation from the membership.

We are growing each and every year. Any member, whether active, affiliate, or associate can help out. If you have any interest in helping out this great region, please contact Matt Romanowski - matt@jraplastics.com

Thank you!

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NCR



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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 35 for advertising rates.

NORTHLANDER

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Volume 38 Number 2

PORSCHE CLUB OF AMERICA
Feb/March 2015

Upcoming Events

- 5** Calendar
- 8** Rally Dates
- 18** Auto Detailing Tech Session
- 36** Driver Ed Schedule
- 37** PCA Parade
- 38** Make-A-Wish Charity Laps Day

Departments

- 4** Board of Directors & Committee Chairs
- 5** Editors' Desk
- 6** Membership
- 8** Rally
- 31** Safety
- 32/33** The Mart
- 35** Advertisers' Index

COME JOIN US!!!

Make - A - Wish Day @ NHMS April 18th!

Calling all NCR members and friends for our Annual Make - A - Wish Charity laps day at NHMS. Shake off those winter blues!

See additional details on page 38

ivy@consumerprofilesinc.com

Features

- 9 New Member
- 11 Looking Back
- 16 A Day at A Car Auction
- 19 Flat Line
- 21 Yankee Swap
- 23 What Will Be Will Be
- 24 I Have Good News
- 28 BTW



16




19




21

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On the Cover

This picture was taken by Ivy Cowles at the NCR Annual Yankee swap. Dave Doran was daring enough to take his baby out during one of New England's many snow storms to attend the Yankee Swap.



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CALENDAR

NCR Calendar or Events

March

Sunday, March 8, 10:00 AM – 12:00 PM Driver Ed
Ground School, HMS Motorsport, Danvers MA

Tuesday, March 10, 6:00 PM – 8:00 PM
NCR Board of Directors meeting, Lui-Lui, 259 Daniel
Webster Highway, Manchester NH

Saturday, March 14, 9:00 AM – 1:00 PM
Tech Session, Auto Detailing, Prestige & Elite, 38 South
Road, N Hampton, NH

Saturday, March 28, 10:00 AM – 1:00 PM
Tech Session, Custom Metal Fabrication, Panel Craft,
90 Maple Street, Bethlehem, NH

April:

Tuesday, April 14, 6:00 PM – 8:00 PM
NCR Board of Directors meeting, Lui-Lui, 259 Daniel
Webster Highway, Manchester NH

Friday – Sunday, April 17 – April 19, 7:00 AM
NCR/NER Drivers Ed, Charity Laps, and Make-A-Wish,
New Hampshire Motor Speedway, Loudon NH

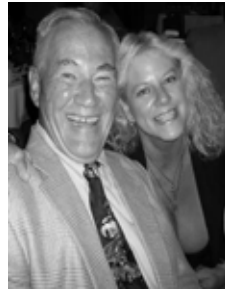
Saturday, April 18, 6:30 PM
NCR/NER Dinner, Loudon Country Club, Loudon NH
(Reservations recommended!)

Saturday, April 25, 8:00 AM
Rally/Tour, Spring Rally, 107 North Main Street,
Concord NH

Sunday, April 26, 7:00 AM
NER Autocross School, Fort Devens, Ayer MA (Novice
drivers only)

www.ncr-pca.org

EDITORS' DESK



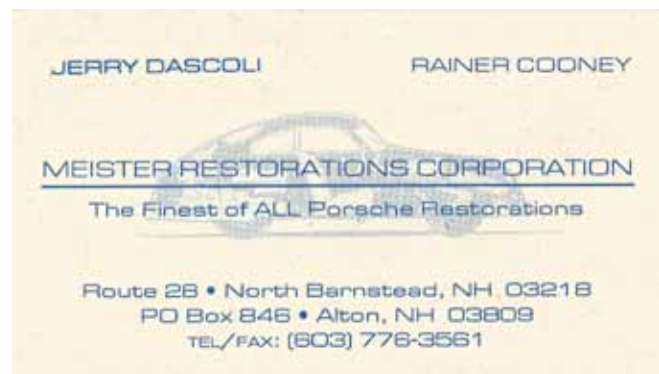
March and Spring...

We have spring to look forward to after what is going to be considered a record breaking winter here in New England.

It won't be long before you can get those cars out of the buried garages and storage units. (Let's hope)...

Make the best of March 17th and have a wonderful St. Patrick's Day.

Think sun, warm weather, and of course melting snow!
Find your pot of gold!



MEMBERSHIP



Laura Futterer

**February/March 2015 Northlander - New Members
and Anniversaries**

New Members:

Ali Alimi
Charlestown, MA - 2012 Cayenne

Hank Black
Groton, MA - 1987 924S

Christian Boudman
Bobbi Boudman
Wolfeboro, NH
Transfer From: Northeast (NE)
Joined PCA 11/01/2001

Tyler Brannen
Nashua, NH - 2014 911 Carrera S

David Day
Portsmouth, NH - 1963 356

Vlad Hladky
Essex Junction, VT - 2013 Boxster S

Elena Jespersen
Byfield, MA - 2002 911 Targa

James Martin
Brentwood, NH - 2008 Boxster S

Andrew Simonds
Weezie Simonds
Newburyport, MA - 1993 / 911 Carrera 2
Transfer From: Northeast (NE)
Joined PCA 04/01/2000

Nathan T. Ulrich
Naomi Cromwell
Lee, NH
Transfer From: Northeast (NE)
Joined PCA 07/01/2002

Robert Williams
New Harbor, ME - 1984 911 Turbo

Donald Williams
Northfield, NH - 2002 911 Turbo

Jack Wylie
Pembroke, NH - 2015 Cayman S

February Member Anniversaries

1 Year

Michael Costolo
Amherst, NH - 2003 Carrera 4

Phil Patton
Rye Beach, NH - 2013 Boxster

2 Year

Lou Alvarez
Claudia Alvarez
New Ipswich, NH - 1986 / 944

Patrick Bard
Karen Bard
Hopewell Junction, NY - 2004 911 GT3

Kevin Getty
Meredith, NH - 2002 911 Carrera

Thomas Sullivan
Diane Sullivan
Newport, NH - 2011 911 GT3 RS

5 Year

Matthew MacKinnon
Linda MacKinnon
Bethlehem, NH - 1984 944 / 2005 Cayenne

10 Year

Bobby Baker
Dena Baker
Brentwood, NH - 2005 987S

Michael Satzow
Shiela Satzow
Claremont, NH - 2004 Cayenne / 2011 Cayenne S /
2014 Cayenne

15 Year

Janet Quintero
Dover, NH

Gary Rose
Ben Rose
Bedford, MA - 2006 Boxster

20 Year

Gerald Long
Priscilla Long
Laconia, NH - 1984 911T

March Member Anniversaries**1 Year**

David Geller
Sam Fischer
Hollis, NH - 2010 Boxster

David LaPrade
Cheryl LaPrade
Wilmot, NH - 2013 Boxster S

Jonathan Malcolmson
Becky Malcolmson
New Ipswich, NH - 1986 911

John Ornell
Portsmouth, NH - 2013 911 S

Robert V Paolini
Grant Paolini
Dover, NH - 1962 356

2 Year

William Coffill
Janice Coffill
Hudson, NH - 1978 911 SC

Peter Klevitch
Alexandre Klevitch
Somersworth, NH - 1982 911 SC

Cameron Martineau
Hampstead, NH - 1986 944 Turbo

Brent Torre
Concord, MA - 1998 Boxster

5 Year

Brian Goss
Suncook, NH - 1983 928S

Randall Thompson
Dagmar Thompson
North Kingstown, RI - 2005 911 Turbo S

15 Year

Ralph Neff
Oanh Neff
North Andover, MA - 2000 Boxster

RALLY



Jeff Torrey

Rally Time

As Rally Chair I am happy to report that I have had lots of member input for the upcoming Rally season. Here is the current list of dates for 2015. Please mark your calendar. More details to follow. I will post the event outline on our Club website calendar www.ncr-pca.org. Look for updates on the Friday membership e-mail blasts, as well as our Facebook account: <https://www.facebook.com/groups/179504218747839/> North Country Region Porsche Club of America. Looking forward to the upcoming driving season. Thanks for your interest and support. – Jeff Torrey

April 25th Spring opener to be Coastal, Maine.

