

NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 38 Number 4

May 2015



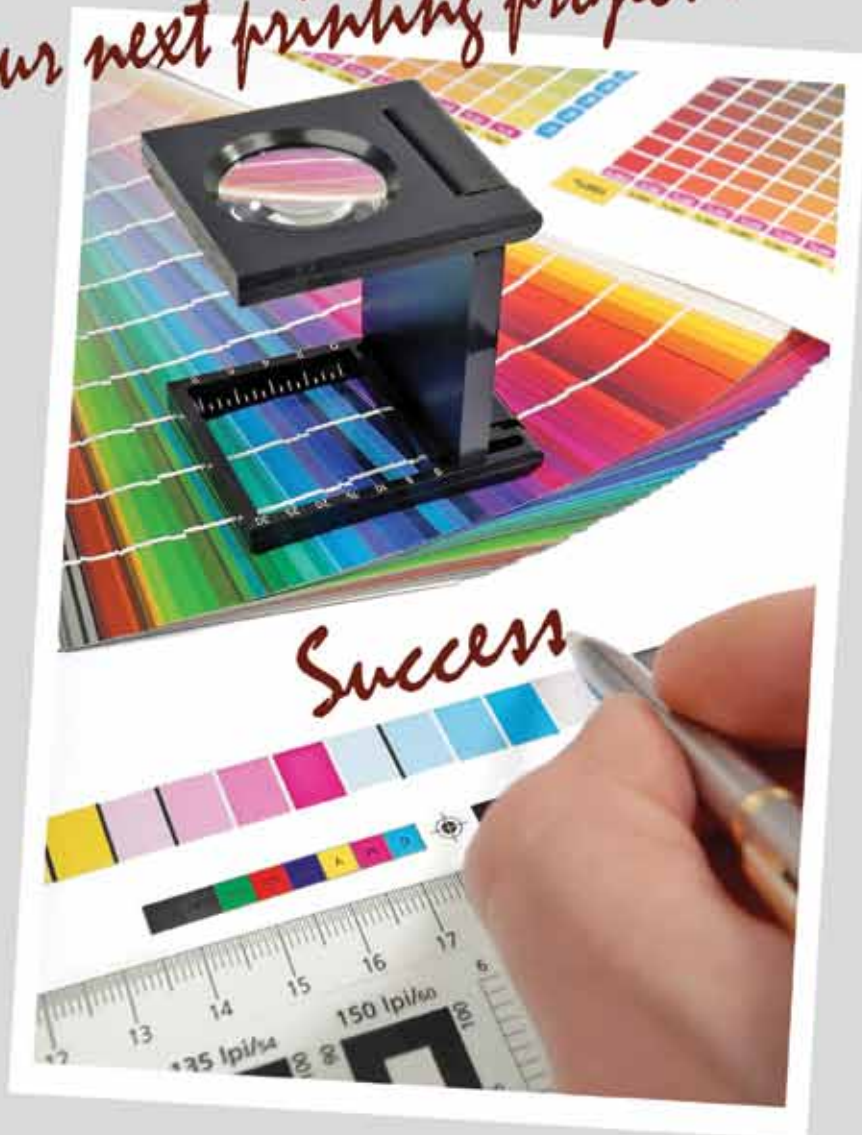
IN THIS ISSUE:
NCR's Season Opener and Make-A-Wish Event
Ultimate Upfix
And....Much Much More

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A·WISH

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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!

Come see what we are all about...

NCR



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Statement of Policy

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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 38 for advertising rates.

NORTHLANDER

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PORSCHE CLUB OF AMERICA
May 2015

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On the Cover

This picture was taken by David Churcher during the Make-A-Wish charity laps. What a special day with wonderful people.



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CALENDAR

NCR Calendar or Events

May:

Saturday May 2nd, 9:00 AM - 1:00 PM - Precision Imports Tech Session, Manchester, NH

Saturday, May 9th, 7:00 APM
NER DE Thompson Speedway

Tuesday, May 12th, 6:00 PM – 8:00 PM
NCR Board of Directors meeting, Lui-Lui, 259 Daniel Webster Highway, Manchester NH

Saturday, May 15th-17th, 9:00 AM
Zone 1 Concours and Rally - Woodcliff Lake, NJ

Sunday, May 17th, 7:00 AM
NCR Autocross Fort Devens, Ayer MA

Saturday May 23rd, 10:00 AM - 1:00 PM - Series Motorsports Tech Session, Hooksett, NH

Friday-Sunday May 29-31, 7:00 AM ... Zone 1 Clash at the Glen

June:

6/5-6/7 Zone One 48 hours of Watkins Glen

6/7 NCR Autocross #2 @ Ft Devens, 90 Fitchburg Rd, Ayer Ma, 7:00 am. Pre-registration required.

6/9 NCR BoD meeting @ Lui Lui, 259 Daniel Webster Hwy Nashua, NH, 6:00 pm

6/12 NER DE @ Palmer Motorsports Park, 58 West Ware Rd, Ware, Ma, 7:00 am

6/13 2nd annual Le Mans Race @ Porsche of Stratham, 58 Portsmouth Ave (Rt 108) Stratham NH, (855-446-6717). RSVP president@pca-NCR.org

6/21-6/27 PCA Parade @ French Lick Resort, French Lick IN (888-936-9360)

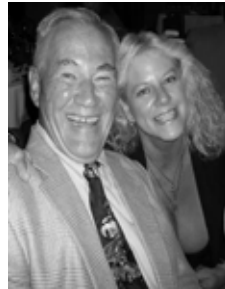
6/27 NCR Summer Rally & Tour (location tbd)

6/28 NER Autocross @ Ft Devens, 90 Fitchburg Rd, Ayer Ma, 7:00 am.

6/29-6/30 NCR DE @ Lime Rock Park (contact de-registrar@ncr-pca.org)

www.ncr-pca.org

EDITORS' DESK

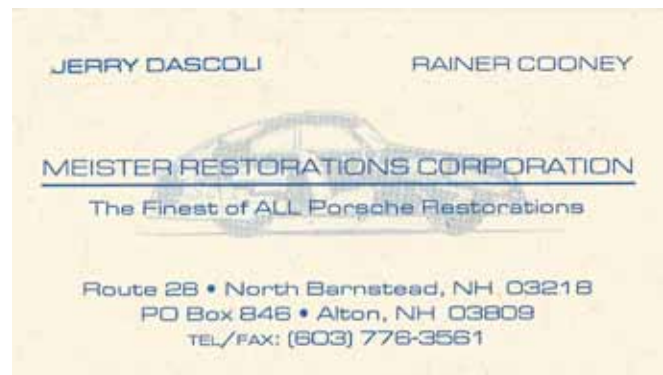


Spring has Sprung!

I guess it is safe to bring the cars out from hiding.. time to shine them up and put them on the road. Many events will be on the NCR calendar and we sure hope to see you for at least one of the events!

Some of the NCR folks have been driving their babies all winter! They get extra credit..

