

NORTHLANDER

NORTH COUNTRY REGION
PORSCHE CLUB OF AMERICA

Volume 42 — Number 7
August 2019



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NORTH EAST GP AT LRP

PCA PARADE



PANORAMA WEALTH

STRATEGIES

Erik M Potts CFP®, RICP®, CLTC

20 B Hampton Road | Exeter, NH 03833

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

epotts@panoramawealthstrategies.com

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PORSCHE



NCR—MAKE A WISH DAY—SATURDAY SEPTEMBER 7th



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You will be required to sign waivers.

Registration and tech Inspection 10:00 - 11:15am Mandatory Driver's Meeting at 11:30am

REGISTRATION: (please bring a copy of this with you to the event)

Name _____ Additional Drivers _____
 Address _____
 Phone (day) _____ Phone (evening) _____
 PCA Region _____ PCA# _____ or, guest of _____
 Car Model _____ Year _____ Color _____

- _____ Charity Laps Touring Group @ \$45 per car
- _____ Long sleeve event shirt @ \$20 each – Size: **M L XL XXL**
- _____ DONATION OF \$

\$_____ **TOTAL AMOUNT ENCLOSED** (All checks payable to NCR-PCA)

I have read and I understand the speed limitation and that it will be enforced: _____ (please initial here)

For passengers under 18 **both parents** must sign an additional waiver. If this is done before the event a notarized copy will be required.

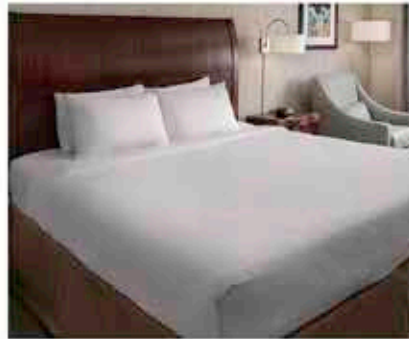
CONTACT: Ivy Cowles, NCR Charity Chair cell (603) 767 6461 day/work (603) 343 5358 email charity@ncr-pca.org

Additional info forthcoming: You can sign up the day of the event or ahead of time. If signing up early please send your check to Ivy Cowles 6 Old Rochester Rd Ste 101 Dover, NH 03820

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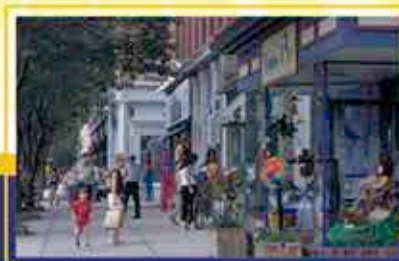


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Editor

David Churcher

northlander@ncr-pca.org

Proof Reader

Nancy Broadhead

northlander@ncr-pca.org

Advertising

Hank Cowles

advertising@ncr-pca.org

Website

www.ncr-pca.org

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

NORTHLANDER

NORTH COUNTRY REGION PORSCHE CLUB OF AMERICA

Volume 42 – Number 7

August 2019

Upcoming Events

NCR DE at ClubMotorsports September 6-8

NCR Make-A-Wish at ClubMotorsports September 7

NCR Rally 5 - Fall Get-A-Way September 14-16

NCR Autocross 5 / Zone 1 AX September 14-15

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On the Cover

Lime Rock Park, North East GP July 20, 2019

The number 911 of Patrick Pilet and Nick Tandy making the jump to light speed.

Photograph by Mark Ettinger.

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Past President	Jeff Torrey	(603) 234 8898	past-president@ncr-pca.org
Membership Chair	Kristin Allen	(603) 502 5435	membership@ncr-pca.org
Newsletter Editor	David Churcher	(603) 799 4688	northlander@ncr-pca.org
Safety	Mark Nadler	(603) 382 3599	safety@ncr-pca.org

COMMITTEES

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

EDITOR'S DESK



August is here — and so is the height of summer, and a lot of events in motorsports and for NCR. As you read here we have our July rally behind us, the North East IMSA GP is also behind us [see page 16 for Mark Ettinger's excellent coverage] — our Lime Rock Fun Days, and PCA Parade [see page 20 for Ellen Beck's daily updates to *Northlander* during the event.] Our Vintage Day at NHMS will be happening as this magazine goes on line.

The above paragraph lists a lot of work by a lot of volunteers. The planning and execution of all this is a lot work yes, but a lot of fun too. Contributors to *Northlander* are always needed and appreciated. NCR is looking for volunteers for several positions ... we need workers/helpers and we have a need for backup personnel for all chair positions. *Northlander* really is desperate (!) for technical articles.

Don't be shy ... step up, please. If you have an idea, or a skill we could use, or questions; drop an email to Board@NCR-PCA.org — or to Volunteer@NCR-PCA.org — you are assured of a reply and probably you will get more than just one.

While the above plea for help is valid, I must take a moment here to acknowledge the regular contributors to the magazine. Their enthusiasm, their work, their correspondence, their repartee ... is all really appreciated.

August is a sentimental time for me too. I get to celebrate being a year older and even a notch more sentimental. Some of the items mentioned in the first paragraph of this editorial make me sentimental. I did not go to Lime Rock for the IMSA event and missed seeing Matt Campbell racing. He is a young Australian driving for Porsche and he was at Le Mans this year. And he won the Mount Panorama (Bathurst) race in Australia. Do you remember when only "seasoned" drivers were hot? Now in Formula 1 and GT we have 21 year old "stars".

I got sentimental too when looking at the photographs Ellen sent from Parade in Boca Raton. Not just because I reflect on the two Parades I have attended. But because the 2019 Parade had a collection of my favorite Porsches on display ... 904, 962, and Peter Gregg / Hurley Hayward's 935 ... but what really got me was Ellen's photo from the Collier Museum of Dan Gurney's 1967 Eagle F1. I knew the car was in this museum but seeing the photograph made me head to my book shelf and pull out my volume of *Dan Gurney's Eagle Racing Cars* by John Zimmerman (David Bull Publishing) and then *Racing Car Design and Development* by Len Terry and Alan Baker ... Len Terry being the Brit designer who designed the Eagles. The Eagle on display at The Collier is the car Dan Gurney won the Belgian GP with on June 18, 1967. I was there. On the hill beside La Source hairpin corner. Talk about get sentimental ... must be an aging thingy.