June 27th Lake Winnepesaukee Tour – Bill Meyer

July 19th MT Monadnock Region NH

September 12-14 Fall Getaway Weekend – Essex Resort and Spa, Essex Vermont – Tour VT Route 2 exploring the Islands of Lake Champlain. At top of Lake Champlain traveling east and then south to Stowe, VT

October 25th Historic Tour of Central and Southern, NH – Dave Doran

New Member: Henry (Hank) Black

This is the 4th Porsche I've owned. My 1st Boxster. I purchased it from Porsche of Nashua. I could not pass it up, has just over 25K miles and is in new condition..



Welcome Henry (Hank)... what a stunning car.

WELCOME NEW MEMBERS TO NCR - SEE YOU SOON AT THE UPCOMING EVENTS!



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2006 Porsche Cayman S, 6sp manual, 51k miles, Sport chrono, BOSE, Heated seats, excellent condition, Seal Gray over Natural Brown interior **\$29995.00**



2007 Porsche 911 Targa 4, 6sp manual, 45k miles, fully serviced, very rare Targa! 19" wheels, \$97k Original MSRP, **\$47995**



2006 Porsche 911 Carrera S Coupe, 6sp manual, 59k miles, factory navigation, dual power, Full leather heated seats, BOSE, Xenon lights, 19" wheels **\$41995.00**



2010 Porsche 911, Only 9815 Miles!!! 7sp PDK, Sport Chrono Plus, 19" wheels, BOSE, Color crests, Macadamia metallic over beige. Stunning car! **\$59995.00**



2007 Porsche Cayman, 5sp, 39k miles, BOSE, Xenon lights, Heated seats, 19" wheels with new tires, terrific condition, silver over black leather PRICE REDUCED to **\$27995.00**

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Judy Hendrickson **LOOKING BACK**

Snow, Snow, Snow! I missed the early storm in November when I was visiting family near Atlanta. I was to fly home on blizzard Monday from Costa Rica, but had to stay another 2 days. HA! But now, three weeks of nearly back to back storms and I am running out of space to blow the snow. It would be soooo much better if the snow totals were reversed between Nashua and Waterville/Loon. However, notwithstanding there is half the snow in the mountains as here in the southern tier of NH, skiing is fantastic. Perfect conditions! Get out there and ENJOY the winter.



I won't bore you with a travelogue of Costa Rica, just suffice to say it was warm, sunny and amazing. Wildlife everywhere and wonderful beaches and the sunsets! Nothing like the sun sinking into the Pacific. AND, I discovered that the Ole Man in the Mountain did not "die", he simply got tired of the winters and moved to Playa Pelada, Costa Rica - - -

No 1985 issues until April and 1995 combined March with April so I will concentrate on February 1995 and February and March 2005 issues.

From Volume 18, Number 2, February 1995



A Reminder of the January Thaw.
(Your Editor's cars came out for an engine run.) Photo: Doug Hendrickson

Rather than reprint an article from this issue I will summarize some items of note. Editor, Doug Hendrickson, announced the club's acquisition of its own laser printer allowing for total in house production of the camera ready copy to go to the printer's – saving a good bit of time and expense. The President's column described a busy and varied calendar planned for 1995 – the usual 4-5 Tech Sessions for the winter, manning the pledge phones at NHPTV, Motorsport Weekend, Concours Lobsterbake, AX School, joint rally with NER, and working the Mt Washington Hill Climb. 1995 also saw our planned foray into Driver's Ed organization. Under the leadership of Pete and Linda Petersen, we were teaming with Hudson Champlain Region to learn the behind the scenes tasks of organizing and running a Drivers Ed event; the goal being to run our own event or at least team with another region the following year.

We began the year with 273 members plus family, affiliates and associate members with a treasury balance of about \$7,000 and an operating budget of about \$26,000. Today, NCR is over 500 members plus family, affiliate and associate members with a treasury balance of over \$100,000 and an operating budget of nearly \$210,000, the bulk of which is driven by DE both as to expense and income. We've come a long way baby!

From Volume 28, Number 2, February 2005



Photo Montage by Bill Kallgren

This issue provided background on the new Editor, Bill Kallgren, a Brief History of the 924, a number of book reviews on Porsche related subjects and an extensive interview with NCR member Jerry Austin.

Jerry had been a member of NCR since 1993 and along with Pete and Linda Petersen is perhaps most responsible for setting the precedent for the finely oiled machine that is NCR's DE program and its reputation for both quality and camaraderie. Jerry had recently retired from Ma Bell and moved to near Sebring, FL and was translating his Porsche hobby to a Porsche business, "hiring" on to the Synergy Racing team as one of the team mechanics for the 15-race season. Jerry continues today to work with race teams with his extensive knowledge of AIM data systems and data analysis, a key part to today's race car tuning.

From Volume 28, Number 3, March 2005



September 1964 Sports Car World photograph of Jim Clark by David Churcher

This issue featured articles on the Rolex 34 Hours – a follow up to last month's Jerry Austin interview, a promo for the upcoming progressive dinner party, more book reviews and coverage of the Yankee Swap Party along with the following spotlight on NCR member David Churcher. Long time members of NCR may already know David's story, but as he still acts as NCR's official photographer it seems fitting to repeat it for the benefit of newer members.

PORSCHEPHILE PROFILE DAVID CHURCHER

By: Bill Kallgren



February has been pretty mild so far this year, contrary to my Letter from the Editor in the last edition, things have been pretty favorable without too much snow and what seems to be unseasonably warm weather. In great fashion then, I was lucky enough to get together with David Churcher to enjoy an aromatic Australian red and spend a few hours discussing some of the pleasures of life, including performance automobiles, art, and most specifically in this case, photography and Porsches.

If you have been to a club event in the past several years, you will certainly have seen the man behind the lens, David Churcher: North Country Region's official Club Photographer. In the course of our evening recalling some great NCR activities I got a rare glimpse into this amazing man and a, brief glimpse of his depth and texture. Certainly the sampling of fine wine and the warm glow of the fireside helped set the stage for a memorable evening discussing fast cars among various other passions of life, not limited to just cars but that is perhaps a story left untold.

David is the North Country Region's club photographer and much of our discussions hinged around this lifelong hobby, and sometimes profession, of David. Indeed I got a rare glimpse at some of David's most treasured photography. In fact the lifelong attraction to gelatine and silver can be traced to the golden age of Formula One racing. The year is 1962 and the starting grid includes some of the most memorable names in racing. The likes of Sir Jack Brabham, David Gurney, defending F1 champion Phil Hill, Sir Stirling Moss, John Surtess, the memorable Graham Hill and Carroll Shelby fill the grid of these high-strung race machines. Aerodynamic aides were yet to be developed, and Sir Jackie Stewart was yet to make his crusade for safety. Racing was dangerous and the successful racers were the rock stars of the time. It is here that we find the young David Churcher with camera in hand capturing images which would become his first professionally published photos, the action of Formula One racing. In David's own words: "I took up photography in 1962. The urge came because of two things I really liked to photograph: racing cars, and, pretty girls..