Happy Mothers day to the mothers out there. We wish you a wonderful day filled with many fond memories.



MEMBERSHIP



Laura Futterer

May 2015 Northlander - New Members and Anniversaries

New Members:

Jeffrey Boffa
Hanover, NH – 2015 Panamera GTS

Elizabeth Ferguson
Deerfield, NH – 2002 911 Turbo

Eileen Flagg
Keene, NH – 1984 994

Ronald Murro
Littleton, NH – 2010 Panamera 4S

Walt Rankin
Errol, NH – 1997 911 Carrera 4S

Zachary Slater
Portsmouth, NH – 2009 Cayenne GTS

John S. Sheppard
Anthony Sheppard
Carlisle, MA – 2010 911 GT3
Transfer From: Sacramento Valley (SVR)
Joined PCA 02/15/2008

Shane Weinberg
Mont Vernon, NH – 2008 Cayman S

1 Year

Chris Martino
James Martino
Laconia, NH – 1976 / 912E

David Seavey
Topsfield, MA – 1987 / 944

2 Year

Michael Blackman
Gabrielle Blackman
Kittery Point, ME – 2013 911 Carrera

Barbara Bragdon
Wilton, NH – 1994 968

Karen Crowell
Canaan, NH – 2013 Boxster S

Kayla Foley
Dracut, MA – 1998 Boxster

Richard Gagnon
Susan Sayers
Biddeford, ME – 2004 Boxster S

Mark Geil
Heidi Geil
Rollinsford, NH – 1987 911 Carrera

Skip King
Gilford, NH – 1979 911 SC

Scott Knightly
Durham, NH – 2009 Boxster

Mark Lim
Britni Bolduc
Sanford, ME – 2013 911 Carrera

Philip Lynch
Winnie Shepherd
Litchfield, NH – 2013 Boxster

John Peters
Jennifer Peters
East Kingston, NH – 1989 911 Carrera

Robert Sculley
Merrimack, NH – 2013 Boxster S

Willard White
Kathy White
Hollis, NH – 2013 911 Carrera 4S

5 Year

William Harben
Celia Harben
Ossipee, NH – 2007 Cayman S

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or email address.

5 Year Cont'd

Albert Indelicato
Martha Indelicato
Hampton, NH – 2009 911 Carrera 4S
2009 Cayenne / 2011 911 GT3 RS

Robert MacAlpine
Sheryll MacAlpine
Marlborough, MA – 1968 / 912

Walter Rogers
Donna Gallagher
Lincoln, NH – 2006 911 Carrera S

Lev Tabenkin
Jason Stanley
Natick, MA – 1996 911 Carrera

15 Year

Loosey Blake
Colin Blake
San Jose, CA – 2007 Boxster

P. Frederick DeNapoli
Rachel Williams
Danvers, MA – 2003 Boxster / 2007 Cayman

John Hanson
Elizabeth Hanson
Kingston, NH – 1981 911 SC / 1971 914
1999 Boxster / 1966 912

20 Year

Christopher Darminio
Cari Darminio
Portsmouth, RI – 1976 914

Paul Jacques Jr.
Sara Lane
Milton, VT – 2000 911 Carrera

25 Year

Marc Normandeau
Aimee Normandeau
Dover, NH – 1988 944S

30 Year

Mark Tuller
Deborah Tuller
Cape Porpoise, ME – 1961 356 / 1961 356



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PCA Zone One 48 Hours of Watkins Glen June 5, 6 & 7, 2015

The Zone 1 48 Hours at Watkins Glen began in 1974. Continue the tradition and join us for the 41st consecutive year on June 6, 7 & 8. Watkins Glen International is the continuation of a road racing tradition dating back to 1948, when sports cars raced on the 6.6 mile course through the village of Watkins Glen. The permanent road course was built in 1956 and has remained the home of a great racing tradition for 55 years.

→We plan to add an extra hour of track time on Friday and Saturday, which means the track will be open until 5:30 PM in order to maximize track time.

→We will allow for expanded passing in the Instructor Run Group throughout the weekend.

→PCA National Instructor Training will occur on Friday for those who qualify with a referral from their region's chief instructor.

→Friday is still instructor day, however all drivers in the white (intermediate), black and red run groups will be accepted to drive on Friday. The intermediate group will be given four driving sessions on Friday.

→The Zone will host a Saturday evening cocktail hour and dinner.

→A form of Zone 1 swag will be provided to all registrants who attend.

Don't miss the Friday evening track walk available to all registrants. Saturday and Sunday will be run in the traditional DE format with the track open until 5:30 PM on Saturday.

We will also allow for early trailer drop off beginning Thursday evening from 6-8PM. There will also be camping at the track from Thursday through Saturday for those who are interested.

For more information regarding this and other Zone 1 PCA events, please visit <http://zone1.pca.org>. Registration for the event will open on April 15, 2014. To register for the event, log onto www.clubregistration.net For further information, contact your local track chair or email the registrar: Lou Dauerer at Zone148Hoursreg@gmail.com.

Pricing:

Green & Yellow (Sat & Sunday): \$295

White & Black (Friday, Saturday and Sunday): \$395

Instructors & Instructor Candidates (Friday, Saturday and Sunday): \$250

Instructors with 2 Students \$75

NCR's Season Opener...

Photographs by David Churcher



624 ready for the next session..



Rain .. Rain.. go away..



Edgar and Mark..



Ron headed by Damon..



Crossing the finish line...



Track is hot...



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2009 Porsche 911 Carrera 4, 21k miles, 6sp, Cream White over Black, Navigation, Bluetooth, XM, heated seats, Sport Chrono Plus, active CPO warranty! \$55995



2010 Porsche 911 C4S, 28k miles, 6sp, \$106k MSRP Bose, Heated Seats, Bluetooth, Dual power seats, fully serviced, 1-owner, like new \$64995



2005 Porsche 911 Carrera 2, 46k miles, 6sp, Navigation, Heated seats, Bose, Xenon lights, serviced and ready \$35995



2006 Porsche Cayman S, 51k miles, 6sp, repeat visitor for us, Sport Chrono, Bose, Heated seats, Sport seats, Xenon, excellent car! \$29995



2011 Mercedes Benz E63 AMG, 36k miles, loaded, \$101k MSRP, full service history, 507HP ANIMAL! Must be seen and driven to be appreciated! \$49995

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Judy Hendrickson **LOOKING BACK**

Well, looks like ski season may finally be ending (I write this on April 9th). Heavy wet snows of 3-4 inches (up north) the last few days are giving way to rain. Loon, Cannon and Bretton Woods are staying open thru April 19 and I hope to get a day or two in that final week so I can say, for the first time in my memory, I skied and drove on the track the same week. (Our first DE is at NHMS April 17-19. Hope the snow is gone.) Steve and Mary Schindler came to last weekend's DE Instructor Seminar from their first DE day of the season (LimeRock) where snow was still on the ground. While the track was bare, Mary said it was mighty cold! Chiquita has no heat (other than the oil line running alongside the seat) so I hope it warms up a bit by April 17.

