

# NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 40 Number 10

November - December 2017



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NCR Rally #6: Fall Foliage Tour

NCR Autocross #6 Loaves & Fishes

NCR DE: Spring Is a Long Time Coming

NCR Banquet 2017

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# NORTHLANDER

**NORTH COUNTRY REGION**  
**Volume 40    Number 10**

**PORSCHE CLUB OF AMERICA**  
**November - December 2017**

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The regular article and Advertising closing date for the Northlander is the 1<sup>st</sup> of the month preceding the publication month. See page 38 for advertising rates.

## Upcoming Events

December 20	Northlander 2018 Sign Up
January 13	Board - Planning Meeting
January 20	Factory Five Tour (see page 28)
January 27	Annual Autocross Awards and Pool Party
February 10	Yankee Swap **

\*\*The Yankee Swap will be held at Mel Flanigan's Pub, 50 N Main St, Rochester, NH ... at noon on February 10.

## Departments

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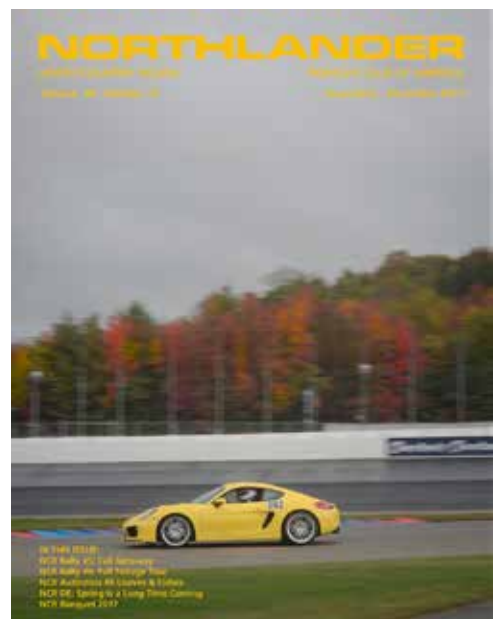


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## On the Cover

For the first day of the two day *Spring Is A Long Time Coming* DE event the weather was a real reminder of how long and tough winter can be. The colors of the foliage and a bright yellow Porsche provided a reminder of how lucky we are to experience New England fall.

Photograph by David Churcher.



## BOARD

### BOARD OF DIRECTORS

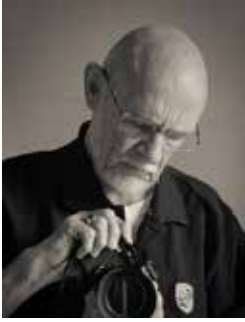
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## EDITORS' DESK



*Northlander* is **NOT** under the bus. We are heading into 2018 with enthusiasm and the promise of the magazine being as it has been in 2017 ... or perhaps even better.

With the guidance of our President, Jeff Torrey, The Board has voted and budgeted for 2018. But if you want a paper copy you need to sign up and send in a check for \$15 before December 20, 2017.

During 2017 there was a lot of discussion on the value and affordability of a paper copy. Many publications around the world and even some close by to NCR are going online only. If what I read is true this is a youth thingy and a budget thingy. Those of us north of 30 seem to mostly prefer a paper copy. So, if you enjoy a paper copy, hang on to it with both hands and enjoy.

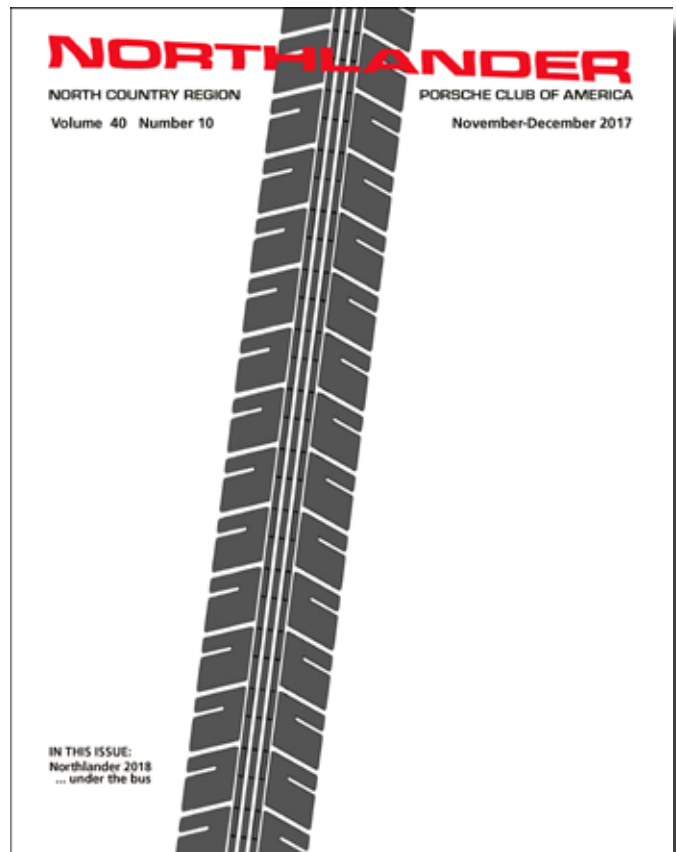
During 2017 we had a few occasions where the discussions became a bit painful for me and required some re-think. You may have noticed this in the form of no editorial for a few months. I did not want to carry my anguish into the editorials. But being a product of the British Empire and its sense of humor (humour) I distracted myself with the creation of a cover for possible use if we were under the bus. Brit (Aussie) humour (humor) is often lost on our US cousins but in this case I got a few laughs. I'll share that cover here. A good laugh is good medicine.