Jim Clark's Lotus, Indianapolis 1964

More than 40 years on and nothing has changed. In those early days I was fortunate to get work published easily and the first photograph published was the start of an F1 race. I was fortunate too in meeting Walter Van Nieuwkyk who owned a studio in my hometown. I began to work for him shooting weddings and Walter became a close friend and teacher. His wife, Val, taught me to print. I had the use of their studio darkroom every Saturday. If you look at the photograph in Northlander's January issue where I am at lunch with The Grubbies ... Val is the lady on the right.

"I am from Australia. I still have my Australian passport. Ever since I was about 12 I planned to come to the USA ... always loved this country. It took awhile to finally get here. I waited in Canada until Viet Nam was over and

then arrived in the USA in 1980. I was living very nicely in Toronto and loved it... but a job offer here in the Seacoast turned up ...so what could I do?"

In fact, this decision to move to the seacoast region netted work at Heidelberg Press Company and eventually was parlayed into a three-year post in the home country of our favorite auto manufacturer, most specifically Heidelberg, Germany.



Walter Van Nieuwkuyk

At this point I am surprised by the following admission, a man of this stature, surely has owned a large collection of Porsches for many years if not a decade or two. Back to David's own words:

"The license plate HELMI (my daughter's name) gets a lot of attention. More than a few times a Finnish person has become all excited and asked if we are from Finland. The name is from that country and it means 'pearl'. I took it from a book of photographs by a photographer called Sam Haskins. In the 60's, Sam was living in South Africa and published a book called FIVE GIRLS. It is a classic. I spent a good part of the recent 40 years imitating Sam's style. The license plate has been HELMI since 1980 ...two Mazda RX 7s and a Mitsubishi 3000 ... now the Porsche."



What's this "now the Porsche"? Mazda RX7? Mitsubishi 3000? Did I hear wrong? Is the wonderful Greg Norman Shiraz we are enjoying speaking to me in tongues? Did this wonderful Aussie Red with aromas of blackberry, plum, and a hint of dark chocolate and spicy oak knock me on the head? Surely this man has driven and owned every Porsche imaginable! No it is not to be. After clearing my head and seeking clarification the full story emerged.

David currently is indeed driving his very first Porsche, a 1984 911 Carrera and truth be told among friends, he

did own a number of "other" cars as mentioned above before acquiring his first Porsche in 2001. Back to David:

"My current car is, yes, a 1984 911 3.2 Carrera. It is my first Porsche. While I was in Germany I planned to buy one there and perhaps stay in Germany. I loved it there. A few months before my planned return I got in touch with the North Country Region and began a correspondence with Ellen Beck. The car came on the market and Ellen alerted me. It's a fun story to tell. Ellen and Judy [Hendrickson] offered to go and look at the car and tell me all about it. That was a Saturday afternoon and I was at a dinner party in Heidelberg (German time). I arrived home about midnight and there was a long email with photographs and a report from the ladies. Ellen's words were: "I think we have found your car". Indeed; I came back to the USA, met Ellen in person, picked up the Porsche, and did not go back to Germany or on to Australia."

Back in the US. David related that he was keen to hold up the pride of Australia with plans to take the car straight to the track.

"The Australian motor sport scene has always been very active. Remember, we produced Jack Brabham as an F1 world champion. Several more Australians became famous in F1 and sports cars ... even with the Porsche factory team. I have never raced. When I arrived back in the USA three years ago after a three-year assignment in Germany I bought my Porsche and planned to learn to drive with my buddy Ellen as teacher. But things went wrong ... you asked about my wonky left foot... that was what went wrong.

I had been a long distance runner for years and had 25 marathons behind me. The body was getting a lot of abuse so I gave up running and became a long distance cyclist. Three years back I had a tingling in my leg and it was diagnosed as a circulation problem. We stripped out some veins. No changes. Then one day as I climbed off ... "click" and the L3 L4 collapsed, pinched a nerve, and the foot went wobbly. So now I wear a brace on it. The damage to the foot is bad enough but the real damage is to the brain."



With a bum left foot, David has focused his passion for cars in new directions. If you attended the recent Yankee Swap, one of the treasures of the day was the North Country Region Photo Album David put together from

an assortment of photos from the past year's activities. Swapped many times, only one person was able to go home with this soon to be collectable. David, with the help of Colin Blake, is now offering reprints of this wonderful little book with 100% of all proceeds going to the Make-A-Wish Foundation. See the attached sidebar for full details on how to reserve your copy today. Let's get back to David:

"Do I participate in other car clubs? No. I have been a Porsche fanatic since 1958. I am totally a Porsche nut. I do like Ferraris and other elegant machines ... but my model collection on the shelf is GT1, 917, 550, GT3, etc. My bookcase is 917, 962, etc. Porsche. Porsche, Porsche. You ask if I have a favorite Porsche. Yes, the 917. I interviewed Hans Metzger at the Porsche museum while I was over there. He designed the car and the motor while Norbert Singer did the body. Metzger was the brains behind it. I have gone quite mad over the 917. You might have noticed how I drool over Dick's 917 replica. One day I will buy one, or, build one.

"Me race? Oh. I wanted to ... as I mentioned earlier. But I am smart enough to know I would do some damage if I tried it now. You ask if I get a thrill from the photography. Oh, yes I love to shoot and to print. All the thrill is there. I just love it. It's the same thing when shooting pretty women. Just love it."



It is at this point in the evening where we shifted our focus to photography, to art, to commercialism and relative merits of the digital medium. Could an artist embrace the digital realm and still stay an artist. Let's set the stage at the point where David started discussing the contents of his bag.

"The cameras. Since the beginning always a Nikon. I still have my original Nikon F. I have had, and disposed of over the years, an F2, another F, and a D100. Today the bag has a D2H. FM2, and an F4. The two film bodies were needed in the days before digital. I went digital a couple of years back and this was partly due to NCR. I was shooting a lot of film and all the expense was mine. It was fun. But ...wow. So I justified the D100, PhotoShop, and went in headfirst. The D100 let me down twice so I got rid of it and bought the D2H. This is a very expensive machine but wow what a machine. People might say Canon is better... I would not argue...it is a preference. I have been a Nikon person for years. It is like Porsche or BMW. For me it is Porsche and Nikon. You ask about the other hardware in

my bag. Hmm...a CD burner for downloading chips on a big day, an 80 - 300 Nikon zoom, a 24 - 120 Nikon zoom. I use a Hasselblad too and a studio flash for the portraits. Today there is no darkroom although all my stuff is in the locker. Today it is a Pentium 4 and Photoshop. As you can see ... I like my toys."

Photoshop? But where is the line drawn between technology and art. It seems that art and technology have always co-existed in a sort of fire and water relationship, a lot like the interface of water and lava in deep sea fissures, the heat of the lava wanting to flash the water into steam, the pressure so high that steam can't be generated. Has David embraced digital photo editing as an acceptable artist's medium or does he rely solely on the truth of the lens for his work?

"I like your question about fire and water and is digital an artist's medium. Let me think about how to answer. Hmm. In the old days we would crop and dodge and burn and tone ... and have a finished print. It would be a representation of the person, or landscape. We all strived for a style. Remember my comment up the page ... years imitating Sam Haskins. Well, today we do the same in digital. OK .. One can manipulate the picture ... move pyramids, add in people, etc. That is done and is 'false' of course. But to take a digital file and go at it in PhotoShop ... crop, dodge, burn, tone. That's art. It's technology to be sure. But to be a techie and also an artist you have the best of both. It is the future. Silver is dead. Digital is the future."

Sensing that our time was running short there was only one question left to be asked, specifically, did David have any recommendations for a good Australian wine.