The May 1985 *Northlander* was nine 8.5 x 11 pages stapled together and folded over for mailing. A second event had been added – a "Coming Out Party" at Ed Byrnes Porsche in Dover, NH in addition to the annual Kennebunkport Concours and Lobster Bake, but a number of neighboring regions events were being promoted. The treasury now had \$1516.27 in the checking account and another \$2596.00 in a Money Market account.

From Volume 8, Number 2, May 1985



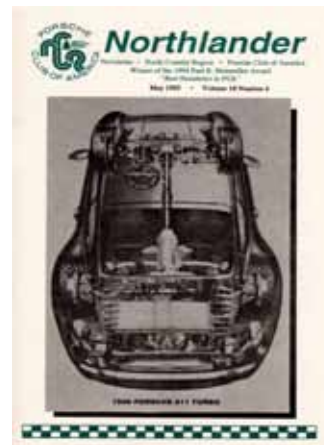
I did note the following in the Welcome New Members column:
Transfer from Northern New Jersey Region
John O. Dunkle
North Hampton, NH
1980 924 Turbo

Yes, that's our own John D, founder of Rennlist, past Northlander Editor, past Chief Instructor extraordinaire and all around good guy, but the 924 Turbo (AKA 931) has

been replaced by a 930 Turbo, 993 C4 and a basket case 912, none of which are on the road just now, but here's hoping they return to operational status soon. You ask what about the 911L and 964 – well, they are Jen's cars.

Congratulations, John, on 30 years with NCR!

From Volume 18, Number 4, May 1995



Cutaway – 1996 Turbo Carrera

Photo: PCNA

Reading this article reminded me just how small a world it is. The 911L mentioned here is now in the loving hands of Jen Munson (AKA Mrs John Dunkle). The house with the 5 car garage now belongs to a close friend of Jay & Jaime Gratton. Chuck Tilgner and his wife, Elizabeth Cross, (both now happily retired from the working life) traded the chores of owning a house to the easy life of condo living and parted ways a second time with his beloved 914/6. Notwithstanding all the changes, it's still a good story. Enjoy!

OLD FRIENDS DO COME HOME!

(Just ask Chuck Tilgner)

by NORMA LOVE as told by Charles Tilgner

Charles Tilgner III is what kids today would call a "suit". He is an engineer, vice president of Chemfab Corp. and 60 years old. He says 'no' to junk food.

He is meticulous, keeps records of every oil change, which tire went where when rotated, fill-ups, type of gasoline and price. He wears sunglasses and looks pretty mild mannered. But he is

no "suit" when he puts on his orange and black Princeton cap and turns the key in the ignition.

Enter Chuck Tilgner the sports car driver. Then he's zooming in his Porsche 911L or 914-6 - maybe around mountain roads or maybe just the drive home from his Merrimack office to his Londonderry home. When they were little, his kids begged him to go fast, he says. He obliged, 110 MPH on some straight stretches of New England country road.

It wasn't always that way. Growing up on Long Island his engineer Father told him he couldn't afford a car "Good enough to be safe," a sensible Dodge or Chrysler! His first car was his Grandfather's 1941 grey four door Dodge sedan. Not exactly the sports car of his dreams.

To fill his need for speed he turned to water ski competition and as soon as he was old enough, to flying. "I rode my bicycle fast," he adds. Then it was time to earn a living. He got a job, bought a VW Karmann Ghia, settled down in Bennington, VT with a wife and two boys and began living everybody's generic version of the American dream.

But owning a Volkswagen just didn't scratch his itch. He wanted a Porsche but couldn't afford the pricey models. And there begins the saga of this man and his car. A friend told him about a less expensive model made under agreement with Volkswagen to supply the bodies. Some would have Porsche engines, some would have Volkswagen. On January 7, 1972 Chuck traded in the Karmann Ghia for a new 1971, Orange & Black 914-6 with a six cylinder Porsche engine.

His wife drove the Volkswagen bus with the kids. Chuck drove his road racer. He still remembers his favorite run home from business trips to New Hampshire - the Westbound stretch from Brattleboro to Wilmington, VT and the great feeling of "having your foot in it" and the noise and the comers. Eastbound just didn't have the same "feeling", he says. Seven years and 80,300 miles pass.



CHUCK TILGNER

Chuck's 914/6, in 1971

One son is attending his alma mater, and another is about to go. Repairs on the Porsche were expensive. Chuck had to let it go to pay college tuition. "I wasn't terribly happy about it but economics is economics," he says.

He advertised it in Road and Track magazine. He made a deal with a buyer in Colorado. They met in Columbus, OH on Columbus Day in 1979. Chuck returned home to Volkswagens. "I bought a red Scirocco" he says. "It wasn't a Porsche, it started every day, it was a lot more fun than driving a Buick." That Scirocco gave way to another and then a Honda Prelude.

Meanwhile, both sons had graduated from Princeton. His company had promoted him. He divorced and remarried, moved to Londonderry, NH.

Walking in front of his house one day he came up with an idea. Add three more stalls to their two car garage. One would hold the Honda, one would hold his wife's car. The others? Well... "I never let go of the idea of having another Porsche", he says. "My kids gave me a lot of chatter about a five car garage". But he had plans for it. "I knew I wanted a Porsche." He found a 1968 911L, a "basket case".

He spent two winters working on it. "Everything was in sideways and backwards. The paint was awful, It looked like Mississippi Mud, all cracked". In July 1992 he brought it to Euro-Sport Motorcar in Manchester, NH to help him get it right. Finally the following spring it was ready to roll. He joined the Porsche Club of America and started getting the club magazines.

By now he had filled four stalls of his five stall garage. "We had an empty spot. We used it as a guest garage when people came to visit", he says. But he had plans for that stall, too. He dreamed of having another Porsche 914-6 like the one he sold in 1979.

In February of 1994, while skimming ads in Porsche Panorama magazine, he came to an orange and black 914-6 with a VIN that looked familiar. "When I saw it I recognized it," he says. Just to be sure he dug into his files for the original sales receipt. A sentimental man, he had kept it as well as an original ad describing the car. It was his old 914-6, but was it modified beyond recognition?



KEN LAPOINTE

The 914/6, upon it's return, in March, 1994

He called Ken LaPointe, President of Euro-Sport and told him that he wanted it back if it was in decent shape. Ken, working through his PCA friends, found the mechanic in Colorado Springs that had worked on the car. "Within 22 hours, we knew as much about the car as the owner", says Ken.

Then started the negotiations. Chuck didn't tell the owner until afterward the story behind the car. After 15 years he had his car back, if he could get the money to Colorado and the car back to Londonderry. He called Ken again. "Usually you hold on to the check with one hand and the keys with the other," Chuck says. "I didn't know how to do this by long distance". Ken got on the phone again. Intercity Lines, of Warren, MA would send one of its trucks to pick up the car. Chuck didn't feel comfortable sending the money to the owner without taking possession of the car. So Ken arranged for them to send the check by FedEx to the truck driver. They tracked him down at the Flying J Travel Plaza on Interstate 25, Exit 7, in Cheyenne Wyoming. The trucker delivered it to Euro-Sport in March, 1994. Chuck had his car back.