MEMBERSHIP



Kristin Allen

New Members

David Anson; Alton Bay, NH – 2002 Boxster S
Alan Slobodnik; Waterville Valley, NH – 2018 Macan S
Chuck Sperrazza; Amherst, NH – 2014 Boxster S

Membership Anniversaries

1 Year

Keith Schofield; Brookline, NH – 1984 944
Erik Potts; Stratham, NH – 2012 911 Carrera S
Anthony Parente; Alton, NH – 1984 911 Turbo
Michael Fogg; Gilmanston, NH – 2017 718 Boxster
Maurice Ledoux; Bedford, NH – 1999 911 Carrera
Jeff Bakken & Steve Belliveau; New Ipswich, NH – 2006 Cayenne

2 Years

Tom Frederick & Ian Frederick; Nashua, NH – 2009 Cayman
Mark Harrison; Exeter, NH – 2016 Macan S
Chris Masiello; Keene, NH – 2014 911 Carrera
Rich Destrempe; Bedford, NH – 2016 911 Turbo Cabriolet
Carmen Pelton & Cassandra Pelton; Brookline, NH – 2009 911 Carrera S
Graham Ward; Newfields, NH – 2014 911 Carrera S
Leo Pieretti; Hooksett, NH – 2015 Macan S

5 Years

George Burnet & Wendy Steadman; North Hampton, NH – 2006 911 Carrera S
David Gladstone; Norwich, VT – 2008 911 Carrera 4S
Paul O'Neil; Manchester, NH – 2007 Cayman S
Lin Lancaster; Nashua, NH – 1999 Boxster

10 Years

John Dunkle & Jaclyn Ackerman; Lee, NH – 1995 911 Carrera
Richard Willey & Marilyn Willey; Kingston, NH – 2007 Cayman
Ken Crawford & Susan Mitchell; South Hampton, NH – 1965 356

15 Years

Tania Coffin; Marlow, NH – 1985 944

20 Years

John Mellen & Carol Mellen; Mirror Lake, NH – 1999 Boxster

26 Years

Russell Shade & Debbie Shade; Glen, NH – 1996 911 Carrera

28 Years

David Karrick & Martha Karrick; Warner, NH – 1972 911T

33 Years!

George Rief; Durham, NH – 1989 944 S2

John Perkins & Merilee Perkins; Shapleigh, ME – 1983 911 SC

Craig Rief & Jonathan Caron; Dover, NH – 2012 Cayman

43 Years!

Daniel Witmer & Jean Witmer; Windham, NH – 1975 911S

46 Years!

Judith Hendrickson & Jason Evans; Nashua, NH – 1995 911 Carrera

NEW MEMBER



My Porsche Story

Please allow me to introduce myself as a new member of Porsche Club of America. My name is Ray Jeffs from Hampton, New Hampshire where I live with my family. I've lived in Hampton and North Hampton for almost 39 years, but my Porsche story really starts another six years prior to that. In 1974 as a newly minted second lieutenant and graduate of the US Air Force Academy I purchased my first Porsche, a 1973 Porsche 914. I enjoyed driving it during my year of Air Force pilot training, but then I traded it for another car. I got married & had kids. My kids remember me telling stories about my "air superiority blue" Porsche 914 during their growing up years. Now, many years later my son helped locate a 1971 model which I purchased last year. I am very glad to be a Porsche owner again.

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

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



Rest stop along July's Lake Shores & Hinterlands Tour. Photo above and page 11 by Bill & Kathy White.

RALLY CORNER

By The Rally Team

We are halfway through our rally season. Where is the time going? Our just completed Lake Shores & Hinterlands Tour had perfect weather with clear skies under which to enjoy lakeside scenes and cool breezes. A perfect Porsche day.

Next up, the NCR Magical Mystery Tour on Sunday, Aug 18th, begins at Lorden Plaza (intersection of Routes 101 and 101A) in Milford NH. The driving route is highly classified ... even your Rally Team knows nothing ... so not much can be said other than to report that Rich and Marilyn Willey smile coyly when asked. Directions for a circuitous route to a destination lunch spot in southern NH will be provided at the drivers meeting. Door prizes awarded via raffle ticket.

September's three-day Fall Get-A-Way Weekend features low-traffic roads in Catskill and Shawangunk Mountains where Porsches will run a serpentine course beside world-famous trout streams. After the group drive and lunch, participants will be free to explore any of multiple historic sites in Hyde Park, NY, including the FDR estate and Presidential Library, the Vanderbilt estate, and Eleanor Roosevelt's hideaway "Val-Kill". Social hours and dinners, of course. Register now!

Check the NCR website calendar regularly for details about each event as plans are finalized and registration opens.

Please make your voice heard. Join the fun / make the fun. Contribute your ideas. Contact Rally@NCR-PCA.ORG.

NCR Rally/Tour Program for 2019 Season

Event No.	Date(s)	Description
1	5/19	May Meander to Bellows Falls, Vermont
2	5/31 – 6/2	Spring Get-A-Way Weekend to St Albans and Northern Vermont
3	7/13	Lake Shores and Hinterlands Tour
4	8/18	Magical Mystery Tour
5	9/14 – 9/16	Fall Get-A-Way Weekend: The Catskills, The Gunks, and Historic Hyde Park
6	10/26 – 10/27	Whiskey & More Tour (Overnight Stay Required)

Lake Shores and Hinterlands Tour — text by Bill White

It was a glorious day: sunny skies, tolerable humidity, and light breezes. Every car ran the route with top down for full appreciation of sun-dappled byways. The route, expertly planned by Bill & Penny Meyer with route and rest-stop testing by Dana and Chris Russian, started in Concord, NH. A short shot along I-393 took the group to less-traveled roads to the northeast through Gilmanton and into the lakes region. This being high season for tourism, we encountered a few congested spots but quickly broke free of each and found enjoyment in curves and vistas. A brief stop at a Winnepesaukee overlook found azure sky reflected as much deeper blue of the lake. Due to size, our group split across rest-stop venues — Patrick's Pub & Eatery and Sawyer's Dairy Bar — both just south of Weirs Beach in Gilford. Hats off to each for their courtesies.