"Can I recommend a good Aussie red? Bloody right, mate. They're all good! Some are excellent. Try Wolf Blass or Greg Norman. No worries. Give it a whirl."

For sale!

2013/2014 Soft Cover Yearbook

\$23



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111 Venture Dr. Dover NH 03820

A Day at a Car Auction by Rich Willey

Biff and Mike Gratton, Marilyn, I checked another bucket list item by attending a car auction; the Mecum Auction in Kissimmee Florida. Arriving mid-morning on a Thursday, we expected a smaller crowd. Not so!



Checking out a RUF...

The first thing that strikes you is the scale of the operation. Massive. We went to the closest tent and found it was filled with that day's auction cars. After looking them over (including two restored Ford farm tractors, one with a Flathead V8, the other with a Ford 4.6 liter V8) we went into the auction hall to guess their selling prices. Unfortunately, without a bidders badge we could not get into the area seen on TV, so we settled into the balcony. There seemed to be a wide variety of bidders, from investors, to folks who were buying based on their childhood memories. The people who were frequent buyers or sellers were treated very differently from the average bidder. Special roped off seating up front, waiters serving drinks and food, Frank Mecum or Frank junior assisting them personally to get a deal done. One of them bought a "Mecum Sold" neon sign with proceeds going to charity for \$10,000.



Row of turbos

Back outside we headed to the high end car tent to find 100+ cars waiting for the last auction day. Think pristine 1962 Chevy Bel Air 4 speed, dual quad 409, RUF P-car, and low mileage 1970 Boss 429 Mustang. But we were pleasantly surprised to also find, several Turbos, Carreras, and even an Outlaw 356.



356 Outlaw 2.7 L

Beyond were two of the largest tents I have ever seen. Each 4-6 rows deep. We would still be there if we tried to walk the length of every row. Plus there were boats, motorhomes and haulers too big to fit in the tents. Did I mention the motorcycles, auto-mobilia, antique boat motors, and print material vendors? I think we saw maybe 15-20 % of the vehicles in the 6 + hours we were there. Exhausting but too much fun.



Main tent looking east...



2nd tent looking west..



Early 911..



356 Outlaw front view



356 Outlaw rear view



Camaro eye candy...



Lambo Diablo...

Mar 14th – Auto Detailing Tech Session

This tech session will show you how to detail and prep your vehicle, for the next show or cruise along the beach. Owner David Gallagher has over 30 years of experience as a professional, elite auto detailer. David has a distinct passion and eye for detail, having developed an exclusive detailing system that has served thousands of satisfied customers.

Visit their web-site at prestigeandelite.com to see the various detailing services offered.

Coffee and donuts will be served.

09:00 am – 01:00 pm – Prestige & Elite Auto Detailing, 38 South Rd, North Hampton, NH

Please RSVP to Bob Futterer at tech@ncr-pca.org.



Flat Line by Rich Willey

This year we decided to winter in FLA for the first time, and I must say it was one of the smarter decisions we ever made. Reports of winter storm after winter storm sweeping through New Hampshire were disheartening but at least I wasn't shoveling.

I mentioned the Mecum Auction in Kissimmee in another article and I highly recommend it. FLA is also the collector car, muscle car, street rod epicenter and there are a number of museums, dealers, shows, cruises, etc. You could go to an event every day.

But I digress. Doing a track day at Sebring had been on my mind since we planned the vacation, but SCCA events, SVRA events, and the Sebring 12 hour were on dates that worked for me. So I looked for an alternative and stumbled on the Performance Driving Group, which had a track day at Palm Beach International Raceway (PBIR) on February 7th. A two mile, 10 turn, flat facility with a very long back straight (about 30% longer than Thompson) plus two shorter straights connected by three long sweepers and two triple Ess. It is in the middle of nowhere (Pratt and Whitney tests jet engines nearby). After a telephone call with PDG owner Henry Gilbert, I signed up and rented one of his Corvettes for the day.

Day of the event, we arrived to find the nearest paddock swarming with campers, vans, and even semis. What's going on? There was a two day kart race with about 100 participants. Their track was to the left of the car paddock and they ran all day long. Whining two strokes. Ugh.



Rich's ride for the day...

Turns out we were supposed to be there at 8:00AM (web site said 8:30AM). After the driver's meeting which I mostly missed, I found Henry, signed the waivers and asked about his cars, some of which looked to be a bit "worn". He assigned me to a 2500 mile C6 Corvette which I had to guard like gold before every session. He had me in a newbie run group because I hadn't driven PBIR but I

dazzled him with my "white run group and multi-track experience" so he changed me to the advanced group. Careful what you ask for!



AMG SLS

Before I get on the track I realized that Henry had opened the day up for "run what ya brung" sessions. Full-race Vettes, Radicals, turbo Honda Civics, and assorted SCCA race cars, along with what the locals use for track day cars (see pics) were on track.

I'm out at 9:30 and have the chief instructor with me. (No one gets in Henry's cars without an instructor.) I had done my homework via You Tube DE videos so was feeling pretty good. Wouldn't you know it my instructor was a racer so we weren't driving that foolish DE line. We're learning the racing line, i.e. protect every corner at all cost. It gave a whole new perspective on "slow in and fast out". Great fun having all the DE line drivers suddenly see me at their door in the middle of a sweeper. Everyone behaved and there was no paint swapping.

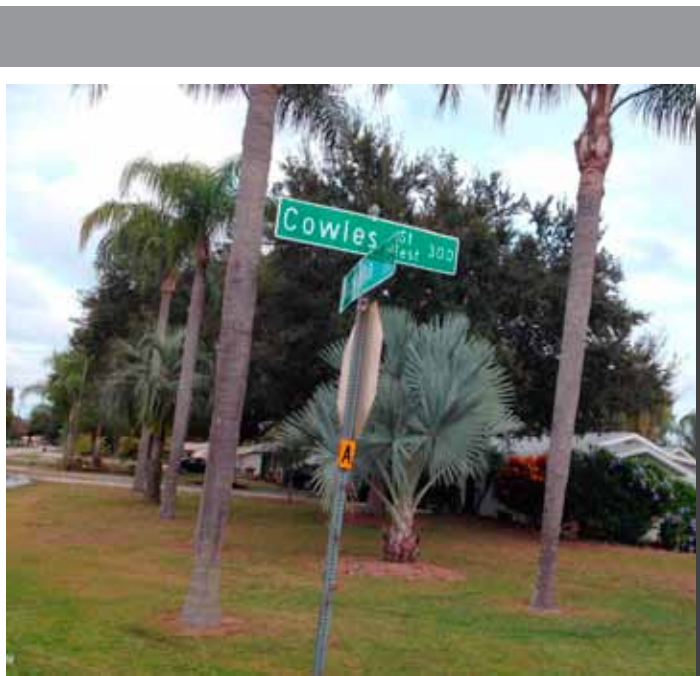


McLaren

Driving the Vette was certainly interesting. Getting it to slow from 130-135 MPH for a sweeper was exciting

but I kept it off the ABS after the first few laps. Thankfully it had racing brake fluid, Cool Carbon brake pads and those new tires. And tracking all the way around the sweepers in street tires, with a front tire on the curb while the beast tried to understeer was a real challenge. But cutting curbs in the Ess and using that V8 torque to pull out of the corners was a real treat.

Everyone played nice and I was getting by other Vettes, the few P-Cars and a Nissan Skyline routinely but there was a full-house Cobra and a couple of super-charged Vettes in my group that just ate my lunch. All in all a fun day but I can't wait get back to the up-hills and down-hills.