The year in review: we have had some wonderful contributions and some great photographs submitted. The Rally Team has developed into a very enthusiastic group with some excellent photographs. Autocross and DE always provide excellent photo ops and not just of the cars. How good will 2018 be? Excellent.

And what will *Northlander* look like in 2018? Pretty much as it is now but with a slight make-over. The Editor takes inspiration from magazines such as *Wall Street Journal Magazine*, *New York Times*, and of course *Christophorus*,

and the new *Pano*. There is a collection of books here at *Northlander* HQ which help too. And a recent find: *BIL-LIONAIRE* magazine [www.billionaire.com](http://www.billionaire.com) the designer has taken the use of white space to a new high. Check it out.

And if you have not noticed already *Northlander* online is now in a new format. Gone is the vertical scrolling fuzzy PDF ... we now have a two page spread, sharp, zoomable; and once I get into it ... interactive.



**BTW** If you are reading this issue online with the new software and would like to see the October issue we used as a guinea pig for the software: [CLICK HERE](#)



**Laura Futterer**

### **New Members:**

Bruce Anderson  
Windham NH – 2015 Cayman S

Matthew Brady  
Boston MA – 2006 Cayman S  
Transfer from Riesentöter – Joined PCA 03/06/2017

Bruce Cresswell  
Campton NH – 2015 911 Carrera 4S

Michael Joyce  
Rye NH – 2017 911 Carrera 4S

Samuel Keller  
Manchester NH – 2008 911 Carrera S

Tod Powers  
Barb Powers  
Conway NH – 2001 911 Carrera

Nathanael Slater  
Ariel Slater  
Hopkinton NH – 2017 Cayman

Adam Towne  
Chichester NH – 2016 911 GT3

### **November Member Anniversaries:**

#### **2 Year**

Michael Banks  
Keene NH – 2016 Macan S

Fredric Boswell  
Amherst NH – 2014 911 Turbo

David Gintzler  
Marsha Gintzler  
Concord NH – 2002 911 Carrera

Peter Poor  
West Lebanon ME – 1984 911 Carrera

Philip Vecchione  
Bow NH – 1966 911

#### **5 Year**

Jeremy MacLeod  
Cynthia Chiu-MacLeod  
Bedford NH – 2003 Boxster

#### **10 Year**

Steven Schindler  
Mary Schindler  
Rutland VT – 2000 Boxster S

#### **15 Year**

Meghan Desfosses  
Alfie Desfosses  
Portsmouth NH – 1996 911 Carrera

#### **25 Year**

Sidney Wilde  
Seth Wilde  
Alton Bay NH – 1954 356 / 1954 356

#### **45 Year**

H. Leonard Cummings  
Susan Paszkiewicz  
Merimack NH – 1972 911E / 1970 914-6



## December Member Anniversaries:

### 1 Year

Brandon Ambrose  
Manchester NH – 2015 Cayman

Joseph Jones  
Lebanon NH – 1978 911 SC

### 2 Year

Michael Kiritsy  
Rebecca Kiritsy  
Keene NH – 1986 944

### 5 Year

Edward Chivers  
Ester Romero  
North Springfield VT – 2004 Boxster S / 1997 911 Carrera  
/ 1986 911 Carrera

Christopher Hubert  
Kathleen Hubert  
Pelham NH – 1999 Boxster

Douglas Pomeroy  
Becky Ohler  
Dover NH – 1986 911 Turbo

Peter Rice  
Kevin Rice  
Mirror Lake NH – 2004 911 Turbo

### 15 Year

Scott Bjerke  
Janet Bjerke  
Bedford NH – 2000 911 Carrera 4 / 2004 Cayenne

### 20 Year

Thomas Brassard  
Susan Brassard  
S Burlington VT – 1984 911 Carrera

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### Jeff Torrey     **Just around the corner...**

Spring is a long time coming.

This past October I decided it was time for me to spend a day driving at an NCR DE event. I had done the Car Control Clinic, and the Charity Laps for Make-a-Wish. Those experiences were nothing but positive, so I decided to give it a try. From a distance the DE program looked to me like a place for "race car drivers". Folks that wanted to take their car out and thrash it around the track. So I was a bit intimidated. Not trusting myself with my car at high speeds, not trusting my reflexes with such an expensive car. A car that I enjoy driving in its "present condition".

I had signed up for the Monday driving and watched the weather. As luck would have it Monday proved to be a rain day. In my mind I flip flopped back and forth. Should I cancel, or should I go anyway. If I cancel there are no refunds. But if I lose traction in the rain and smash my car, that would prove to be a huge loss. Crashing my car was the last thing I would want to happen. Knowing many of the people who produce the DE program for NCR, I decided to go for the day in spite of the rain. I had to trust that these guys would help me avoid a crash, trust that their instruction would prevent me from having a problem on the track.