Once free of our last, brief encounter with traffic in Meredith, our route took us through Sandwich to an enjoyable transit of New Hampshire's underappreciated route 113A before setting course for West Ossipee and lunch at Hobbs Tavern & Brewing Co. That proved a festive opportunity for further camaraderie, telling of tall tales, and further review of the day. Truth be told ... after lunch a few of us went in search of a bit of ice cream to fuel our homeward journeys. Success!



continued on page 12 ...



PHOTOGRAPHY WITH A WIDE FIELD OF VIEW

Photographs by Brian Anderson from the Lake Shores and Hinterlands Tour ...

Made with a super wide-angle lens? No.

Brian made these shots by holding his GoPro camera by its suction cup mounting bracket and reaching for the sky.

A super wide angle perspective but one which totally captures all those beautiful Porsches and the super weather provided for the event.



PHOTOGRAPHS FROM THE RALLY BY HARV AMES



DRIVERS ED

By The Drivers Ed Team

Driver Education Mid Summer Report

Greetings track fans from one of your track committee chairs. It has been a busy season for me so far with 3 endurance races and 2 DE events in the rear view mirror. As I write this, in one week Pam (Not Just Another Woman Driver) and I will be in beautiful north west CT at historic Lime Rock Park. This small track has just one left hand turn, but many challenges in its 1.5 mile ribbon of asphalt.

This year our Lime Rock event is nearly sold out with many new-to-us participants, drivers from other regions and some first-time-ever-to-DE drivers. I remember my first event and how excited I was to actually be able to drive my Porsche on a real race track and not be looking for blue flashing lights in my mirrors. One of the advantages of learning to drive on the track with our excellent instructor corps is that I rarely speed on the streets anymore. I find the drivers at our DE events are far better than the average Joe (or Jill) on the roads. We are all going in the same direction on the track (well almost always). For those of you who think this sounds like fun (it is) come out to one of our events and give it a try. Your car will like the exercise and I guarantee it will put a big smile on your face.

You probably won't read this until after our Lime Rock event and our one day "vintage" event at New Hampshire Motor Speedway but we still have two remaining events coming up at Club Motorsports in Tamworth NH. One in September and one in October. The September event will feature our Make-A- Wish day where we host a number of kids and their families to come and see the cars and take them for slow-speed parade laps on the track. The smiles on the faces of the kids and their parents will warm your heart. Our friends at the Northeast (NER-PCA) region also have some upcoming events that might fit into your schedule.

So come out and join us and make some new friends with the same passion you have for your Porsche. For more information go to the club website and check out the DE pages.

Dennis Mascetta
NCR-PCA Co Track Chair

NER Registration www.clubregistration.net

NCR FUN DAYS AT LRP JULY 22 — 23



The *Northlander* photographer did not attend ... too far to drive on such a hot day in an old 911 without A/C. *Northlander's* proof reader, Nancy Broadhead, was there and took the photographs above.

"Fun Days were almost over when I remembered that my phone is also a camera. I did take these two of Lee Carpenter's late upper-level classroom session."

A major heat wave preceded our event with temps in the high 90s, so with great relief we started this event out with temps in the high 70s that built into the mid 80s. As they say, life is relative.

They say it takes a village to raise a kid. I can tell you it takes an ARMY to put a DE day on and I want to express my thanks to every single volunteer. It's interesting to note that our total volunteer count ran up to about 68 people which is over 50% of those in attendance! We have a largely new crew this year and we absolutely rocked it! Best group EVER!

Attendance passed the 110 driver mark with about 66 from other regions, some as far away as Arizona and Florida.

We had a first-rate flagging crew supplied by the track. As a DE Chair, I was issued a track radio which tuned me in to the banter of the flaggers. These guys were awesome! I came to realize that they were very attentively watching our point-bys, our passing, who pointed late and who took it, who was fast and who was a road block. They followed on who paid attention to the passing flags and who did not. For the first time I heard them request permission to black flag a car who they felt was ignoring the passing flag. They commented on numbers that might blow off, who was burning oil and who had something hanging a bit close to the ground under the car. Thankfully we had no real incidents during our two-day event, but if we did I have every confidence that it would have been professionally handled.

We will circle back to Lime Rock next year. If you have not experienced it, you should consider giving it a go. The track flows well, is nicely maintained and is just a dream to drive.

Hope to see you there next year.

Dave Porter



**Photo of Dave Porter
in recovery mode
by Mark Nadler**



IMSA BRINGS THE HEAT TO LIME ROCK

Story and photographs
by Mark Ettinger

Bill Auberlen of Turner Motorsports took 3rd place in GTD. Tough driving conditions? You bet.

The stalwart fans were treated to a spectacular battle at Lime Rock Park in Connecticut the weekend of July 19th and 20th. It was another epic battle as IMSA brought the Northeast Grand Prix to New England. IMSA is celebrating their 50-year anniversary this year and they have put on a quite a show.

Four classes of cars were present for the eighth round of the WeatherTech Sports Car Championship. The headliner event included the GT Le Mans (GTM) and GT Daytona (GTD) cars in the 2 hour and 40 minute battle of the titans. Porsche has finished first in the past 5 races and were feeling confident about a track that rewards the overall balance and handling of their racecars.

One can best describe the weather conditions all weekend as sweltering. It was in the low to mid-nineties with very high humidity and lots of sun. The track temperature hovered around 118 degrees and became a significant issue for the drivers, teams, safety workers, and the fans. I've been lucky enough to photograph the races at Lime Rock for more than 20 years and don't recall tougher conditions.