The buyer to whom he had sold the car in 1979 had never titled it, and resold it in 1980. That owner used the car for autocrossing, taking first-in-class at the 1987 Parade in Dallas / Ft Worth and a second and a third at two other Parades. In the fifteen years it had been away it had been driven less than 5,000 miles. "It didn't feel strange to me at all," Chuck says of his first glimpse of his old orange and black "I just reached in and popped the engine lid without even thinking about how to do it".

In the car he found tire rotation records he had left there when he sold it. It also still had the original engine, tool kit and passenger's foot rest. It had to be changed back from a track to a highway driving car. It took only about a week to get it back on the road. "It makes great noise," he says.



Chuck Tilgner, giving the re-acquired car the once-over.

His fifth garage stall isn't available for guests anymore. Old Orange and Black is in there. Chuck says he won't sell it again. "I certainly would not recognize the VIN of any other car I ever owned," he offers as an explanation.

From Volume 28, Number 5, May 2005

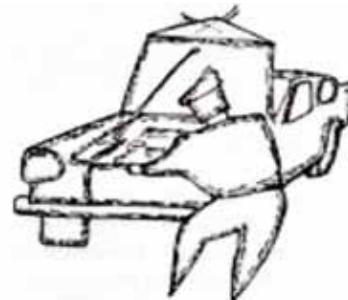


Ryan Bobbitt
 Photographed by: David Churcher
 Porsche 550 by Michael Furman
 Museum of Fine Arts, Boston, MA

Ivy may hate me for taking so much space this month, but John Killion had such a way with the words and an unbelievably creative mind.

Dear Hanzy, Mein Hanzy By: John Killion – Contributor

Dear Hanzy. mien Hanzy: As you should know by now, my old, venerable and beloved 944 fatally chomped its factory-installed, rubber-nucleus clutch while hopelessly peddling its way around NHIS last fall, much to amusement of the far too haughty 911 crowd, whose obvious delight with my resulting straits would've embarrassed an adolescent male monkey. Feeling so much shame floating around, sticking to everything and insoluble to no known solvent. I had no choice but to park the car for the winter and bolt the garage door shut. This plan, though clearly and obviously flawed, worked well for several quite blissful and otherwise delirious winter months, until the empty bottles began piling up and the lengthening days betrayed my true undertakings and pursuits, so, in a typically half-witted effort towards a cheap shot at self-redemption, I've been spending a lot of time holding cold steel tools in my hand while loudly and creatively cursing in the garage.



Ever unbolt a 944 transmission before? Ever conjugate a nasty word at the top of your lungs in all its possible and erudite forms? It's only the first step in a long. Nordic-think clutch replacement process and it is not an undertaking for the fainthearted or even the right-minded. There are BIG bolts holding that monster in place, intimidating bolts, and after pumping my car into the springtime air, its lovely and familiar butt raised oh-so-carefully high. I began to contemplate the magnitude of my intended and consequential mission. Fortunately, not all of those bottles were actually empty, and my resulting joy associated with that discovery clearly clouded my otherwise impeccable judgment and temperance while I was strutting and fluttering around my work bench, when, all of a sudden, there was the ghost of none other than Dr. Porsche, resplendent in his white techno-geek apron with the obligatory blue pen stain spreading across his chest pocket.

"So," he says to me. "You sink you can fix zat heap vis your hammer und Craftsman locking wrench?" He snickered.

"Hey," I cleverly responded. "How did you get in here?"

His eyes were quickly and efficiently scanning the walls at my assortment of tooling implements and nudie girls and he was making sounds which I interpreted to be noises of disapproval more clearly focused on my mechanical weaponry than my choice of pictorial art. Then he said, "Never mind zat. Knucklehead. vee have more important things to consider here."



Feeling briefly offended by his unkind characterization while privately admitting to myself that he was probably correct in his observation. I proudly and brazenly offered. "I think I have everything under control here. Ohhh, yeaaaa." as I tossed something amber colored down my throat and warily thought about those big bolts. He mumbled something under his breath in German and reached up to turn the volume down on my CD player, which was blaring some hillbilly rant about some dirt poor slob losing his truck, his dog and his wife — in that descending order of importance — and apparently that was just too much for Dr. Porsche to bear in ease. Immediately frustrated by the dozens of tiny buttons and complete lack of intuitive dial knobs littering the facade of my player, he seized the power cord and yanked it from the wall socket with a violent tug while saying, "Zees audio machines is from zee end of zee dog you do not pat."

Now Hanzzy. I know you and I go back a long way and we've sought to puzzle out many deep and enigmatic mysteries along the path, and I'm fully aware that you have many, many valid and fundamentally correct reasons for questioning the, ah, say... portability of my table saw, but there I was, more or less sober, standing in my cold garage late at night, talking with the ghost of Dr. Porsche and all I could think of to say to him was. "Hey, do you think I can jam this 11/16 inch socket onto those 17 millimeter bolts?"

He groaned loudly, and turned to face my 944's stable mate, a bright, arrest-me-red 928 S4 date-car and said. "Zat car nearly cost me my house." He walked over to my workbench and picked up the bottle I'd been working on and carefully wiped off the end before taking a long, slow pull on its nipple and said. "Schnapps it isn't. But Saint Peter is pretty tight about what gets past zee gates zees days." He took another swig.



"You know." he slyly asked. " Vat does zee designation S4 mean to you?" "Four thousand pound Sweathog?" I suggested. For the first time since I met him, he actually smiled. It wasn't a big ole American toothy smile, and was more like a tight and carefully controlled Germanic grin, or perhaps even a sneer, but considering that I wasn't sure if he'd even get the cultural reference, it was more than I expected, but, apparently, he's a long-time Travolta fan. Anyway, he took another swallow from my bottle and I could see a warm and fuzzy glow beginning to envelop his otherwise austere and composed persona as I tried to fit some extension pieces onto my rusted ratchet wrench. "So." I said. "Security is tough even in Heaven?" "Ja," he lamented.

"Too many heathens trying to sneak in?" "Nien!" he exclaimed. "Too many of us trying to sneak out!" I was shocked. "Trying to sneak out? Why would anyone want to sneak out of Heaven?"

"Sink about it. Knucklehead. Vat is there to do for a fellow like me? Everysing vorks perfectly in Heaven. Zee car, it always starts und runs well. Zee oil never gets dirty und zee gas gauge is always on full. If I sink zee tires need an extra pound of pressure, zay already have it before I even finish my thought. I feel useless there." I considered his problem for a moment, and the seriousness of his terrible and peculiar situation, and as it percolated in my mind I suggested. "Well, perhaps you should import an early Boxster."