From the moment I got to the gate at New Hampshire Motor Speedway I was greeted with smiling faces, and a very warm welcoming. After tech inspection we gathered for the morning drivers meeting. Pat Maloney went over the layout of the track, the various flags and what each flag signifies, and basic rules for safety when on the track. As a green run group driver you are assigned an instructor for the day. My instructor was John Lussier.

Following the drivers meeting the green run group has a classroom session to go over any considerations you may have. To discuss driving technique, and adjust a persons attitude before they get on the track. Penn Young runs the classroom discussions, has extensive track experience, and knowledge. As a new DE participant, I found the classroom time to be very important and helpful. Penn does a great job.

On the track, driver and instructor communicate with headsets. Talk about finding the line, hitting the apex, driving the car smoothly, in the rain no stomping on the gas and no stomping on the brake pedal. Shift at the right time and be in the right gear. John was coaching me and watching my every move. At the end of each session his comment, better than the last, and all 4 fenders intact. Concentration is key at all times. When I got distracted by a car behind me it was blatantly obvious. In time I settled down and regained my concentration.

My first DE experience was incredibly positive. I found the DE team to be supportive, knowledgeable, and serious about safety. Many of the instructors donated their day to helping the new drivers learn how to drive at speed. I had a great time, it was a lot of fun. The NCR DE team is a great group of dedicated people that produce a great program for its members. Thanks guys!

I am looking forward to the new year and our first Spring DE event at NHMS.



**Judy Hendrickson**

## **The Way It Was**

Here we have a collection of photographs by the late Doug Hendrickson with special thanks to Bill White for scanning the slides into digital format for publication and David Churcher for his digital enhancement.

We close the year with an eclectic mix of Porsche and other brands in shots from the late 50's to mid 60's spanning Germany, Florida and California. Enjoy.

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



**#209 Abarth Carrera**



**Abarth Carrera from the rear.**

**continued on page 10 ...**





Location: Nürburgring, Year Unknown.  
Likely the 1000K Race

#34 Porsche 718 RS or RSK, Driver Unknown.



Location: Pensacola FL,  
USRRC Races, Early to mid 60's

Porsche 904's



Different engine types in 904's, Left: Carrera 2 Type motor; Right: Flat fan variant that would evolve to 6, 8 and 12 cylinders over time as the 904 became a 904/6, then 906, 908, 910 and 917 Rennwägen



Chaparral



356 Speedster at speed.

**Location: Laguna Seca, late 60's early 70's**





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# Rally Corner

By The Rally Team

The 2017 NCR rally season ended with Event #6, the “Off the Beaten Path” Fall Foliage Tour. Rich and Marilyn Willey promised we would travel “roads you didn’t know existed” while in search of the best that Fall in New Hampshire has to offer ... and they delivered. Excellent Fall colors along winding asphalt byways punctuated with some small-town atmosphere that New Hampshire offers. Stops at Meadow Ledge Farm and Concord Crossing allowed us to stretch our legs and sample available goodies. We closed out the drive with comradery and shared experiences over a buffet lunch at the Common Man restaurant in Concord, NH.

Planning for the 2018 NCR rally season is already well underway with six events being mapped out beginning in May and ending in October. Our **Spring Getaway 2018** will be to Saratoga Springs, NY over the three-day weekend of June 15 – 17, 2018. This venue offers a great driving experience over lightly traveled serpentine back roads that traverse rolling terrain with scenic vistas. The town of Saratoga Springs offers numerous restaurants and shops within walking distance of our Getaway hotel. Also nearby: Saratoga Auto Museum, Saratoga Performing Arts Center, Saratoga Casino and Harness Raceway, Roosevelt Baths and Spa, and, of course, the multitude of famous Saratoga Springs mineral waters found at natural springs in parks and local venues. Our Getaway hotel, the Holiday Inn Saratoga Springs, is holding a block of 15 rooms — with segregated Porsche parking — at a reduced rate of \$179 per night for NCR members until May 4. Reservations can be made using the 3 letter code (PRC) by calling the hotel directly at 1(518) 584 4550, by calling 1(855) 592 8367, or on the internet at [www.saratogahi.com](http://www.saratogahi.com). Because our Getaway will occur just as the tourist season heats up in Saratoga Springs, we suggest you make your reservations early ... the earlier the better.

More details to follow. See you in 2018!

## 2017 NCR Rally Schedule - Now Completed

Event #1	May 20, 2017		Roads of South-Central Vermont
Event #2	Spring Getaway	June 23-25	Catskill Mtns / Old Rhinebeck Aerodrome
Event #3	July 23		Saint-Gaudens National Historic Site
Event #4	August 26		NH Notches and Waterfalls Tour
Event #5	Fall Getaway	September 8-10	Rangeley & Mooselookmeguntic Lakes Region
Event #6	October 21		“Off the Beaten Path” Fall Foliage Tour



Rally Event 6 - Attention is on Rich as he conducts driver's meeting.