On a funny note... Rich and Marilyn found a street fitting for the editors



And yet another

NCR Yankee Swap - The Holy Grail

by Kristin Allen - Photographs by Ivy Cowles and David Churcher

Only the heartiest of NCR souls braved the first real snow storm we'd seen this season to make their way to the Holy Grail in Epping. At least it gave us an opportunity to put our winter driving skills to the test ;-). Little did we know at the time that the day's weather was only the tip of the iceberg, so to speak. As I now write this article, we've had 99.9 total inches of snow, making this year the #2 snowiest season on record.

This is our second swap at the Grail. The restaurant is in a converted church, complete with large stained-glass windows and cathedral ceilings. Check it out if you haven't been. They have a good draft and bottled beer selection, and tasty Irish pub fare.



Bill and Penny Meyers.. nice shirt Penny

As can be expected with our crowd, car-themed gifts traded hands several times. Ivy scored the NASCAR model with a flip-top roof revealing a hidden flask inside (she should buddy up with the Tischlers, who walked away with the bottle of Canadian Club). Jay Tischler snatched Hank's favorite spray shine (Griot's). Jerry Kaiser scored car wax, Paul Tallo brought home some speed shine, and we all admired the Porsche pendant that accompanied Dave Doran's wine and glass. I'm sure one of Hank and Ivy's grandkids will become the lucky beneficiary of a remote control Cayenne turbo. True to the theme of our "drinking club with a car problem, Bill & Penny Meyer received one of the many lovely bottles of wine I saw passed around . . . I saw a Cote de Rhone, a Merlot, and a Malbec change hands.

David as always snapped pictures--perhaps Jack will share his Bacon-scented scratch & sniff lotto tickets and Porsche-shaped paper clips with him.

But Ivy is a Yankee Swap sly fox, let me tell you. She knew I wanted to hold on to that 911 Carrerra S wireless mouse, and saw her way out of writing the Northlander article that came with her powerful 'take anything from anybody' #1 swap ticket. I caved, and agreed to write the article for the pleasure of not having her steal my mouse.

NCR Yankee Swap 2016, Ivy . . . bring it on!



Guy talk...



A happy group at dinner ordering time..



Steve's turn..



A happy photographer able to sit and relax..



Will Jerry get to keep the liquor decanter??



Jay's gift and the paper was spectacular



Dave appears happy with the gift in hand..



This is one way of getting out of writing the article



Let's take Jerry's gift while he is not looking



Another productive swap for NCR..

What Will Be Will Be

by Danielle Badler

A short while ago, Jim Fusili, a music critic for The Wall Street Journal, mused in a column over the fact that Bing Crosby is largely forgotten today... save as the crooner of "White Christmas."

Jim noted that, at his peak, Bing had 50 million listeners a week for his radio program. Overall, he had 41 no. 1 records — more than the Beatles or Elvis. He "invented the concept of the pop singer, and elevated it to high art."

Jim went on to wonder if the giants of the '60s and '70s, people like Bob Dylan, Stevie Wonder, the Stones, even the Beatles, will have staying power for future generations.

It got me to thinking about my first grandchild, Hugo, born on Aug. 23, 2014. I was going to give him a gift, a deposit that he would not be able to use until he turned 17, or whenever he was able to get a driver's license, and then only on a vehicle of choice.

Wow, would I have liked a gift like that. I could see myself scouring road test data and car reviews for what the wonders of compound interest would enable me to acquire on my golden day.

And then I shelved the idea. I thought about the fact that, 17 years from now, chances are nobody will drive themselves. Certainly, if current trends continue, his generation will look at the concept of driving, especially driving for sport, as a quaint embodiment of a generation rapidly devolving into the sands of time.

Oh well, I thought the gift was a great idea. But it came from me, from my perception of what will be. And that's almost surely not the reality of the world Hugo will grow into.

And what of the automotive icons of today? What will Hugo think of the Porsche 919, the McLaren P1, the LaFerrari, the Bugatti Veyron? Relegated to toys that rich guys store at private tracks, and take their self-driving conveyances out to visit and dust off on alternate weekends?

You know, I think so.

But, if history is any guide, they'll also be appreciated as perhaps the ultimate embodiment of an art and science that's no longer relevant.

That's the way it is. Just look at what people today do with the automotive icons of the Beatles Invasion, their early 911s, their E-Types, their split-window Vettes, their Ferraris... any Ferrari from that era. They dust them off on sunny summer days, and take them to car shows, after informing their insurance companies that their toys are going to move on asphalt.

And it's ok. Because the vehicles are already standing the greatest test of all, the test of time.

Sure, future generations, who didn't experience hearing Satisfaction or Yesterday or Like a Rolling Stone or Sunshine of My Life for the first time, who never saw a 904 or a 365 GTB when it was brand new, will never understand what it was like, like those of us who did.

But the purity, the genius, will last.

And there's so much archival material out there that anyone who's curious will find a treasure trove. Watch file footage of the Beatles on Ed Sullivan. Or read Keith Richards' autobiography. Or screen one of the recent music documentaries, like "Muscle Shoals" or "20 Feet from Stardom." And then watch "Grand Prix" or "Le Mans" or even "Drive."

It's the same as watching "Casablanca," viewing a Monet painting of water lilies, listening to a Brandenburg Concerto.

Of course, we can only imagine being in the audience for the first ever performance of Beethoven's Ninth Symphony... with Ludwig off to the side, deaf, unable to hear his genius.

The fact is that the best music lasts. Just like a Gullwing, a 917, a Miura, a Bugatti Atlantic, a Mercer Raceabout.

Over time, the icons earn their place in the pantheon. Who remembers the contemporaries of Shakespeare, except maybe Marlowe? Of course there were many, all lost to history.

So, Jim, I wouldn't worry about Bing Crosby's place in the music continuum. It's time that will take care of that. And there's nothing we can do. My grandson Hugo's generation will shock and awe its parents' and grandparents' generations by coming up with its own icons, in shapes and forms that we, here, today, cannot imagine. And that's ok.

What will be will be.

I Have Good News

by Danielle Badler

Hey, calling all Porsche owners. I have very good news. The Western World has turned its back on car culture.

That was the headline for a piece that appeared in early February on Quartz, a digital news outlet for the “new global economy” that originates in the UK.

The writer, Leo Mirani, makes a very compelling case. He cites data compiled by Schroders, an asset management firm, which show that car sales may never recover to their pre-recession peak.

Why? Two things; urbanization and smart phones.

Young Americans are getting their driver’s licenses later than ever. And many, on both sides of the Atlantic, are not getting their licenses at all.

What they are doing is living in urban meccas; some two-thirds of American “milenials,” those born after 1984, for example, live in cities today. And 40 percent of them say they have no plans to migrate to the suburbs like their parents did, a generation ago.

For them, cars are simply not relevant as a status symbol. And getting a driver’s license is no longer a right of passage.

What is important to them is the smartphone... and apps... apps that enable real-time access to public transport and private services like Uber and Lyft. Owning a car, then, becomes an unnecessary expense.

According to the research, smartphones also cut car use by allowing people to stay in contact, virtually. And that, in turn, then reduces the number of trips people take. The author cites a researcher at Microsoft who notes that what the drive-in was to teens in the 1950s, and the mall was to teens in the 1980s, social media are to teens today. And you don’t have to go anywhere to play.

Then there’s e-commerce. If your supermarket delivers for a nominal fee, or Amazon brings your on-line purchases to your door, still more trips are obviated.

And the story’s similar in emerging markets. In developing economies, increases in car sales have led to gridlocked cities. And that’s often due to minimal or a complete lack of urban planning. Take Beijing, please. Or take Delhi, which was recently cited for the worst urban pollution on earth.

In response, governments are pouring vast amounts of money into urban transit.