The # 912 Porsche 911 RSR of Earl Bamber and Laurens Vanthoor took the pole followed by their sister car, the #911 of Nick Tandy and Patrick Pilet. The four Factory Porsche drivers put on a heck of a show. The race ultimately came down to pit strategy and tire degradation. Ford Chip Ganassi Racing's #67 Ford GT of Ryan Briscoe and Richard Westbrook ultimately took the win that had been dominated for 140 of 182 laps by the #912 Porsche. A three-stop strategy allowed them to have fresher tires at the end. The Porsches were on a two-stop strategy that worked very well until the last seven minutes when the #67 Ford GT made its presence known. A little tap here, and a little rubbin there, gave the Ford the pass and they went on to win by seven seconds. It was a fair fight and racing room was given and received by these elite racers.

The 912 Porsche took second place, followed by the 66 Ford GT of Joey Hand and Dirk Mueller.

In GTD, Pfaff Motorsports took their first ever win in class with a Porsche 911 GT3 R driven by Dennis Olsen and Zacharie Robichon. They hung on for the victory, despite a puncture on the last lap to win by .010 seconds ahead of a hard charging Meyer Shank Racing Acura NSX GT3 who must have smelt the blood in the water. BMW hot shoe Bill Auberlen was teamed with Robby Foley and took a stunning third place in his Turner Motorsport M6 GT3. Auberlen had raced in the two hour Michelin Pilot Challenge just two hours before the Grand Prix started. He was highly motivated all weekend in his pursuit to tie Scott Pruett with 60 IMSA wins. It was not to be. As the saying goes, he left a "pint of blood" out there and was exhausted at the end. A truly heroic drive that had to be witnessed to fully understand the difficulty racing in such oppressive conditions can present.

Bamber and Vanthoor's second place finish allowed them to extend their lead in the championship by eight points over Nick Tandy and Patrick Pilet. This gives Porsche a nice lead as the series goes to Road America for their next round. The championship culminates October 12th, 2019 with the 10-hour Petit Le Mans at Road Atlanta.

The IMSA DPi and LMP2 prototypes were not racing at Lime Rock. They do have a final two races for their own championship.

Despite the off-the-chart heat index, the brave fans were treated to some very close and exciting racing. Tom Kadamus of Connecticut, and his brother Kevin from Vermont have been attending the IMSA races for the past ten years in a row. They have an awesome campsite picked out above No Name Straight that they have called No Name Hill. This annual pilgrimage



is a true measure of their commitment and an important annual opportunity to spend time together doing something they both love. This fan dedication is an overwhelming vibe for all who come. Racetrack owner Skip Barber said thank you by signing their banner for them. Way to go Skip.

The Porsche faithful were rewarded with an excellent showing. A Porscheplatz car corral and tent were set up by West Bend offering an excellent vantage point and the hospitality that comes with it. A quick thank you to the Boy Scouts of Troop 11 in Middlebury for helping keep Lime Rock clean. For the past 21 years they have been collecting returnables to help raise money for some of their Troop trips and donating 10% to C.W. Resources. This adult handicap work program has partnered with the Boy Scouts since the program started in 1998. A true win-win for everyone.

Despite the oppressive weather, the event provided for some amazing racing. Fans came from all over New England, and far beyond, to witness the gladiators in the bullring that is Lime Rock. The event was a showcase of talent and a delight for those who witnessed sports car racing at its finest.



Porsche Factory drivers Laurens Vanthoor and Earl Bamber in front of their 911 RSR.

continued on page 18 ...



From the top left:

Front straight action.

The # 912 of Laurens Vanthoor and Earl Bamber.

The #9 911 GT3 R of Dennis Olsen and Zacharie Robichon on their way to victory in GTD.

Porsches leading the way at Big Bend.

Always an action packed pit stop for the #912 RSR.

The #911 of Patrick Pilet and Nick Tandy.



From the top left:

Porsche Factory driver Earl Bamber celebrates his podium finish.

Diehard fan Tom Kadamus shows his true colors on "No Name Hill".

The Ford GT of Ford Chip Ganassi Racing ultimately took 3rd place with Joey Hand and Dirk Mueller.

Nick Tandy.

Boy Scouts from Troop 11 in Middlebury still working hard, long after the race concluded.

Post-race interview with Ford's Ryan Briscoe. His family helped him celebrate shortly after the race.



The 1979 Porsche 935 of Peter Gregg and Hurley Hayward.



1964 Porsche 904 GTS 018



1985 Porsche 962 HR1 (Al Holbert)



NCR's Ellen Beck went to PCA PARADE and every day sent photographs to *Northlander* to share her experiences. In this spread we have a series of photographs from the Waldorf Astoria Boca Raton Resort and Club welcome party. Also from the tours to the Larry Wilson Private Collection, and to the Collier Revs Institute.

Parade was a busy time. We may have more photographs and stories in our next issue of *Northlander*.



718 Cayman GT4 6-cylinder on show at the welcome party.



A tour of the Larry Wilson Private Collection.

Exhibits at The Collier (Revs Institute)



A Porsche 908-3



A Gmund Coupe

The Dan Gurney 1967 Eagle F1.

The AAR (All American Racers or Anglo American Racers ... depending on which side of the pond you reside) ... clearly one of the most beautiful F1 cars ever built.



A 914-6

BARRETT-JACKSON NORTHEAST

Story by Kristin and Stephen Allen, and Mason Rapke; with iPhonography by Kristin Allen



After watching the Barrett-Jackson auction on TV for years like it was our Superbowl, we realized the dream of experiencing it in person. We headed down to Connecticut for the 4-day event. Although we purchased our general-admission tickets months in advance, all hotel rooms at Mohegan Sun were already booked. This worked in our favor, however, as it forced us about 15 minutes farther south where we discovered wonderful restaurants with decks overlooking the Thames River (a shout-out to the Puffins Restaurant in Groton and On the Waterfront in New London).