Photo by George Burnet



Rally Event 6 - A field of Porsches at Meadow Ledge Farm along the route.

Photo by Harv Ames



# NCR Fall Getaway 2017: Rangeley and Mooselookmeguntic Lakes Region

Text by Walt and Jane Rankin. Photographs by Harv Ames.

As of mid-September, Fall appeared to be arriving early in the northwest portion of Maine. For drivers and navigators in 13 participating Fall Getaway cars, the colors of early Autumn were an unexpected pleasure.

If you live in New England, you've experienced Winter's havoc played upon our roads; but with a little luck and determination, smooth driving surfaces can be found on which to enjoy abilities of our Porsches. Getting there, however, is sometimes challenging, as this year's Fall Getaway participants discovered.

Starting in Rangeley, Maine, our route traversed an increasingly rough ride, but culminated in a fun convenience stop in Errol, New Hampshire, home of the always popular, L.L. Cote Sporting Goods. As the second-generation owner puts it, "If we don't have it, you don't need it." Porsche owners, however, know that it might not always be a question of need, but rather desire.

Heading toward Bethel, Maine through Grafton Notch State Park, the roads became more acceptable after crossing the Maine border. Once onto back roads, we came into close contact with twists and turns, and the ups and downs we all relish. Early 1800's houses, old cemeteries, lush farm fields, glimpses of distant mountains, lakes, and rivers were constant components of the scenery.





Clockwise from top left:

Bill White, Jeff Torrey, and Walt Rankin, reviewing the route at the drivers meeting.

Rob Aube, John Toomey (guest), and Tom Barnes with Porsches aligned at one of the scenic stops on our tour.

Kathy White, Pam Kirby, Doreen Ames, Chris Russian, and Vicky Torrey along the banks of the Androscoggin River in Rumford, Me., Chris and Dana Russian with Tom Barnes at Suds Pub in Bethel, Me.

Chris Russian, Dana Russian, Tom Barnes, Lunch at Sud's Pub in Bethel, ME.

After a cozy lunch at Suds Pub, we continued driving less-traveled roads of northwest Maine with brief reintroductions to population centers in Rumford and Dixfield before returning to what the backroads of Maine offer: lots of twisties, continuous elevation changes, woods, fields, streams, and fresh air pungent with damp woody smells. The changeable weather of New England in the Fall favored us long enough to dodge most, but not all, of the scattered rain showers descending from Canada.

Navigators were challenged with an optional new task - counting U.S. flags in a competition that rewarded the two highest tallies with quintessential Maine treats: the well-known favorite, Allen's Coffee Brandy, and the very distinctive soft drink, Moxie! The sharp eyes of Lorilyn Aube (672 flags!!) and Pam Kirby (476!) earned them first and second places. Well done, ladies ... and thanks to their husbands, Rob and Alan, for sticking to their driving tasks, allowing their intrepid navigators to keep the tallies as we enjoyed winding roads that led us through Mt. Blue State Park and beyond.

Our last stop was at Small's Falls just south of Rangeley Lake State Park, with an opportunity for some welcome stretching while enjoying the cascading Sandy River which drops 54' in four segments.

The final run for the barn was a re-immersion into the Rangeley Lakes region... a low-key, visually gorgeous and pleasing destination with water-view accommodations at the Rangeley Inn. Our day ended with a scrumptious dinner at the Gingerbread House in nearby Oquossoc. Well done!



# NCR Rally 6, Fall Foliage Tour

Text by Jay Gratton.

Photographs by Harv Ames and George Burnet.

The 2017 North Country Region tour season came to a successful conclusion with the Fall Foliage Tour on October 21<sup>st</sup>. Jaime and I planned on bringing Sam, our two year old along as our assistant navigator in the back seat of the 911. However, scheduling conflict with Sam's swim lessons meant Jaime and Sam were not going to be able to attend. Thankfully, my longtime friend Judy Hendrickson, was available and willing to navigate with me. I picked up Judy at her home in Nashua and from there we headed to Plaistow to meet up with the group.

Rich and Marilyn Willey put together the event, and following introductions, the guidelines and rules for the tour were explained. The 45 participants and 24 Porsches enjoyed a spectacular Fall day. The roads Rich and Marilyn had selected were picture perfect New England back roads. Even two NCR veterans such as Judy and myself commented on all of the roads we had never seen before.

The tour traveled up through Sandown, Chester, Deerfield and up into Loudon where we stopped at Meadow Ledge Farm. The farm was a wonderful apple orchard with all sorts of baked goods, apples, cider and of course.... warm cider donuts. After leaving Meadow Ledge, we headed into outskirts of Concord, Warner, and Hopkinton, before heading back into Concord for a buffet lunch at the Common Man.

A tremendous Thank You to Rich and Marilyn for putting together a tour with wonderful roads, views and food. Everyone in attendance seemed to truly enjoy the event and good old-fashion NCR hospitality. An additional thank you to Bill White and his team for putting together six well attended tours in 2017. If you have never attended an NCR event or haven't attended one in a while, please consider 2018 the year to see why NCR is the friendliest region in all of PCA.