Where that leaves market growth for the automobile is anyone’s guess. In point of fact, signs are emerging that these economies will follow Western examples and adopt new technology... app technology.

And that will, quite possibly, lead to what’s called “structural stagnation” in the developed world’s auto industry... with the preponderance of vehicle sales driven by replacement demand.

What to do?

Stop! No, go! This is good news! Here are the implications the researchers failed to acknowledge.

You won’t have to teach your teen how to drive. Which should add 10 years to your life, minimum, if only as a result of decreased blood pressure.

And, if they don’t have a license, you won’t have to endure the scene of watching them pull up to your house, with the radio blaring, and your child engaging in multiple conversations with friends, by text and voice, simultaneously. Or wonder where they really are, when it’s prom night and they’ve called in to say they’re alive and well.

Add another 10 years, minimum.

You won’t have to lay out the cash for your kids’ first wheels. I remember doing the down payment for the first vehicle that both of my daughters bought. Will they do the same for their children? Hardly likely.

You’ll have more room on the road. When the bulk of transportation is provided by app-based services, along with Smartcars, rapid transit and, let’s face it, it’s inevitable, self-drive vehicles, lanes will open up before your eyes, traffic will melt away and it will be smooth sailing, up to and through that favorite sports car loop.

You’ll be able to pick up that dream ride for a song. Because demand will drop through the floorboards.

And those lightly used resales will proliferate. Because great gobs of baby boomers will soon be moving into assisted living facilities, where transportation will be taken care of... by livery services. And all of their used toys will flood the market... making the cost of entry lower than ever before.

And what of the social stigma of driving a machine that’s, out and out, made for performance? Let them eat their hearts out. In the greater scheme of things, we’ll be a drop in the bucket, a rounding error in a vast sea of automated mechanization. Hardly anyone will notice. And those that do won’t care.

Oh yes, the dream Porsche of your life. For less than you

ever dreamed possible. On roads that are clear of congestion. It's a whole new era for us lucky few, the automotive enthusiasts of the planet.

We're trending to very good news, indeed.

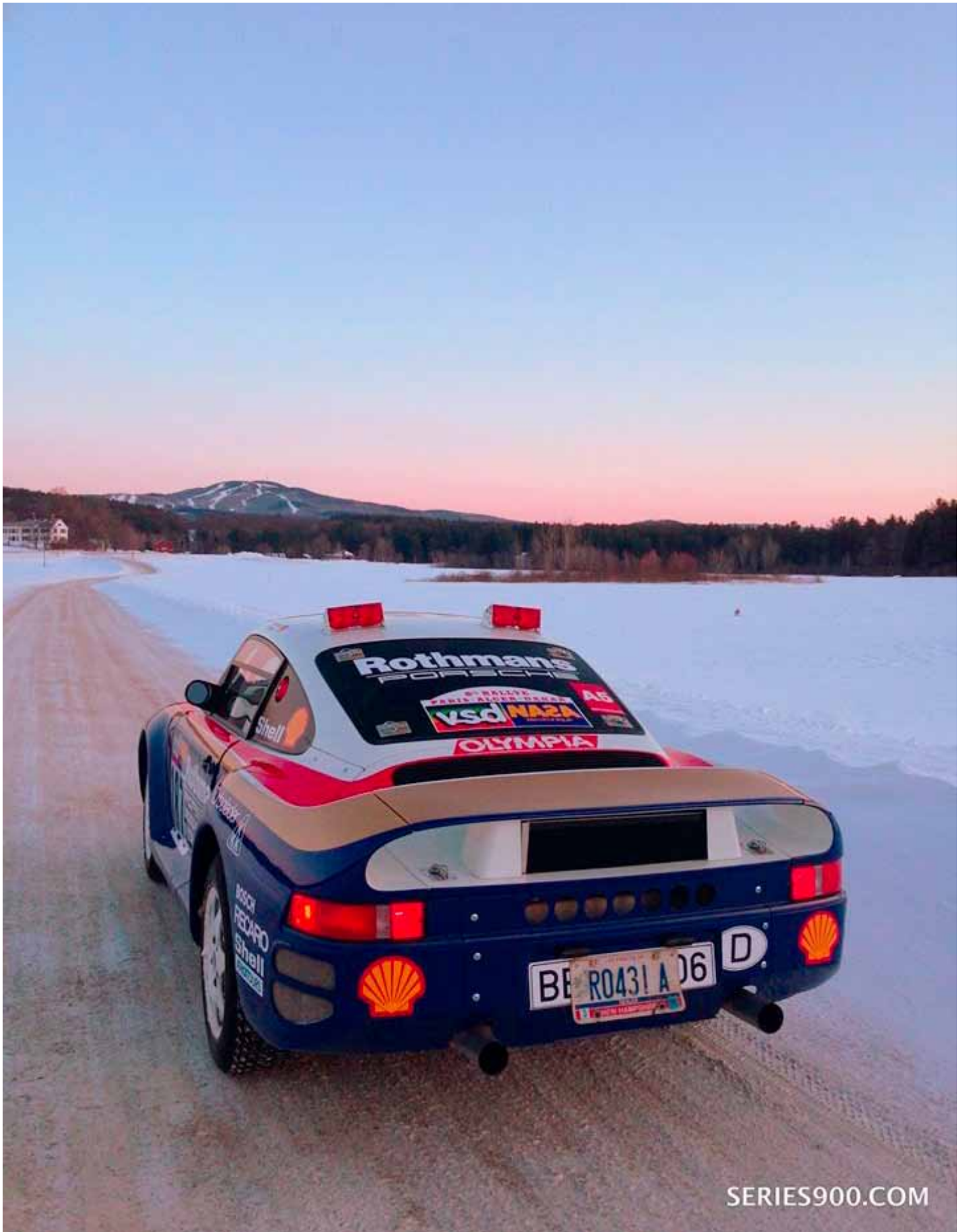
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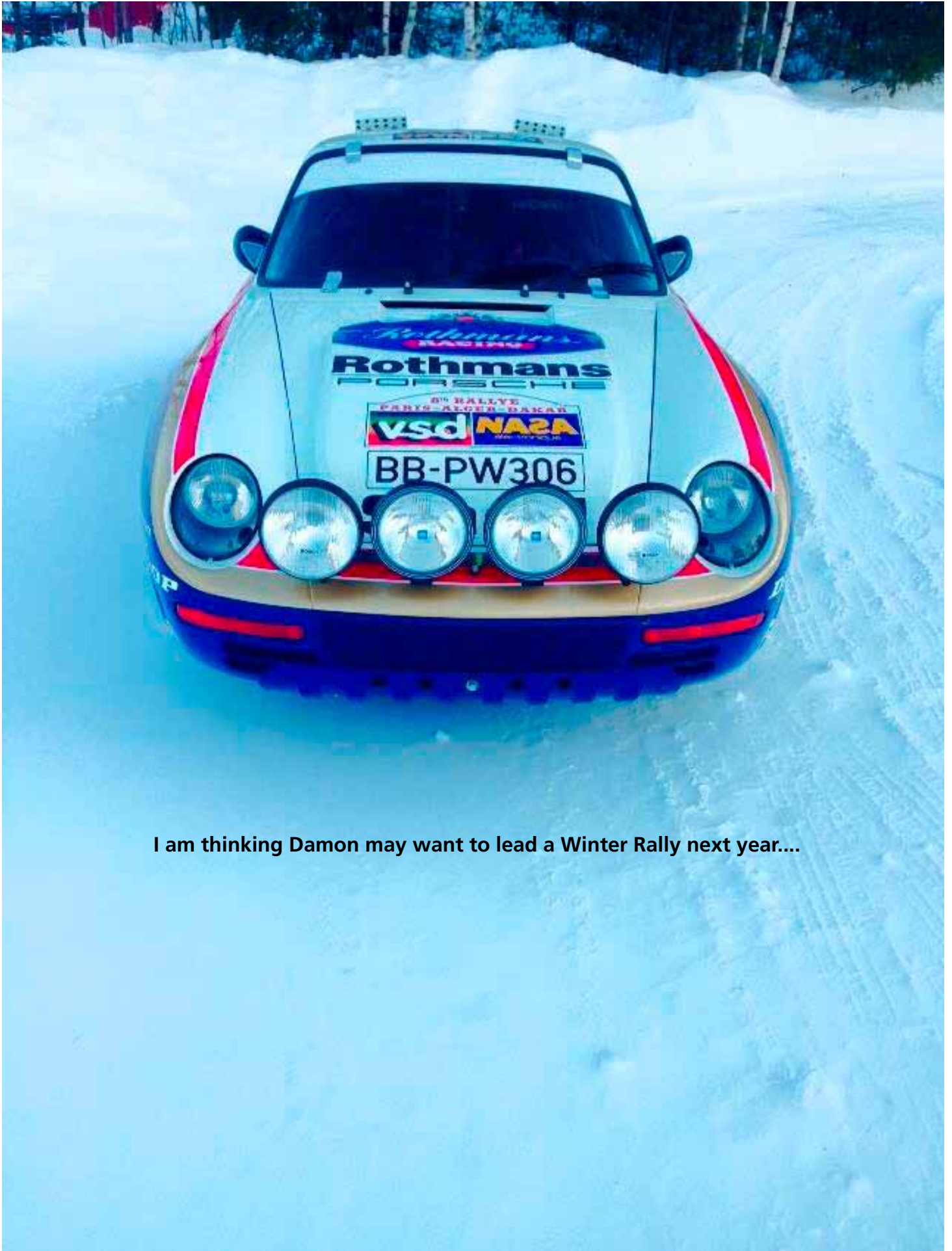
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Damon out playing in the snow... maybe I can get him to write up an article