"I thought of zat too." he said, clearly defeated. "But I can drill holes in zee crankcases all day long and it still won't leak. In fact, I can run zem without any oil at all und zay still run fine. Nothing wears out in Heaven. Ever." He took another long pull from my bottle and I astutely recognized that he was indeed very troubled by his current condition. I warily looked over at my partly dismantled car, dangerously teetering in the air on mismatched jack stands, and discovered that I was having a difficult time working up any real sympathy for him, considering the earthly nightmare I had in front of me. But, smartly and quickly sensing a rare opportunity, I handed him a wrench and invited him to join me under my car. Now, Hanzzy, let me tell you, he scampered like an elf under my 944 with an agility I never would've expected from a dead guy, and his hands moved so fast I could hardly even see them! Within moments, my transmission hit the floor with a heavy thump and I felt a strong wave of satisfaction crest and roll over me, which immediately inspired me to let loose a whooping victory cheer which I knew would annoy him greatly. As my joyful WooHoo vaporized into the same chilly air as all my previous and quite hideous obscenities had, I looked around the garage but Dr. Porsche was nowhere to be seen, and, sadly, neither was my bottle.

NCR's Annual Make - A - Wish Charity Laps

by Nikki Lyons Photographs by David Churcher - Eric Adams Photographs by MAW -

On Saturday, April 18th Make-A-Wish® New Hampshire staff, volunteers and wish families had the privilege to work with the NCR Porsche Club and their Porsche Charity Laps! Ivy Cowles was a wonderful event host who made the experience easy and welcoming to all drivers and families. Thirty minutes before the amazing Porsche Charity Laps for Make-A-Wish began, our New Hampshire Wish Children and their families had the opportunity to chat with and meet all of the drivers for the day. The wish children were grinning from ear to ear as they took so many photos with the incredible cars.



Many children wanted to ride in the Ferrari..

It was a beautiful and unforgettable experience for each and every individual involved. The drivers had just as much fun as the kids driving around the track! The kids were able to escape their reality and enjoy themselves; feeling the wind on their face as they flew around the track in some of the coolest cars they have ever seen! The importance of an escape, the opportunity to just have fun and a place where families can come together is truly what Make-A-Wish and our mission to grant the heartfelt wish of every child battling a life-threatening medical condition is what we are all about!



Smiling faces and beautiful cars..priceless

It was a pleasure to watch the kids enjoy the day and experience the ride of a lifetime in Porsches and other great cars around the New Hampshire Motor Speedway track. To quote Wish Mom, Michelle C. - "I honestly cannot begin to thank Make-A-Wish and the North Country Region Porsche Club of America enough for today. Courtney has smiled so much today and said it was the best day ever! Please thank all of the drivers from the bottom of our hearts for making this such a special time. It was truly great to see Courtney smile and laugh so much today! Thank you."



Lining up for charity laps..

Wish Child Eric of Moultonborough, NH who is currently 13 years old was diagnosed with acute lymphatic leukemia. In October of 2013, Eric was granted his heartfelt wish, to meet Tom Brady and Rob "Gronk" Gronkowski of the New England Patriots. He was able to do so many amazing things on his wish! One of his favorite memories from his wish was running plays and catching balls thrown by Tom Brady himself. Eric's love of football and the Patriots made his wish a dream come true!



Eric Adams wish coming true to meet Gronk and Tom Brady..



Eric checking out one of his favorite cars in the garage...



Everyone getting ready for beginning laps...

Since his wish was granted in 2013, Eric and his family have continued to stay involved with Make-A-Wish® New Hampshire. On Saturday, April 18th they were able to attend the NCR Porsche Club Charity Laps for Make-A-Wish event. Eric is a true car buff and loves talking speed, engines and everything cars! He loved the Porsches and also the Ferrari and enjoyed taking a few laps around the track in each! Eric and his family needed this day and truly enjoyed every minute of it. The family along with the entire Make-A-Wish® New Hampshire staff and army of volunteers sincerely thank the members of the North Country Region - PCA; especially Ivy Cowles for her help in making this day possible. The amazing opportunity to bring so many wish families together to enjoy a beautiful day riding around the track in some of the coolest cars and letting go of their fears is truly an unforgettable opportunity and one that everyone involved will cherish forever.



Jelly Bean sure is a well liked color..



Helping the next child ..



Can I drive...



A happy face...



Families enjoying the event...



More cars for happy faces...



Anno O throwing the checkered flag on final lap...

On a note: Thank you to all helpers and participants of the day! without all the volunteers and attendees this event would not run as smooth as it does. It is a special day for many. The smiling faces, the high fives, and the thumbs up make it all worth while!

Many emails came in thanking NCR for the wonderful event of which said: I just wanted to personally thank you so much for yesterday's event. Wow! What a blast! I also wanted to let you know that I received about 15 emails from families thanking me and asking me to thank you and the NCR/PCA for the amazing day yesterday. We had so many smiling happy kids and families. You all are awesome!

Thanks again to all of the drivers from NCR, NER, other regions, the Factory Five gang, the Mercedes club, and countless others!

Sometimes pictures are worth 1000 words and no captions are needed!





2015 ZONE 1 Concours & Rally



Sponsored by:
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REGISTER AT: <http://tinyurl.com/o4lhym>

Event will be held at the Hilton Woodcliff Lake, Woodcliff Lake, NJ (201) 391-3600
Room Rate: \$139 For Porsche Club of America Zone 1 UNTIL April 21
Make Your Reservations Early, May Gets Busy with Weddings and Graduations

Date: May 15 –17, 2015

EVENT STAFF:

Concours

Murray Kane (973) 476-9528

mskane55@hotmail.com

Jeff McFadyen (908) 459-0470

jjmc356@ptd.net

Rally

Knute Hancock

Frank Baker

Zone 1 Rep

Pete Tremper

WEB

Jennifer Webb

Registrar & Treasurer

Joyce Gladle

Cocncour/Rally Chairman

Botho von Bose

Schedule:

Friday Noon Car Wash Area Open East Side of Hotel (Hoses and Buckets Provided)

Friday Evening 7:00 PM Reception Hors d'oeuvres (Cash Bar)

Saturday Concours on Lawn Behind the Hotel (Full including Engines \$35 & Peoples Choice \$25) 10 Classes based on Modified Parade Classing.

9:00 AM Car Placing

9:30 AM Judges Meeting

10:00 AM Judging Begins

2:30 PM Award Presentations at the Gazebo (Subject to Time Revision)

7:00 PM Banquet Dinner at Hotel \$60/Person (Cash Bar)

Sunday Combination TSD & Gimmick Rally \$25/Car Experienced & Novice Classes

9:00 AM Drivers Meeting Hotel Lobby Area

10:01 AM First Car Off (Rally planned for about 2 hour driving time)

12:30 to 1:30 PM Lunch at end of Rally & Awards (Will not return to Hotel)

Register Online using clubregistration.net direct link <http://tinyurl.com/o4lhym>



Ultimate Upfix by David Churcher (David's '84 911)

One of the few advantages of growing older is we can often purchase items we coveted in our younger days. It might be cameras, or stereo amplifiers ... or a 911. In my case I had the younger love affair with the Porsche Super 90 in 1962 and then of course later fell for the 911. Shortly after I arrived in the USA a business colleague took me for a ride in his new 1984 Carrera 911. I was hooked ... had to have one ... got one in 2001.