Although Thursday was a preview day for bidders, there was plenty to see in the indoor Showcase Pavilion: Auction vehicles on display, major car manufacturer displays, a driving simulator, and an interactive STEM display for the 'tweens. Outside were more exhibitors, closed-course hot laps & thrill rides with Ford and Dodge, and the large "Meguiar's Tent" where last-minute detailing occurred just before the cars headed to staging. Lastly, an entire parking garage was used for the auction cars and was open to all. Cars left from here to return with their SOLD stickers.

One benefit of arriving Thursday was the luck of running into some car celebs! Mason met one of his heroes, Steve Magnante of Junkyard Gold, who was super friendly, generous with his time, expressed his appreciation for meeting the next generation of car enthusiasts, and signed Mason's hat. Mason was star struck for the rest of the visit. That afternoon, the effort of hauling my helmet all the way down to CT. paid off when I attended an interview with Cristy Lee of All Girls

Meeting with the Celebs ... Mason gets an autograph from Steve Magnante and Kristin gets her helmet autographed by Cristy Lee.



A 1977 911 SC for just \$45,000



Garage. I was able to chat with her beforehand and she signed my helmet! I'll be a fan forever now. We also saw NCR's very own Dave Porter (Driver's Ed Co-Chair) there as well ;-). If you watch the auction on TV, you'll see (and hear) Steve commentating from the auction podium and Cristy from the Meguiar's tent.

Porsche was reasonably well represented with cars old and new. Below is a listing of a few of the Porsche vehicles sold at this event. Note: These are "hammer prices" and do not reflect final fees and commissions (10% from buyer and 8% from seller, I think).

1978 930 Turbo: \$74,000.00, 2004 911 Carrera Cabriolet: \$15,500.00, 2008 Cayenne GTS: \$24,500.00

A highlight of the event was the sale of the last Corvette C7 to roll off the production line. Proceeds from the \$2.7 Million winning bid went to the Tunnel to Towers Foundation, benefitting military and first responders. The enthusiasm around this event and the daily commencement of activities with the National Anthem were proud moments.

Given the short drive to Mohegan and the wealth of activities on and off the reservation, it is a highly recommended petrol head family getaway!



Redesigned 911 RSR expected to defend world championship

Porsche puts its faith in the brand-new 911 RSR (2019 model year) to defend the FIA World Endurance Championship (WEC) title. The race car complying with the FIA GTE regulations is a completely new development. The vehicle from Weissach has undergone improvements in all areas and will replace the successful 911 RSR with which Porsche won the manufacturers' and drivers' world championship in the FIA WEC as well as the Le Mans endurance classic (France) and the IMSA races at Sebring and Road Atlanta (Petit Le Mans) amongst other events in 2019.

In developing the new Porsche 911 RSR, substantial insights were garnered and adopted from the extremely successful race outings of its predecessor. "Since 2017 the 911 RSR has yielded us more than 20 class wins in the world championship as well as at long-distance series in North America and Europe. Our job in the development was to make a very good car even better. The engineers at Weissach have perfectly implemented this in every aspect," says Fritz Enzinger, Vice President Porsche Motorsport.

"We never rest on our laurels," explains Pascal Zurlinden, Director GT Factory Motorsport. "We've extensively analysed all factory and customer campaigns with the Porsche 911 RSR. Our engineers noticed room for improvement in a number of areas. We have made significant progress in the development of our car for the next three-year homologation period, especially in the complex areas of driveability, efficiency, durability and serviceability. Ninety-five percent of the car is new. The only components that we've kept unchanged from the predecessor are the headlights, brake system, clutch, driver's seat and parts of the suspension. Tests so far have run excellently. We're already looking forward to the first races of the 2019/2020 FIA WEC season."

New flat engine with larger displacement

In terms of the drivetrain, Porsche remains faithful to its chosen path. The latest nine-eleven is also powered by a six-cylinder naturally aspirated engine. The highly efficient boxer unit positioned in front of the rear axle has a capacity of 4,194 cc and – depending on the size of the restrictor – produces around 515 hp. The new power unit is the largest ever

911 RSR

Text and photographs
by Presse Porsche



boxer engine to be mounted in a Porsche 911 ex-works, and offers even better driveability over a wider rev-band compared to the predecessor's proven four-litre aggregate. Power is delivered to the rear wheels via a weight-optimised, more rigid sequential six-speed constant-mesh gearbox. The new powertrain in the Porsche 911 RSR ensures faster gear-shift times and increased efficiency. The two exhaust pipes now exit on each side in front of the rear wheels. The new exhaust gas ducting saves weight and is aerodynamically advantageous.

With the repositioning of the tailpipes, space has been made for an optimised diffuser. The distinctive component at the rear of the Porsche 911 RSR now generates even more downforce. Thanks to the optimisation of airflow at the front and the sides of the Weissach racer, aerodynamic efficiency and stability have increased significantly, thereby further improving the use and durability of the tyres during racing.

Focus on the work of drivers and mechanics

Driveability and serviceability are critical factors in long-distance racing. For this reason, Porsche placed particular emphasis on these aspects when developing the new 911 RSR. The cockpit has been reworked with the focus on better usability. In this regard, extensive feedback from the Porsche drivers proved invaluable. Like with the predecessor, the body made of carbon-fibre reinforced plastic can be swapped out quickly and thus ensures efficient pit processes in long-distance racing.

To give drivers added protection, the active and passive safety elements in the Porsche 911 RSR have been overhauled. The proven collision warning system allows drivers an even better overview to detect approaching prototype vehicles early enough. The optimised roll cage, the FIA side impact panel in the door and cage as well as additional impact protection for the legs improve the passive safety in the event of an accident. Other features include the removable roof hatch and the rigidly-mounted racing seat featuring a six-point safety harness for the driver.

continued on page 28 ...