I am thinking Damon may want to lead a Winter Rally next year....

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Edgar Broadhead

The following individuals have been approved as Tech Inspectors for those region members who enter track events that require inspections prior to the event. The Tech Inspection is provided as a service (some of the Tech Inspectors charge a nominal fee) to North Country Region members who print and bring the inspection form for driving events. Here is the link for the inspection form: <http://ncr-pca.org/images/stories/downloads/TechForm.pdf>

Name	Position	Phone Number
Autowerkes Maine	Maine	(207)865-6600
Ayer European Auto Restoration	Maine	(207)582-3618
Autosportsnortheast	Maine	(207)698-1000
German Auto Service, Inc.	Maine	(207)282-3013
The Boston Sportscar Co. LLC	Massachusetts	(781)647-7300
Kachel Motor Company	Massachusetts	(617)759-8973
Exotech	New Hampshire	(603)382-3599
Sports & Vintage Car	New Hampshire	(603)675-2623
Dupont's Service Center	New Hampshire	(603)742-8627
Series 900	New Hampshire	(603)863-0090
Porsche of Nashua	New Hampshire	(603)595-1707
Blair Talbot Motors	New Hampshire	(603)740-9911
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JSP Motorsports	New Hampshire	(603)477-9738
Zak's Auto	New Hampshire	(603)943-7682
Continental Automotive Repair Service	New York	(845)356-2277
Auto Union	Vermont	(802)223-2401
Green Mountain Performance Co.	Vermont	(802)775-3433
Eurotech	Vermont	(802)660-1900
Rennline Inc.	Vermont	(802)893-7366
The Metric Wrench	Vermont	(802)751-8577
Heads Up Motorsports Inc.	Vermont	(802)886-2636
The Auto Master	Vermont	(802)985-8411
LDV Motorsports	Buzzards Bay MA	(508) 789-0961
Series Motorsports	Hooksett, NH	(603) 232-5443

2007 Porsche Cayman - Base Model 41xxx miles.

Interior: Black and stone gray full leather. Manual seat sliders and height adjustment, with electric seat back angle adjustment. Headrests have embossed Porsche crests. Real carbon fiber accents and white instrument dials. Three spoke sport steering wheel.

Exterior: Black with clear film protection. Bi-xenon headlights. Mesh grill inserts which keep debris out of front radiators. Silver front lip spoilers. Professionally detailed before stored in November 2014.

Wheels/tires: Silver Porsche "Y" spoke wheels with Porsche crest center caps. Almost new Michelin Pilot Sport 2. Alignment October 2014

Engine/Suspension/brakes: Stock 2.7L six cylinder 245 HP motor with 5 speed transmission. Front and rear brake pads replaced along with new front rotors in August 2014. Engine and cabin air filters replaced April 2014. Mobil 1 and filter October 2014. No fluid leaks.

Other: New Interstate battery April 2013. Generic car cover included. Clean title in hand. Car garaged and stored on a battery charger until approx. April 15, 2015 when it will be available for sale. Priced at \$26,500 Send inquiries to willr47cayman@gmail.com



2007 HARLEY DAVIDSON FLSTC SOFTAIL HERITAGE CLASSIC- \$12,900

This is the non-essential resident of my garage that was supposed to have been traded toward my first Porsche purchase in December of 2011. Obviously, I had a hard time pulling the trigger on the sale, but now, 3 years later, having added less than 300 miles, it is obvious that the time has come to part with it, albeit with reservations.

Purchased new by me from Wilkins HD in Barre VT- 4700+ miles- mint condition as new, always covered- even when in the garage (all but the last 2 years in heated storage); Pewter/Black Cherry; 96 cu. in. motor with 6-speed transmission; Stock leather saddlebags; Added Screamin Eagle pipes, Fat Boy handlebars, engine guard bars, folding highway pegs, license plate frame, HD dust cover; Permanent fuel stabilizer pellets in tank; All original equipment and records included. \$20,000 new cost.

It may need a new battery, as it wasn't ridden enough to maintain a charge, and the battery tender I was using was apparently not working. It is also time for an oil change. I will take care of both of these or take the value off of the purchase price.

Riding gear if interested: 2) helmets- one of which was used only 3 times; HD leather jacket- size L; leather chaps; HD photochromatic sun glasses; Cleaning and polishing products. All of these will be made available for a token amount **to the purchaser of the bike.**

I also have two front tires from my 2004 Boxster S for sale- 225/40 2R 18 Michelin Pilot Sport A/S Plus with 75% tread remaining- \$200 for the pair.

The HD is safely and snugly stored in my barn for the winter, so if you would like to get a jump on being ready to ride in the spring and buy it now, I will keep it for you until then if more convenient. Please contact Ted Chivers at W: 802-885-5722 ext. 5, or at tchivers@allseasonsconst.