One of the few disadvantages of growing older is that our older toys grow old too. My attitude towards my 911 has always been to enjoy it and drive it as much as possible. This attitude has caused me to make three "minor" repair projects to the paint and components. But mid 2014 some more serious body work projects were appearing. I had time to think on the choices and I did parse through choices such as: sell, buy another 911, buy a Cayman, up-fix this 911, or buy a FIAT. Really? No ... that's a joke.

I did not need a lot of thinking to realize I could never part with my 911. Inputs such as Kelley's: You sell the Porsche? No, I don't believe it! And Steve's: Dave, the 911 is you. We would not recognize you in anything but a white 911.



New oil cooler.. almost done

Decision made and the next step was to decide on who would do the work and would I separate the body project from the mechanical project. I did seek a lot of inputs and perhaps drove a few colleagues to distraction. But in our circle of 911 friends there is a lot of knowledge and a lot of patience and enthusiasm. I followed up on many suggestions and made an informed decision. Now to decide what to do while the car was off the road for a few weeks. Well, of course, coincide with a trip to Australia ... you can read about that adventure in recent issues of *Northlander*.



New underwear.. almost done

A shop recommended more than a few times was Sublime Restorations in South Hampton, NH. I made a visit to the shop to meet Julian Miller and to see previous projects. The shop has prepared and repaired several exotic race cars and restored some old and recent exotics. Names such as XK150, Dino, Maserati, BMW, AMG, and Porsche are all represented.

A good inspection of my 911 revealed body rot in several of the usual places. But once panels were off a more extensive damage was revealed. The project was going to take a little longer but that was ok ... I was still in the Aussie sunshine.

The car is back on the road and the initial joy felt the first day I drove it is here again. Indeed, I immediately drove to Route 1A on the NH sea coast and took the same series of photographs I did that August day in 2001.



Leo reassembles the front valence, bumper, and lights

Ultimate up fix by Sublime. Ultimate ride: 1984 911.



Some of the removed, damaged pieces.



David's 911 is looking mighty pretty.. so is that yellow car



Good as new and smiling for the Nikon - David's '84 911 looks brand new!

Welcome Eileen...



Eileen Flagg's new pride and joy... here name is Ruby.. what a pretty color

Sneak Peak at Pictures from the Spring Tour..



My Day With Insane Mode

by Danielle Badler

Friends, if you're within the sound of my words, you owe it to yourself to, at least, test drive the Tesla Model S. Preferably the all-in, all-zoot version, the P85D.

I did, this week, and I'm here to tell the tale.

Let's start with Insane Mode. You've heard about it. I call it a genius marketing gimmick. What it does is allow for full power. Sport mode, the other option, cuts that in half. I left it on. All the time. And so will you. All 600+ hp and 600+ lb.-ft. of torque.

Here's what happened. On my drive, with a friend who admits to knowing nothing about cars riding shotgun, we pulled into a rustic restaurant in the mountains, unfolded ourselves, and this guy just appeared, like from out of nowhere, to assault us with "Isn't it unbelievable?" "Don't you love it?" "Here's what you do, you go on down the road a bit until you get to the straightaway." Wink wink.

Which is what we did.

No launch mode. No levers to flip. No bringing up the revs. Just... punch that electric torque curve!

Now, I used to ride a sport bike that had a quoted 0 to 60 time of 2.8 seconds, versus the Tesla's 3.2 seconds. I've driven the Tesla Runabout. I've driven the Bentley Continental Supersport, with similar power and weight to the P85D. I've watched the You Tube videos of whole families doing just exactly what I was about to do.

I've never experienced stomach compression like this. Painful compression. Coupled with hysterical, hyena-like histrionics.

Did I do it again? You betcha. And, truth be told, I also did it to pass cars. I did it on entrance ramps. I did it climbing hills.

It's like you just rewrote the formula for the earth - space continuum. Gravity ceases to be an issue.

And that's not all. Actually by a long shot.

It handles. I had my doubts. I mean, 5000+ pounds? I know! Credit, I guess, the battery packs all ideally located below the floorboards. The aluminum frame and body. And the active air suspension. The steering, which has several settings. I chose sport. And, for an electric system, I had very nice feel.

Then there's regenerative braking. Lift, even going downhill, and the car slows... and either keeps the battery charge unchanged or adds maybe a mile or two to your range.

It's the first car, ever, to get better as time goes on. Think about that. And while you're at it, think about what that fact should do for resale value. Why? Software upgrades. Beamed to you overnight. I asked the Tesla people if the

Leaf or the Prius does that. The answer was no, this is a Tesla exclusive.

They told me the last major upgrade, earlier this year, provided forward collision warning and overtake acceleration. This means that, when you pull out of your lane to overtake another car, the car knows and automatically increases your speed.

But that's not all. You also got traffic aware cruise control, which locks in on traffic flow, from however fast you're going on down to 0.

The next upgrade, coming soon, will provide virtually autonomous driving from on-ramp to off-ramp. Set the cruise, and the combination of perimeter warning, side collision warning and lane departure warning will allow the car to track the lines in the road, leading you to your preset destination.

There have been reports from Wall Street, questioning whether Tesla will make its stated production goals this year. I asked about that, and I got read the master plan.

First there was the Roadster, which came with a high price and low range. It was more a proof of concept vehicle than anything else. Then came the family-friendly Model S. And next up, later this year, is the Model X, an SUV at a comparable price point. Then, in 2017, comes the Model 3, which will retail for \$35,000 or so, before federal and state tax credits.

I remember writing about the Roadster as a great toy to drive, if your lifestyle fit the car's requirements and limitations. Not so with the Model S. On our jaunt this week, we had a 240 - mile range. And charging? Superchargers all over the place. Tesla has gone from 0 to 400 stalls in 2+ years. And if you're in "trip planner" mode, the car tells you where they are.

I was at the auto show in Denver recently, and I happened to study the specs there for a 2015 Porsche Panamera S E-Hybrid. Between the supercharged V6 and the electric motor you got 416 hp and 435 lb.-ft of torque. Throw in typical options like the Premium Package Plus, which adds ParkAssist, Porsche Entry & Drive and Lane Change Assist, and you're looking at an MSRP of \$110,000 and change.

The Tesla I drove is \$87,500. I'm just saying.

So we returned the car to a mall, Park Meadows Mall, where Tesla has a Supercharger station. Where charging gives you 170 miles of range in 30 minutes. For free.

My friend looked at me and we agreed, we'd make frequent visits to the mall, to cop a charge and do some concordant retail therapy.

We then walked back into the showroom, and a woman at the counter took one look at me and pronounced, "aha,

you have that Tesla smile!“I couldn’t help it. Ear to ear.