Drive safely!!!!

## BTW

2017 marked 30 years of the Gratton family in PCA. After some digging, I was able to determine that we are the first four generation family in PCA. So I set up this picture a few weeks ago up in Henniker. Sam was a challenge. Just like any Gratton he doesn't like to sit still.

Jay





Photographs by George Burnet

Clockwise from top left:

Beautiful red 1986 Carrera owned by Peter and Joyce Thompson parked at Maple Ledge Farm. Gathering around the "goodie table" before the drivers meeting. Getting organized ... Pat Swindell behind Judy Hendrickson, Bill White, Jay Gratton, Penn Young, and Emily Young. Bill Meyer arriving in his Targa





Photographs by Harv Ames

Clockwise from top left:

Autumn pumpkins reflect the sunny disposition of NCR members on tour. Even these mute spectators were impressed with our Porsches. A line of impressive cars adds to the scenic value of the Maple Ledge Farm orchard. In the foreground Bill White, Jeff Torrey, and Bill Meyer in an animated discussion prior to the drivers meeting.





# Autocross #6, Loaves & Fishes Event

Text by Joe Kraetsch

Photographs by David Churcher & Anker Berg-Sonne

On Saturday, September 30, it was very foggy when we arrived at the autocross site. The whole day remained cold and drizzly damp but fortunately, the fog lifted. It would have been difficult to navigate any but the simplest Autocross course when you could not see past the next cone. The drizzle was especially unfortunate as this event was also a benefit for the Loaves & Fishes food pantry. We did four runs in the morning, then had a pizza lunch, and another four runs in the afternoon. Other than the weather the event ran like clockwork.

As I mentioned this was a fund-raiser for Loaves & Fishes. We collect voluntary donations for Loaves & Fishes with Autocross registrations all year. We also held a 50/50 raffle at the event. NCR Member Ernie Grasso won the drawing and graciously gave his half of the ticket sales right back to Loaves & Fishes. The NCR Board of Directors voted to donate the entire gross proceeds of the event to Loaves & Fishes. All told with the volunteer donations, the 50/50 raffle, and the gross proceeds for the event we donated \$5500 to Loaves & Fishes.

With the last event of the season the class champions have been determined:

Porsche Strict Stock 1	Nigel Fenwick
Porsche Strict Stock 2	Ollie Lucier
Porsche Strict Stock 3	Daniel Quaroni
Porsche Strict Stock 4	Ed Moschella
Porsche Production 1	Nick Durham
Porsche Production 2	Jeremy Mazzariello
Porsche Race Tire	Akira Mochimaru
Non-Porsche Street	Steve Twaddle
Non-Porsche Race Tire	Rob MacAlpine

I would like to thank the autocross staff for all their help and hard work. Without these people NCR would not have such an incredible autocross program. Thank you: Ollie Lucier, Co-Chair and Chief Instructor; Jeremy Mazzariello, Registrar and Timing; Lisa Roche, Timing, Lunches and de facto Assistant; Ed Moschella, Novice Captain; Akira Mochimaru, Sound Captain; Scruffy Lefebvre, Chris Darminio and Justin Chen, course designers; Nigel and Sue Fenwick, Onsite check-in and waivers; and Athena DeGangi, Grid Captain. I also want to thank all the participants and volunteers for all their help and cooperation in making NCR Autocross run so smoothly. Thank you all for our most successful autocross season ever! A special thanks to Bill White for coming down to help with the pizza lunch. Finally, thanks to all participants who gave so generously to Loaves & Fishes and thanks to the NCR Board for donating the final event proceeds to Loaves & Fishes.

We actually have one more event to close the season. Our annual Autocross Awards and Pool Party Saturday, January 27, 2018, 5:00pm. This event is open to everyone but registration is required. Details will be on the NCR website calendar.

Photographs on page 20:

Top: Akira Mochimaru by David Churcher

Bottom: William Stone by Anker Berg-Sonne





Photo above (left to right):

Jeff Johnson, Aaron Walker, Charlie Sayers



Photo at left:

Paul from Loaves and Fishes prepares for a spin with Neil Halbert.

Photographs on page 23:

Pizza ... pizza

Justin Chen keeps his helmet on to stay dry.

Is that a Porsche? No. It's Patrick Heck's Lotus Elise.

Felipe Avery-Miranda - Neil Halbert

(bottom two photographs by Anker Berg-Sonne)