For Sale - yellow 1977 924. This car has been owned by our family twice and spent time in Vt in-between. I am too busy to put work into this old girl (install front fenders that I have for it and tune-up), and with two small children don't have the time either. I am not hard-up to sell this but don't want to watch it rot...if anyone has a similar car or needs a project first \$1000 takes it... Harold Lamos veggieh@yahoo.com

914 6cyl conversion package – 2.7L engine, complete with wiring and FI. Has had valve cover and fan upgrades. Include correct tach. Package also include most parts to do 914 conversion: new vellios aluminum oil tank, new correct flywheel, new bulkhead engine mount (allows engine to sit lower so you can use FI system), used headers \$3000 for all ...17" cup wheels - \$400 ...Silver boxster/996 center console - \$200 ... Gray and silver boxster/996 e brake handle - \$150 ... Gray and silver 6 speed boxster s/99 shift knob - \$75 ... Boxster S front bumper for normal boxster/996 upgrade (currently yellow but needs refinishing) - \$150 ... Boxster/996 CD changer - \$35 ... 944S/944S2/968 Nology hot wires (barely used) - \$100 ... 944 series short shifter – new - \$45 ...944 series pair of engine mounts – new - \$60 All parts are in Contocook/Hopkinton, NH frank.sanford@us.army.mil

2005 Boxster S: Silver, with a number of nice accessories and in great condition. About 20,500 miles. For additional info please call Bert Jordan @ 781-820-5475



Sun Sport tire trailer - holds 4 tires and has diamond plate tool box, spare tire and custom hitch that will work any 1997-2004 Boxsters,996 and probably on newer model Boxsters and Caymans with some modification. Wiring has been completely redone in the last 6 months and wheel bearings also have been repacked. Asking \$450 - Email to Steve at SLR944@AOL.COM or call 508-653-1695



For Sale: 1973 Porsche 914 1.7

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



Boxster S - 2004

Black, 86,600 miles, 6 speed, A/C, ABS brakes, power steering, am/fm stereo with CD player (single disc), power windows, power door locks, dual airbags, leather seats. Water pump and thermostat, IMS bearing, clutch/flywheel, rear main seal and alternator have all been replaced in the last 16 months. Routine maintenance (including regular oil changes) done faithfully. Have all records under current (second) owner - female non smoker. Clean Carfax (will share) qualifies for CARFAX Buyback Guarantee. Reason for sale: needed a car with a full size backseat. \$16,300 OBRO DickAnderson114@gmail.com 978-764-0277





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1	Andover Periodontics
3	Stibler Associates
5	Exotic Car Club of America/James Smith
5	Meister Restorations
10	Kachel Motor Company
25	HMS
28	Black River Design
29	Precision Imports
29	Stuttgart Northeast
30	EXOTECH
30	Kachel Motor Company #2
34	Green Mountain Performance

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BTW



For those who did not recognize this spectacular women it is long time member Grammie Gratton. She still has it!

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I think we have all seen a lot of this during this crazy winter.. Beware of what??

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

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

Driver’s Meeting - MANDATORY - April 18th, 2015 All drivers and passengers **MUST** attend a short Driver’s Meeting. The Driver’s Meeting will familiarize drivers with the track, the rules of the Parade Lap session, track terminology, safety flag definitions, and answer any and all questions.

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

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

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

Name _____ Add’l Drivers _____

Address _____

Phone (day) _____ Phone (evening) _____

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Car Model _____ Year _____ Color _____

_____ Charity Laps Touring Group @ \$40.00 per car

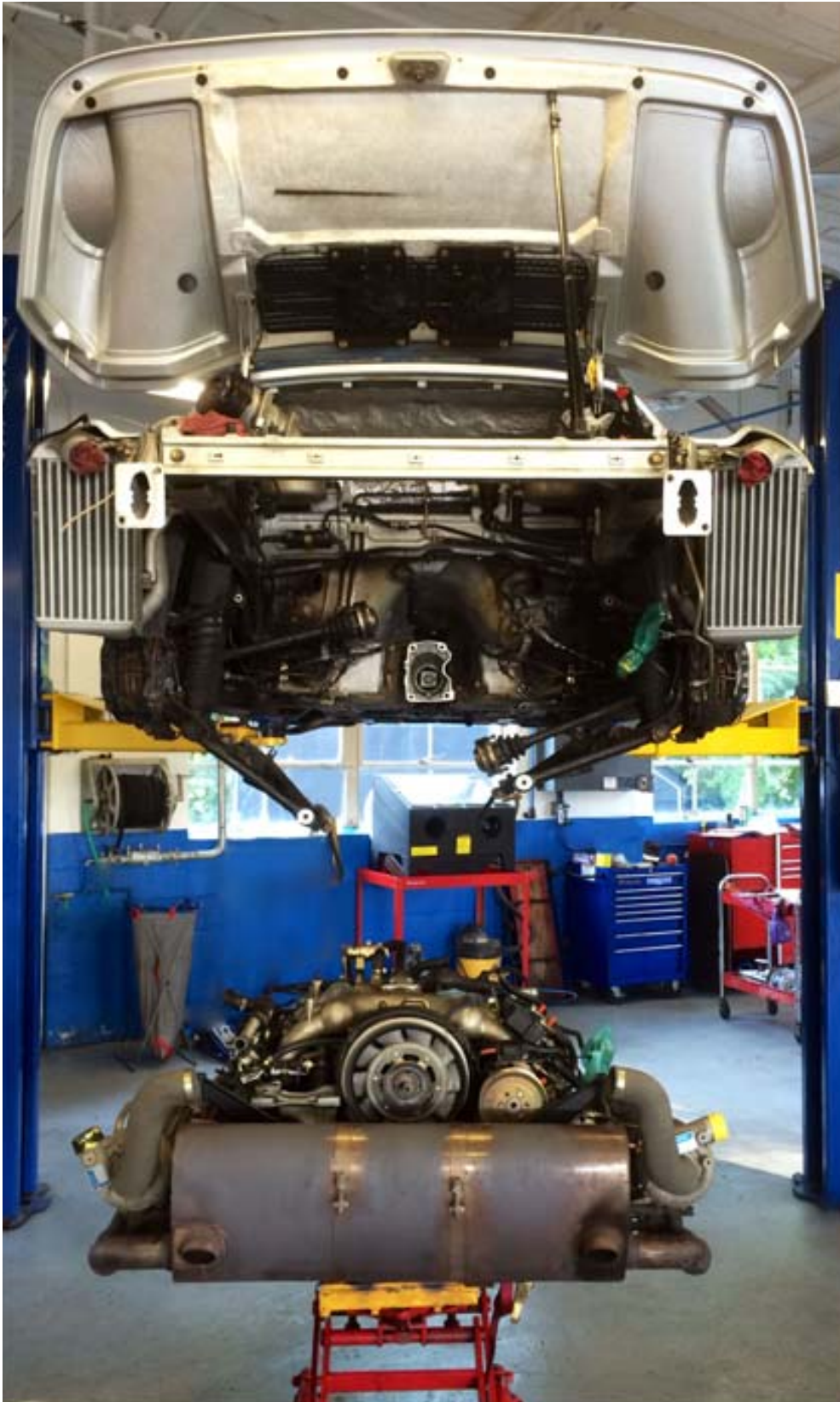
_____ Long sleeve event Shirts @20.00 each – Size ___M___L___XL___XXL___

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

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

Bring a copy of this page and check (Payable to NCR-PCA) to the track. For any questions, contact:
Ivy Cowles, NCR Charity Chair, (603) 767-6461(cell) (603) 742-4000,day/work email charity@ncr-pca.org

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



This 959 is equipped with all-wheel drive, cockpit adjustable ride height and drive torque distribution. Its ABS brakes are stuffed inside magnesium hollow spoke pressurized wheels shod with run flat tires and you'll find bespoke double wishbone suspension at all four corners.

All of this is wrapped in a voluptuous Aramid and aluminum body, powered by a 2.85 liter, 4 cam, 4 valve, water and air cooled, sequentially turbo charged engine producing 444 horsepower.

Sadly this particular 1988 Porsche 959 will be tied up a bit longer while undergoing some major repairs here at European Performance Engineering and may not have the opportunity to play in the snow this winter. However, please feel free to drop by and see the "work in progress" and perhaps discuss your own Porsche needs.


Whether you drive a Cayenne, Boxster, Cayman, Panamara or 911, remember, EPE is one of the only "Porsche specific" independent service and repair facilities in New England with a talented staff, dedicated to making your Porsche ownership experience as rewarding and exciting as it can be.



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NORTHLANDER

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