Yikes, I’m out of space! And I haven’t even mentioned the pilot battery swapping program they’re running in California, or the resale value guarantee program, or the retractable door handles.

Is this why all the luxury manufacturers have recently stated, one way or another, that they’re preparing Tesla fighters? I think so. It’s insane.



More Make-A-Wish Photographs from April 18th



Did someone say rain??



Da Da Da Da Da Da.. Batman...



Me first...



I am next..



Thumbs up...

A Trip to Bethlehem

by Bob Futterer - Photographs by Michael Firczuk

On March 28th, 23 NCR members and guest journeyed to Bethlehem. No this is not the beginning of a Christmas story but the beginning of a Great Tech Session. Joe Stafford, Founder and Owner of Panel-Craft, located at 90 Maple Street in Bethlehem, NH, and his wife Sherry, hosted our group to a very informative and fun day. Joe, the "Tin-Man" has been building and repairing classic motorcars for over 37 years. Among the over 100 cars, are many Cobras, Ferraris, a Porsche 550 Spyder and a Formula One Scarab, which made its public re-debut in 1997, thirty years after its original inception. Joe's career began with an apprenticeship in sheet metal at General Motors, where he worked for almost six years. Later Joe and Sherry moved to Massachusetts where he offered his talents to a prominent east coast restoration company. After 18 months he received encouragement from clients to start his own business and soon after, opened New England Metal Crafters-now known as Panel Craft, LLC.



Joe Stafford answering some questions..

Joe gave us a working tour of Panel-Craft, showing everyone what and how each machine worked. Machines included a Pull Max machine used to shape metal. One very large and heavy machine built in the 50's manufactured by FJ Edwards and imported from London, was a Wheeling Machine. This piece of equipment allowed Joe to form the large radiuses for side panels, hoods and doors, out of large flat sheets of aluminum. Joe also demonstrated several pieces of welding equipment explaining their purpose and how they worked.

Meanwhile Sherry had served up a great assortment of donuts, bakery items and coffee.

We worked our way around the shop to cars being worked on. There was an early 289 AC Cobra, in for a NEW body and some repair work on the frame.

The body was in two pieces, but almost ready to be installed. The average time to make a complete aluminum body for a Cobra is 500 hours. There was also a 427 AC Cobra body on the "Buck" being formed, for another customer. In the middle of the shop, was the all aluminum frame for a Series 1 by Shelby American. The Shelby Series 1 was a high-performance roadster designed by Carroll Shelby and produced by Shelby America. There was a limited production of 250 cars made. To view the Series 1, go to, <http://www.supercars.net/cars/1743.html> The Series 1 uses an Oldsmobile 4.0 Aurora v8 DOHC engine. Top speed is 170 mph.



Aluminum frame Series 1 by Shelby American

Check out Joe's web site and Facebook page to follow the progress with the many projects going on at www.panel-craft.com.



Looks like Jeff might be contemplating what to buy next..



Jack looking on...



Amazing..

Australian GP 2015; Melbourne

by David Churcher

Melbourne, Australia, is a big multicultural city with many attractions. It holds the first Grand Prix of the season, and that race attracts a lot of attention from F1 fans. Judy Hendrickson and I were there a few years ago and just a couple of years ago I celebrated my release from a long hospital stay by watching the race on TV in a South Melbourne pub. But Melbourne is also a chance for me to visit with two of my oldest friends and their families. I met Brian in Grade 1 in 1947, and, I met John in Montreal in 1972. The three of us are car nuts.

On this visit in March the three of us attended the GP. During the weeks surrounding this event I was also able to attend a display at The Art Gallery of Victoria which featured a sampling of Australia's motor sport history and cars designed and built in Australia. There has been a long love affair between Australians and their cars and motor sports. Photos with this article will show examples of the Bolwell, the Elfin, and some design studies by GM (Holden). The Bolwell was an excellent design and construction but not a financial success ... it no longer exists. And, unfortunately Ford and GM will stop manufacturing in Australia in 2016. Elfin started back in 1960 building a replica Lotus 11 and later built a Formula Jnr., Formula 3000, and a series of "special" road cars. Elfin is still in business..



356 Classic

Readers of Northlander who know me, or my earlier Australia articles, will recall my friend Brian is a Alfa Romeo enthusiast. He now has five of them and bought another Spyder in recently. In addition to the Alfas there are a couple of old Renault cars being restored and a Sunbeam Alpine Mk II. But the Sunbeam is for sale today in order to make space for the latest Alfa. Brian also has a massive library of motor sport books which on this trip I was able to make a dent in with some long read sessions. But I have to go back. There is more gold in there that I have not read.



A real Maserati 450 S.. No, a replica built in Australia...

The Porsche Cup Australia series is a race as big, colorful, and as fast as the US and European equivalents. On the trip with Judy we were able to meet Jim Richards and Judy had some long conversation with him. More recently I met Jim at the Targa Wrest Point in Tasmania and engaged in conversation with him. It seems to me the "famous" Australians are all very approachable. Jim has won eight Targa Tasmania events in a Porsche, wins at many other rally events, and at Bathurst. Bathurst is a track with elevation changes as extreme as Laguna Seca (Mazda Raceway) and is also the location of another "famous" Jim Richards "event". The race had been stopped, red flagged, due to torrential rain while Richards was leading in a Nissan GT-R. In the minutes following the flag Richards crashed the GT-R but was officially the winner. The crowd did not care for the Nissan to win ... they preferred to have an Aussie car win and so they booed Jim Richards on the podium. This was also the race wherein Dennis Hulme,



Aussie "Outlaw"..

a close friend and fellow Kiwi of Richards, had died of a heart attack. Understandably Richards was taken aback and lectured the crowd calling them “a pack of arseholes” to which the MC proposed to Richards he cool the crowd down by spraying them with champagne. The reply was: “I wouldn’t bother!” Colorful people these Aussies and Kiwis. 😊

Jim was not racing in Melbourne this year (as far as I know) but his son Steven was and he won the Porsche Cup race and made it his second win in the series for 2015. Steven



Porsche Cup Australia..

is also the defending Porsche Cup champion. As I mentioned above the Australian Porsche Cup series is as exciting as any other and to illustrate this you can see video online: **Top 10 Porsche Carrera Cup Australia Crashes.** Check it out. You will cringe at the Porsche carnage but also admire how tough the car is and how protective it is of the drivers.

The title of this article mentions the F1 GP but I have not mentioned it so far in the article. Why?

F1 is not dead. But it is dying. And it should be put out of its misery. The Bernie Circus is a farce. The cars parade around the track with no two of them together able to make as much noise (excitement) as any one Porsche Cup car. There is no number or driver name on the side of the cars so if two of a marque are going by you have to be able to recognize the driver’s helmet. I think if Daniel Ricciardo was not in the race 90% of the Aussie spectators would have headed for the bar and a beer and just ignored the event. F1 ... bleah!



Steven Richards on the way to winning The Porsche Cup race in Melbourne. His second win of the season



Placards supporting Dan were everywhere. Daniel Ricciardo could run for Prime Minister...and win..