# Spring Is A Long Time Coming

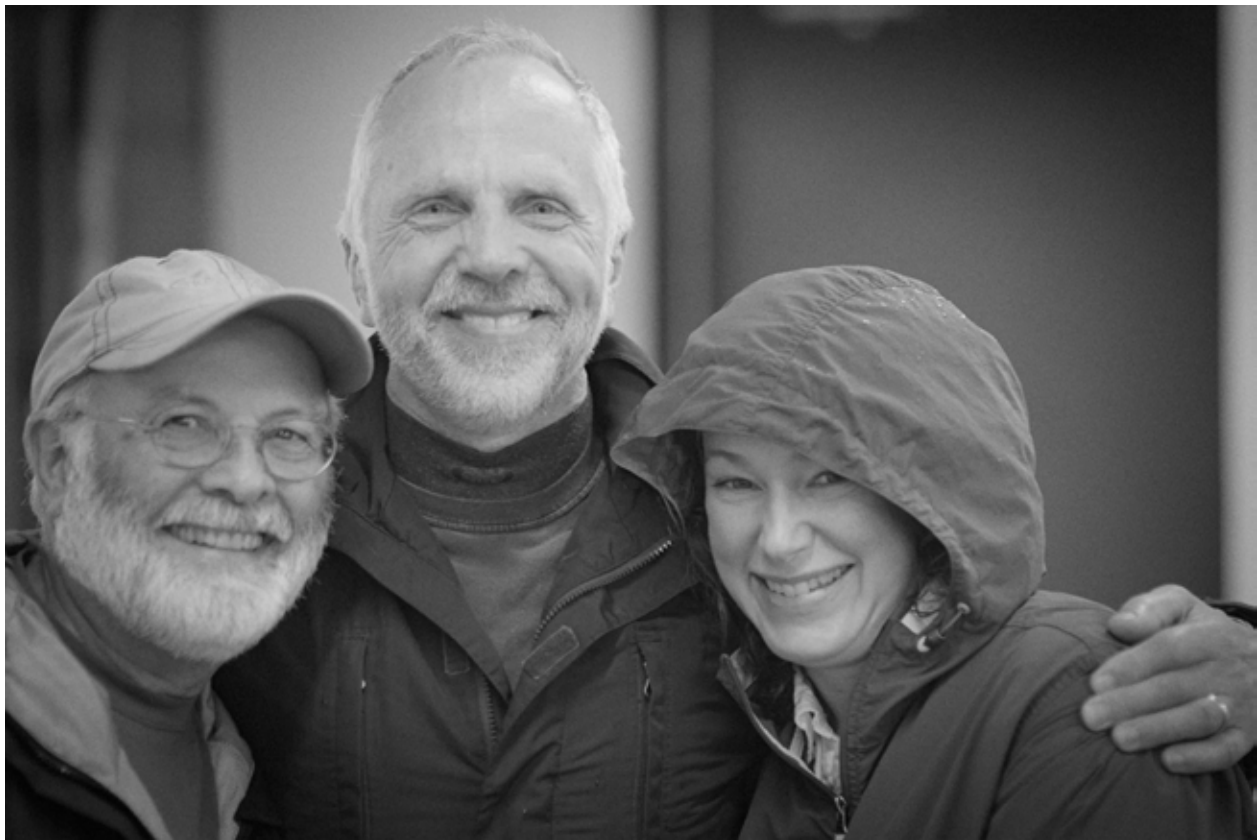
Photographs by David Churcher



For day one of the two day event the rain was relentless at times but it did not deter Tony Iorfino (top photo) from being as enthusiastic as ever. Nor did it deter Kristin Larson from a few fast laps.







Top left: Ollie Lucier and Steve Schindler.

Top right: John Lussier with Igor Prokopiw and Deb Williams.

Middle left: Dick Demaine and Dennis Mascetta.

Bottom left: Ollie Lucier, Elizabeth Jolly, Jeremy Mazzariello and Chris Hubert ... and (bottom right) the rain continued.





## NCR Tech Session January 20<sup>th</sup> at Factory Five facility 9 Tow Road. Wareham, MA

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### BTW



Berthold Langer was back in USA for a visit during November. As always the "NCR Friends Of Berthold" group organized a get together dinner ... this time at Carrabas Grill, Bedford, NH.



Above: Berthold, David (behind the camera), Judy, Joe, Xana, Jackson, Amelia, Matt, Miriam, Lisa, Ivy, and Hank.

Right: Xana and Amelia Romanowski.

Far right: Berthold Langer.

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# NCR Banquet 2017

Text by Dave Doran

Photographs by Harv Ames and Alan Kirby



John Dunkle gave an interesting talk on his NCR club history, his dedication to NCR, and on his experiences starting the forum *Porsche List* that matured into *Rennlist*.

Photograph by Alan Kirby.



Maria and Dave Tarbox of Make A Wish were presented with a check for \$6,500 by Ivy Cowles and Jeff Torrey on behalf of NCR-PCA.



Chris Ryan and Lily Baddour of Loaves and Fishes were presented with a check for \$5,500 by Joe Kraetsch on behalf of NCR Autocross.

Above two photographs by Alan Kirby.



**Enthusiast of the Year**

This award is made annually in memory of Judy Hendrickson's late husband Doug. It is the highest honor this club can bestow on a member. The award recognizes outstanding commitment and contribution to the North Country Region. The selection is made in secret by previous recipients of the award.

The award of the Doug Hendrickson Enthusiast of the Year for 2017 was given to Ollie Lucier by Dick De-maine, the recipient of the award for 2016.

Photograph above is Elizabeth Jolly and Ollie Lucier.



A happy crowd of about 60 persons attended the 2017 NCR Banquet at the Cocheco Country Club in Dover, NH.