First race outing in September 2019

“We’ve been working on the concept of the new Porsche 911 RSR since 2017. The first designs were created using CAD software. In August 2018, the best racing nine-eleven to date completed its first kilometres on the factory’s own test track in Weissach,” says Pascal Zurlinden, describing the important milestones in the car’s development. Over the following months, the factory team conducted numerous tests. Seasoned Porsche works drivers took turns at the wheel of the new 911 RSR. Parallel to this, the aerodynamics were fine-tuned in the Porsche wind tunnel. “Another milestone was our long-run in March 2019 at Le Castellet, where we included the works teams from both the WEC and IMSA. We covered more than 6,000 kilometres over 30 hours without any technical hiccups. The drivers and engineers were very satisfied. The car received its racing homologation on 1st July,” added Zurlinden.

World premiere at Goodwood

The most spectacular 911 of all time makes its world premiere on 6 July at the Goodwood Festival of Speed (Great Britain). The Porsche 911 RSR will also celebrate its race debut on the British Isles – at the season-opening round of the FIA World Endurance Championship (WEC) at Silverstone on 1 September. Prior to this, the vehicle of the current manufacturers’ world champions will face rival manufacturers contesting the FIA WEC GTE-Pro class for the first time at a two-day prologue in Barcelona (Spain) on 23/24 July. The Porsche GT Team will field two works cars at eight rounds of the 2019/2020 season with drivers Michael Christensen (Denmark) and Kévin Estre (France) as well as Gianmaria Bruni (Italy) and Richard Lietz (Austria). In the IMSA WeatherTech SportsCar Championship, the switch to the latest model will take place in the 2020 season. In North America, an additional two factory-run Porsche 911 RSR will fight for the GTLM category title against competing manufacturers. For customer teams, the vehicle will be available from the 2020/2021 FIA WEC season.

For the first time, the factory race cars from Weissach will be decked out in two different designs: The typical Porsche white will continue to be the dominating colour on the No. 91 car. Added accents include a centrally-placed red stripe extending from the front hood over the roof to the rear apron, as well as red side sills. Grey highlights on the side complement the clear and dynamic design. On the No. 92 car, the white and grey colours are reversed. The rear wing and the wing mirrors are black instead of white so that fans can differentiate between the two.

Technical data Porsche 911 RSR model year 2019

Concept

- Single-seater race car for the FIA GTE category (USA: GTLM)

Weight/dimensions

- Base weight: ca. 1,245 kg
- Length: 4,593 mm (without splitter, rear wing, diffuser)
- Width: 2,042 mm (front axle) / 2,050 mm (rear axle)
- Wheelbase: 2,513 mm

Engine

- Water-cooled six-cylinder boxer, positions in front of the rear axle; capacity 4,194 cc, stroke 81.5 mm, bore 104.5 mm; ca. 378 kW (515 hp) depending of restrictor; 4-valve technology; direct fuel injection; dry sump lubrication; single mass flywheel; power output limitation via restrictor; electronic throttle; side-exit exhaust system.

Transmission

- Weight-optimised six-speed sequential constant-mesh gearbox; two-shaft longitudinal layout with bevel gear; shifting via electronic shift actuator; shift paddles on the steering wheel; magnesium gearbox casing; multi-disc self-locking differential with visco unit; three disc carbon race clutch.

Body

- Weight-optimised bodyshell in aluminium-steel composite design; removable roof hatch; FT3 fuel cell in front of the car; welded-in roll cage; seat pursuant to FIA 8862-2009; rigidly mounted to the chassis; six-point safety harness for use with HANS®; longitudinally adjustable pedalry; aerodynamically-optimised and quick-release body components made of CFRP; rear wing with “swan neck” mounts; four-post air jack system with safety pressure valve; electronically activated fire extinguisher system; heated windscreen.

Suspension

Front axle:

- Double wishbone front axle; four-way vibration damper; with coil spring setup; anti-roll bars, adjustable by blade position; electro-hydraulic power steering.

Rear axle:

- Integrated rear-axle subframe with double wishbone axle; four-way vibration damper; with coil spring setup; anti-roll bars, adjustable by blade positions; electro-hydraulic power steering; tripod drive shafts.

Brakes:

- Two independent brake circuits for front and rear axle, adjustable via balance bar.

Front axle:

- One piece aluminium six-piston racing callipers with quick release coupling; internally ventilated steel brake discs, 390 mm diameter; race brake pads; optimised brake cooling ducts.

Rear axle:

- One piece aluminium four-piston racing callipers with quick release coupling; internally ventilated steel brake discs, 355 mm diameter; race brake pads; optimised brake cooling ducts.

Wheels / Tyres

Front axle:

- One piece forged light alloy wheels, 12.5Jx18 offset 25 with centre lock nut and wheel nuts; Michelin slick 30/68-18.

Rear axle:

- One piece forged light alloy wheels, 13Jx18 offset 37 with centre lock nut and wheel nuts; Michelin slick 31/71-18.

Electrics

- Cosworth Central Logger Unit; CFRP multi-functional steering wheel with integrated display; shift paddles and quick release; Collision Avoidance System; controlled alternator in connection with LiFePo4 battery; LED headlights; LED taillights plus rain light; illuminated car number and leader light system; black light inside cockpit; electric adjustable wing mirrors with memory function; tyre pressure monitoring system (TPMS); drink system; air conditioning system; membrane switch panel on centre console with fluorescent labelling.

BTW ... some technical tid bits about the 911 RSR



Designing the 911 RSR ... as mentioned in the Porsche article on preceding pages ... the design was done in CAD. The system used by Porsche is CATIA ... it is French software from Dassault and it is very popular with aircraft and auto manufacturers. This popularity is due in part to the system's ability to handle large files and to generate very complex, and often proprietary, curves.