Jensen Button trying hard with the McHonda..



Brian’s Sunbeam Alpine Mk. II



The Australian designed and built Bolwell



Brian studies a design study...Art Gallery of Victoria



The Elfin...based on a Lotus 11

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2nd Annual Le Mans Race with Stratham Porsche!

Join us at Porsche of Stratham for the start of the 83rd running of this 24-hour classic. Porsche is expecting to have three of their 919 Hybrid machines competing against three Audi R-18s, two Toyota TS040s, and several other machines in the LMP1 class. There also at least nine Porsche 911s (GTR and GT3 R machines) registered in the LMGTE-Pro and LMGTE-AM classes. Porsche of Stratham has graciously agreed to provide a TV so we can watch the start of the race, a light breakfast and lunch, as well as a tech session which will be announced later. We had a great time last year, so come join and enjoy the race, friends, and Porsche of Stratham's hospitality.

Date: Saturday, June 13th. 8:30 AM (9:00 AM start of the race)

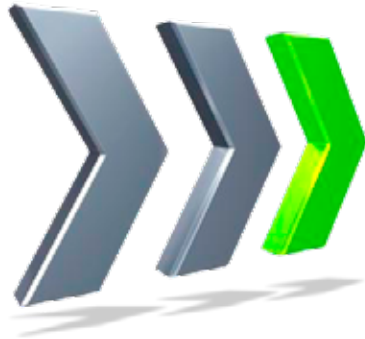
Location: Porsche of Stratham, 60 Portsmouth Ave, Stratham, NH 03885

RSVP: rsvp@ncr-pca.org

Please put Le Mans in the subject line



Tech Session @ Series Motorsport in Hooksett, NH



SERIES MOTORSPORT

May 23rd.

Time: 10:00am. to 1:00pm.

High Performance Track Maintenance focusing on your car's braking system.

Series Motorsport along with Ian Berwick from Pagid racing will be talking to us about basic understanding of their brake systems as a whole unit. The idea here is that with the proper information/knowledge, anyone can make the right decision on how best to tune the system, and on where to best spend their money, whether by selection of materials & fluids, or potential caliper and rotor upgrades.

Among the items I'd like to discuss/present are:

- Identifying problems
- selecting friction materials
- maintaining the brake system
- setting up dual master cylinder systems
- Proportioning valves (what do they do?)
- brake fluid (rumors and half-truths)

A Barbeque lunch will also be served with a follow up Q&A session.

Check out the following web sites: www.seriesmotorsport.com/ and www.pagidracing.com

RSVP: tech@ncr-pca.org

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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
Precision Imports	New Hampshire	(603)624-1113
AVA Restoration	New Hampshire	(603)563-8910
JSP Motorsports	New Hampshire	(603)477-9738
Zak's Auto	New Hampshire	(603)943-7682
Continental Automotive Repair Service	New York	(845)356-2277
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
G & R Autoworks	Keene, NH	(603)357-3484

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 Contoocook/Hopkinton, NH frank.sanford@us.army.mil

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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If you wish to advertise in Northlander please contact: Matt Romanowski, President@ncr-pca.org

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

BTW



Those adorable faces are Jackson and Amelia Romanowski - son and daughter of Matt and Xana Romanowski

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Another happy Make-A-Wish participant getting ready for his next ride...

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June 29-30 Lime Rock Park

August 8-9 Palmer Motorsports Park

October 12-13 NHMS



It's NOT THE Cars, It's the People.



60th PORSCHE PARADE

JUNE 21-27, 2015

FRENCH LICK, INDIANA

Registration opens March 17, 2015 at 12:00 pm EDT

parade2015.pca.org



Come to *Escape to Rushmore* and enjoy *Rapid City and the Black Hills* for awesome sites and drives
October 1, 2, 3.

Escapes are lots of fun!! Zone 10 and Nord Stern are excited to invite Porsches across the nation to come to ***Escape to Rushmore*** in the Black Hills of South Dakota.

- Rapid City, South Dakota, is the ***Escape 2015*** headquarters. When you come here, you have surprising variety in activities, challenging drives, and many things to see and do. You'll have good places to stay, eat and shop, too. Holiday Inn Rushmore Plaza and the City Park adjoin the Civic Center and are headquarters for most activities.
- Mount Rushmore is just 24 miles away; this inspiring patriotic symbol has 60 foot faces of Presidents Washington, Jefferson, Roosevelt, and Lincoln. You can walk around the National Memorial alone or on guided tours. You'll see impressive views of the sculpture that have national and international recognition and reputation and you can take spectacular pictures.
- Crazy Horse Memorial is an internationally-known mountain carving that will be 641 foot long and 563 feet high when finished. You'll visit a representation of Crazy Horse, a strategic tribal leader in the Battle of the Little Big Horn. You can spend time in a beautiful museum of artwork.
- This area has internationally popular tourist geography and you have an amazing range of touring and driving opportunities. You can enjoy significant geography changes from the Badlands in the east to the Black Hills and Rapid City in the center to the natural Devil's Tower in the west.

Here are a few of many things you can choose from when you come to ***Escape 2015***:

- Great tourist attractions, tours, drives and group activities in a limitless variety of geographies with scenic touring and enthusiastic driving in ever-changing geography and on some very hilly, twisty roads
- Eight or more organized drives and activities to select from each of the 3 days
- An informal car show competing in a beautiful park where participants select winners
- Technical classes with leaders from a variety of Porsche backgrounds

With everything available in the Black Hills area and Rapid City, this ***Escape*** offers you lots of opportunities in socialization, tourism and challenging driving.

Find more and ever-changing information on the escape2015.pca.org website. Registration will open in July shortly after the Parade in French Lick, Indiana.

Put *Escape 2015* on your calendar now and come to the Black Hills October 1-3.

Jim & Arlyce Lillegaard, Co-Chairs
[lillescape15@gmail](mailto:lillescape15@gmail.com)

**Porsche Club of America – North Country Region
Porsche of Stratham
Annual Car Show to benefit the
Make-A-Wish Foundation of New Hampshire**



Bring your family and invite your friends to cast their vote for some of the finest sports cars in the area.

Saturday, August 29, 2015 from 11:00 to 1:30 – rain or shine (registration opens at 10:30)

Porsche of Stratham, 60 Portsmouth Ave. (Rte. 33), Stratham, NH

Donation: \$20 for each car displayed (Cash, VISA, or MasterCard). No charge for general admission

Trophies awarded for best Porsche by decade; and best British, Italian, American, and non-Porsche German sports cars.

Special People's Choice award honoring Harry Dean Robinson



**Lunch served by Kathy's Kitchen – \$5 (proceeds to MAW), under 12 free
Music, 50-50 raffle plus an ice cream run to Lagos Rte 1 Rye, NH after the show**

For more information contact:

Social@ncr-pca.org or Vice-President@ncr-pca.org



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

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

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

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

We'll be happy to go "the extra mile" with you.



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Volume 38 Number 4

May 2015

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