Above two photographs by Harv Ames.

**Also announced in the awards for the 2017 season:**

**DE Instructor of the Year - Damon Josz.**

**DE Enthusiasts of the Year - Athena DeGangi and Carleton Williams.**

# Giving Thanks

By Danielle Badler

Yes indeed. It's November. Time once again to gather with friends and give thanks. Give thanks for how we are blessed in life. In car life. In Porsche life.

I've compiled a Porsche list of thanks, which I plan to review with my friends and family at our annual Turkey Day. I know, I may be the only one around the table to understand the subtlety of my stories. But that's ok. Because I'm also sharing them here, with you dear reader. I know, I just know, that if you're within view of my words, you, at least, will understand. So here goes.

I'm thankful that I can still find reverse on my '78 911SC. With the Momo gear shift knob, the knob that has no insignia on top, no shift pattern.

Once, at least a dozen years ago, I had my car serviced at a Porsche dealer. I had settled the account, and stood outside the shop, waiting for my car to be brought around. I waited. And waited. So I strolled up to the shop entrance. And saw a kid sitting in my car, with the engine idling. I walked up to the window and asked him what he was doing. He looked at me and asked, "where's reverse?"

I said, "Get out." No, he said, he's supposed to wheel the cars to the customer pick-up area. I said, "sorry, if you don't know where reverse is, not in my car" and opened the door for him. As he tried to find words to come back at me with, I slid in and backed out my baby ... and drove away. I didn't look back.

I'm thankful that I can still get a rise out of my co-pilot.

A few years ago, my friend Paige was riding shotgun as we hightailed it up to the Peak to Peak Highway, on our way to Estes Park, Co, for a mass P-brunch. I was third, in the SC, behind a Boxster S and a Carrera. Needless to say, I was working pretty hard to keep up the pace, but I was managing the switchbacks pretty well. We hit a short chute, which gave me time to glance over at Paige. And I noticed that she appeared to have an alabaster complexion I hadn't seen before. Just before the next hairpin, she barely got out the words "I don't want to die today."

I'm thankful I can still remember the first 911 I coveted.

That had to be '68. It was maroon, black interior. Owned by the boyfriend of a friend's older sister. Now, this was an interesting family. The sister drove an Alfa GTV. My friend had an Alfa Giulietta. I was newly ensconced in my first sports car, a '64 Triumph TR-4. As I recall, the boyfriend told us he recently got the car, and just drove it nonstop, all the way from where we lived in Nassau County, Long Island, to Montauk and back, for the hell of it.

I'm thankful I'm still alive.

There was the time, in the TR-4, driving with a friend from New York to college in Ohio, on the Pennsylvania Turnpike, just after Thanksgiving, believe it or not. We were near Pittsburgh, leaving a rest stop, and it started snowing. Just enough that, as I got into third gear on the entrance ramp, we started sliding sideways, directly toward the center divider. I had the wheel cranked over, but that was doing nothing.

Just as I glanced out the left side window at two lanes of oncoming traffic, the tires finally bit, and the car snap-hooked into the left lane, with enough momentum that I could motor forward and accelerate properly. My friend and I didn't speak for a good 10 minutes. Then we looked at each other. I barely intoned, "we almost died back there." He nodded.

I'm thankful that I still remember the first race I attended.



It was the Can-Am, at Bridgehampton, in '68. Perhaps the pinnacle of the Bruce and Denny Show. I drove out in my TR-4. The pace car was a 911 with "Politzei" plastered on the side panels, and a shaft rising from the rear bumper, with a blinking light attached on top. I just thought that was very cool, a real Porsche sports car as a police car, posing as a pace car.

I saw the car again, at the Porsche Parade in Hershey, PA in the early 2000s.

I'm thankful that I can tell the tale of overhearing Ron Dennis complain to the Porsche factory about the reliability of the TAG engines they were supplying to the McLaren team.

It was '86, at the Hungaroring. The first ever F1 race behind the Iron Curtain. Which seemed to be such a curiosity that I felt like the entire racing community was there. I was working for a major sponsor of the McLaren team, which sort of gave me run of the pits and attendant team facilities. So, after a day of practice, I sauntered off to the motorhome, to get something to drink. I opened the door and ... I heard him.

There was more, that weekend. Ferrari's latest, the 288 GTO, sat, locked, at the entrance to the hotel. The entire weekend. Each afternoon, when the drivers came back from practice, they walked through the lobby ... to applause. I had dinner with the team the night before the race. I watched Alain Prost with his wife ... he drank no alcohol. They excused themselves early, and left dinner. I watched Dan Gurney ... really ... walk down pit lane, photographing rear suspensions with an Instamatic. There was one night, at the bar, I found myself sitting next to Clay Regazzoni, who was in his wheelchair. I asked him what was his favorite circuit. He said, "Spa." I said to myself, perfect.

Which sort of sums it up for me. I hope you can sum it up for yourself, as well. And join me in giving thanks



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## Jill Reger

### fine art automotive photographer

Every so often *Northlander* gets to meet or be introduced to a automotive artist, sculptor, or photographer. Recently Jill Reger came to our attention.