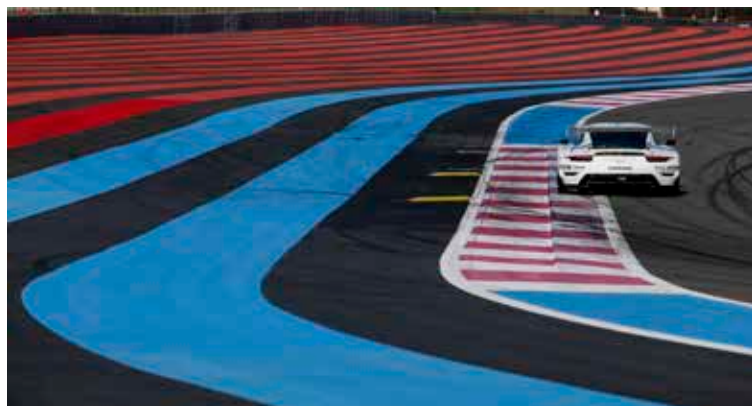
The text on the left of the screen indicates the designer has a top level assembly on the screen with sub-assemblies for body work without paint, fuel system, transmission, etc.

But how he can work on such a small screen baffles [editor] me.



The CAD system mentioned above would have a plug-in for CFD ... a software which will take a 3D CAD model and illustrate the airflow around the model. Usually a scale model of the car is then made and tested in a wind tunnel with a moving floor under the model. Certainly Porsche would be doing this step too but they have not mentioned it in their article.

The photograph shows an old but effective system of "smoke trace" which shows the air flow over the car. In this case it verifies the air goes under the wing, creates a negative pressure ... and this results in down-force.



Proof of the pudding ... testing the car at Le Castellet in southern France.

As those of us who have designed in CAD and then tested in the lab know ... surprises can happen once the design is put to work in the real world.

Porsche mention they tested for 30 hours and 6000 km. These numbers probably only refer to one track test session. Not mentioned but very likely would be torture tests, simulated track tests, and hours of testing alternative components.

About The July Cover ...

Florent's email with his bio came in just after Northlander July went to press due to a busy weekend in Europe.



I'm a motorsport photographer since 2009 and pro since 2012. This great job brings me all around the world for many championships such as F1, WEC, WTCR, the Dakar Rally, 24 Heures du Mans. I try not to show only the cars racing with usual press photos, by playing with light and speeds, both from the cars and shutter. For this, night is always special. It doesn't happen often that we have night races to shoot, and it gets very tricky. Possibilities for being creative at night are immense, but very hard to achieve because of the lack of luminosity. It's challenging and this is what us photographers like about it, and we are happy when the image we have in mind becomes real by checking the cameras screen after multiple attempts, like this [the July Northlander cover] photo of the Porsche 911 RSR !

More photographs by Florent:

<https://dppi-images.com/fr/talent/florent-gooden/>

BTW

How does one tell a B-driver from an A-driver at Autocross?

You look for the bee on her helmet :-)

In this case it is Sue Fenwick.





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Nothing Is Forever

By Danielle Badler

I received an e-mail from Autoweek recently. They asked me to respond to what they said was the first in a series of short surveys on the future of the brand.

The e-mail said the surveys will “help shape the future” of the publication.

Oh no, I moaned. It wasn't too long ago that they went to a bi-weekly publishing schedule. Despite their name. Then, out of the blue, they sent me a key fob in the shape of their fabled logo design, the helmet worn by “ancien pilot” Jean Behra. The accompanying note said it was a thank-you for being a long-term subscriber.

You betcha. I remember when it was “Competition Press & Autoweek,” and it was printed on newsprint. Each issue, which did come weekly, was filled with major league race results. Naturally. But they also studiously covered flat track, modified, SCCA ... everything. Those days are long gone.

The e-mail said Autoweek's total audience “has grown to roughly 8.7 million over the last three years.” And 300,000 lay their money down for today's print version every ... ahem ... two weeks. I guess as long as you don't publish monthly you can call yourself some sort of weekly.

I feel for them. Because I've never tried to harbor any illusions about my automotive passion. In point of fact, I've always considered myself part of a lunatic fringe. A pretty big one. But a fringe all the same. At a Porsche meeting a number of years ago, a friend, Chad, said something I'll never forget. “Here, I'm normal,” he said.

Exactly. The fact is, the rest of the world just doesn't get it. And never will. You either have the gene or you don't. And I don't see any mutations happening any time soon.

That's the problem. We're a dwindling mass. And time may be running out. Oh, “people” can grow to appreciate all things motive. But it's not the same. Years ago, I was working for Kraft in Chicago. We hired a new speechwriter away from General Motors, someone who had written for Roger Smith. And he moved into the office next to mine. I couldn't wait to hear about life at The General.

So I quick invited Alan to lunch. And I asked him, questions you'd ask, like, can you call down to the motor pool and requisition the next Corvette for the weekend? And Alan looked at me and said, gee, I guess. So I asked him whether he was a gear head, an enthusiast. And Alan sort of looked into space and said, well, you learn to appreciate the product.

That's the problem. Would Alan pay, out of his own pocket, for subscriptions to Road & Track? Car and Driver? Autoweek? Octane? To say nothing about membership in PCA and BMWCCA? For years? Uh, no. He might have had a corporate subscription to Automotive News. Which he would have dropped when he left GM.

I was impressed by an admission in Autoweek's e-mail. They said, “As tech monopolies continue to swallow up more and more advertising money, it's become clear that a traditional advertising model alone will not sustain Autoweek, or allow us to grow and create more of the stories you love.”

The survey asked questions like what I thought about an “enhanced” subscription, a “premium” subscription, a web-based conference on the future of the magazine ... stuff like that. I give them credit. They are looking at the world as it is, and is becoming, and are obviously trying to monetize their content in new ways. I wish them well.

Because I also recently received a notice, a postcard, actually, from Motorcyclist. The postcard informed me that their current issue would be their last.

Yeah well, I used to also subscribe to a bunch of motorcycle mags. But I let them all lapse when I sold my last bike, about seven years ago. All but Motorcyclist. Because I wanted to stay current. So I stayed with just one.

The notice said the balance of my subscription would be moved to Cycle World.