Jill has made her living for the last nine years as a fine art photographer. Previously she was specializing in architectural photography. Her work is in a number of museums and private collections. You can view a selection on her web site, on Pinterest, and Blurb books. Framed prints and other items can be purchased from Jill's web site. There is a whole collection of Porsche material ... well worth a look.

*Northlander's* editor exchanged some correspondence with Jill and found some interesting points of view. For example: those of us who preserve or restore cars are doing the next generation a great favor. Those cars will probably never look as good as they do now and they are being preserved too by fine art photographers. But consider the trend towards digital and internet and the trend away from printed work. The digital files are "virtual" pictures only and unless they are printed they are not "actual" or being enjoyed in the proper context. Years ago to enjoy a piece of art one needed to buy it (or re-visit the museum/gallery) whereas today one only needs to go online. From the point of view of an artist this makes the internet a conflict of interest and makes the art vulnerable to rip off and run. Consider a modern digital photographer/artist "retiring the negative" by making a "take down" of all online works and not printing any more hard copies. We would be back to where we used to be. And better off for it ... ?

Strong points of view but worth thinking about.

Jill refers to her photographs as eye candy for car buffs. She is not wrong. This is sweet candy. The *Northlander* editor is pleased to introduce you to Jill's work.

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

## Porsche claims world championship titles after hard fight in Shanghai

Finishing second and third at the penultimate round of the FIA World Endurance Championship allowed Porsche to successfully defend the drivers' world championship title as well as the one for manufacturers. The Porsche LMP Team will return home to Stuttgart with the manufacturers' trophy for the third consecutive time. The works driver trio of Earl Bamber (NZ), Timo Bernhard (DE) and Brendon Hartley (NZ) finished second in the six-hour race of Shanghai and are the new world champions. Their teammates with the sister car – the outgoing world champion Neel Jani (CH), André Lotterer (DE) and Nick Tandy (GB) – came third in China. A technical issue early in the race had caused them to drop back. Victory in the WEC's round eight of nine went to Toyota. Until the 174th of 195 laps it looked as if the manufacturers' title would remain open until the final race in two weeks time. But then the second Toyota had to pit for repairs after a collision and the two Porsche 919 Hybrids each moved up a position.

## Eighth podium for the Porsche 911 RSR

The title fight in the Sports Car World Endurance Championship WEC remains gripping to the end: At the six-hour race on the Shanghai International Circuit on Sunday, Richard Lietz (Austria) and Frédéric Makowiecki (France) secured second place in the GTE-Pro class with the Porsche 911 RSR after a spectacular catch-up race. Clinching the eighth WEC podium result for the 510 hp racer from Weissach this season, they narrowed the gap in the GT Drivers World Championship to just two points before the final race in Bahrain on 18 November. For their teammates Michael Christensen (Denmark) and Kévin Estre (France), the race on the 5.541-kilometre Grand Prix circuit on the outskirts of the Chinese economic metropolis came to an early end: After holding the lead for almost the entire first third of the race, they had to park their 911 RSR after 2.15 minutes due to engine damage.



**TEXT AND PHOTOS  
FROM PRESSE PORSCHE**

Porsche 919 Hybrid (2)  
Earl Bamber  
Timo Bernhard  
Brendon Hartley



Porsche 911 RSR (91)  
Richard Lietz  
Frederic Makowiecki

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2002 Carrera 4 (with Tiptronic)  
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914 inner rocker panels R & L new in box \$125 each  
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 Boxter S 18” wheels in same condition)  
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**For Sale:** FVD Brombacher Speed Yellow Gauge Face Set for 987.1 Cayman with Manual Transmission. High quality aftermarket gauge face set made in Germany. Brand New-Never installed. Sold my 987.1 prior to mounting. \$350.00 Contact Tom at Tder@harman.com



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



**For Sale:** BBS SR Wheels and Michelin Pilot Alpin Snow Tires for 981/987 Cayman or Boxster

Front 18 x 8' Offset 50mm Hubcentric with 235/40/18

Rear 18 x 10" Offset 41mm Hubcentric with 265/40/18

Wheels are in excellent condition with no curb rash and no to very little brake dust build up. NO TPMS or at least TPMS does not work-not sure if i ordered wrong sensors or they needed to be programmed to car.

I originally used the wheels on my 987 Cayman S and then changed the rear tire size and used with 981 Cayman S. The rears were purchased last year and probably have under 1000 miles as i hardly drove car last winter. Fronts have plenty of life as well-very little use.

I also have the 255/40/18s for the rear if you are a 987 owner and we can discuss mounting these instead of the 265's.

Contact Tder@harman.com

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## BTW



Sunshine and action at Road Atlanta Petite Le Mans on October 8. Photo by Presse Porsche.



WEC Round #7 at Fuji October 15. More rain than NCR at NHMS Spring Is a Long Time Coming event. Photo by Presse Porsche.

## NEXT MONTH

Our next issue is also a **twofer** ... January / February 2018.

We will cover the NCR Planning meeting and 2018 Calendar, the Factory Five Tour, and probably also the 2018 Yankee Swap.



**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.

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