Ahh, another one bites the dust. I really liked Motorcyclist. Especially after a makeover they did a few years ago. The latest ... and last ... issue was indicative. A beautiful photo spread of the staff favorites from the Barber Motorsports Museum. A "Me and my bike" page on a woman rider (yes!) An interview with "King" Kenny Roberts. A feature on a Hasselblad digital camera. An article on "Roads," highlighting the Great Road on Crete. And, how's this? "The \$30K question; tackling California's Central Coast on two, three and four wheels." They compare a Honda Goldwing, a Polaris Slingshot Grand Touring and a Camaro 1LE.

Gone. All gone. Or maybe not. In his column, the editor writes "After this issue, you'll find us online, continuing to build the Motorcyclist brand through our events, website, social media channels and video outlets.... They'll be well served by the future of publishing, where we can hear them – sense them – rather than imagining them off the page."

Hmmm. Is that real or a pipe dream? I guess we'll just have to wait and see. After all, nothing is forever.

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NCR CAR SHOW — COMING AUGUST 4TH



In preparation for the coming NCR Make-A-Wish car show NCR's Dave Doran and *Northlander* visited the new *Seacoast Cars and Coffee* facility at the Mall At Fox Run in Newington NH.

The photographs above show Dave Doran planning the car display with Damien Callahan of *Seacoast Cars and Coffee*. The facility has cars on show, retail sales of shirts, travel mugs, totes, and Emily Kalina artwork. There is a break out area for conferences — and there is a coffee bar.

The car show is Sunday August 4th and the cars will be on the parking lot on the east side of the mall near Macy's and Buffalo Wild Wings. The coffee shop and display is inside the mall ... if you are facing Macy's inside entrance and standing about 10 yards from it the *Seacoast Cars and Coffee* is on your right. On August 4th it will be hard to miss — just look for the Porsches.

The Emily Kalina art display is worth a long look. Since our visit Emily's Porsche picture has been added to the display — see the following page for a profile on Emily and her art.



EMILY KALINA – ARTIST

About the Artist:

Emily Kalina graduated from Rhode Island School of Design in 2003 with a degree in Illustration and immediately entered the gallery world in which she exhibited and sold her signature style of layered, textured, and patterned watercolors. Emily combined her 14 years of experience painting watercolors into best selling scarves and a variety of products for Nine West Dress, Michael Kors, Barney's New York, Nordstrom, Anthropologie, Elie Tahari, Nordstrom, Target and TJX to name a few.

Using her watercolors as a basis for her current paintings, she combines her sharp eye for trends with an innate sense of color and style to produce vibrant artwork that is appealing to a wide variety of clientele. With an appreciation for pop culture, Emily creates amazingly vibrant designs, patterns, and intricate visual stories that are both trendy contemporary and comfortably classic in a single image. Emily's work can be found on Amazon, Walmart, Better Homes and Gardens, Racheal Ray, Wayfair, Houzz, and Joss and Main among many others. Recently she

entered a partnership with Strawberry Banke Museum in Portsmouth, NH to create artwork specific to the historic village, which can now be found on a number of products at the Museum's gift shop. Emily creates custom artwork and promotional products for a variety of businesses and private clients in addition to selling a number of products and prints featuring her original artwork on her website.

About the Process:

I get a lot of questions about the medium I work in so I've put together a Q and A of the most frequently asked questions below:

Q) What medium do you work in and how do you create?

A) My recent work is drawn on an iPad with an Apple pencil. All of the mark making you see is me drawing/painting with an Apple pencil that responds to pressure much like a brush or pencil would. I use different apps but the one I use most is called ProCreate which allows me to design all of the brushes I use to the smallest specification. Because my first love is watercolor, I have designed brushes to mimic a cross between watercolor brushes and professional markers that allow for shading and layering called Copic markers.

Q) How is it still painting if there's no wet media used?

A) The definition of painting is the practice of applying paint, pigment, color or other medium to a solid surface (support base). The medium is commonly applied to the base with a brush, but other implements such as knives, sponges, and airbrushes, can be used.

Painting is a mode of creative expression, and can be done in numerous forms. When people say "oh that's just a digital painting" that's not accurate. No filters (or any preset software features ie: options that can be found in Photoshop) have been used to create my paintings. Everything you see has been drawn on a surface with a with a Apple pencil (a stylus).

Further Thoughts:

As our technological world hurtles along at a breakneck speed and I (as an artist) try to adapt along with it, the question of what art is must evolve along with it as well. Any tool, digital or otherwise is just a means to an end. If a painting has to use wet media to fit the definition of a painting, then by that token wouldn't "On the Road" by Jack Kerouac not be a piece of writing because it was typed on a typewriter and put together in a manuscript that can be viewed in San Francisco? Similarly is a photograph still a photograph if it's taken on a digital camera? Is a movie in a film Festival still a movie if it's shot digitally?

The programs I use to draw enable me to work in a more eco-friendly fashion as well as (and most importantly for me) allow me to have my own portable studio. I would never trade the traditional training I received at Rhode Island School of Design, it provided the strong base with which I can create what I do now.

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BTW



July 15 – Ivy and Hank Cowles check the apexes at ClubMortosports track in preparation for the coming DE and Make-A-Wish event.



Want to help NCR and have fun too?

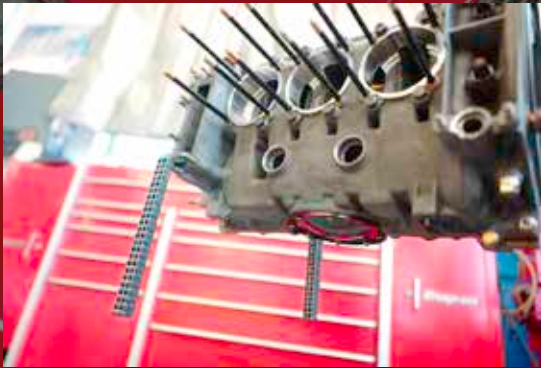
Volunteer@ncr-pca.org

NEXT MONTH

NCR Vintage Days

NCR Autocross 4

NCR Make-A-Wish Car Show



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