

# NORTHLANDER

NORTH COUNTRY REGION

Volume 40 Number 2

PORSCHE CLUB OF AMERICA

March 2017



## IN THIS ISSUE:

Yankee Swap 2017

First 100 miles with a new 911

Bathurst 12 Hours, Australia

Porsche Cisitalia 1947

And Much Much More...

# HELP PLEASE

The Board of Directors must replace our interim Advertising Chair. The individual volunteering for this appointed position should expect to spend an hour per week to fulfill their responsibilities.

- Solicit and obtain advertising for the newsletter.
- Obtain “camera ready” or digital copy from corporate advertisers and submit to Newsletter Editor by the selected day of the month.
- Submit invoice to advertisers for advertising, prior to the expiration of the period.
- Maintain financial records for accounts receivable and payable on a current basis.
- Deposit all monies in Region’s checking account within 10 days of receipt.
- Report monthly receipts, deposits, and account status in writing to the Region Treasurer.
- Maintain an advertising rate schedule; propose rate changes to the Board of Directors, if needed.
- Report all past due accounts to the Board of Directors, along with recommendations for collection procedures and appropriate course of action.
- Coordinate editorial and advertising inputs with the appropriate chair.

Additional details and descriptions can be found in the 2017 Region Procedures Manual.

If you have the talents and the desire to help your club please contact  
President Jeff Torrey

**A big thank you to the 116 members that took the time to complete our 2017 survey. You will find the initial tabulation of the responses in the table below. We will provide more detail after the board meets to discuss your input.**

**Thanks again,**

**Jeff Torrey  
NCR President**

**How long have you been a PCA member?**

Less than a year	7
One to three years	18
Four to ten years	35
More than 10 years	57

**What is the primary benefit from your PCA membership?**

Attend PCA Parade	2
Attend North Country Banquet	0
Receive Panorama and Northlander	30
Attend Driving Events	63
Attend Social Events	9
Attend Technical Sessions	7
Receive PCA Dealer Discount	1
Other	5

**Are you a member of our Facebook group?**

Yes	32
No	84

**How many events did you attend last year?**

Less than five	78
Five to ten	29
Eleven to fifteen	8
More than fifteen	1

**How many events do you plan to attend this year?**

Less than five	63
Five to ten	40
Eleven to fifteen	12
More than fifteen	1

**Which events are you most likely to attend this year?**

Annual Banquet	24
Autocross	35
Cars and Coffee	35
Car Control Clinic	23
Car Show	50
Ice Cream Run	30
Driver's Education	65
Rally	45
Social	34
Tech Session	49



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Volume 40

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## Editors

David Churcher

northlander@ncr-pca.org

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## Advertising

TBD

## Website

www.ncr-pca.org

## Statement of Policy

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

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

## Upcoming Events

Calendar is as shown in January / February issue.  
NCR has no scheduled events in March.

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## On the Cover

The Porsche 718.

Photographed in Stratham NH on a cold February day by David Churcher.

Special thanks to Anthony Wallace at Porsche of Stratham.



18



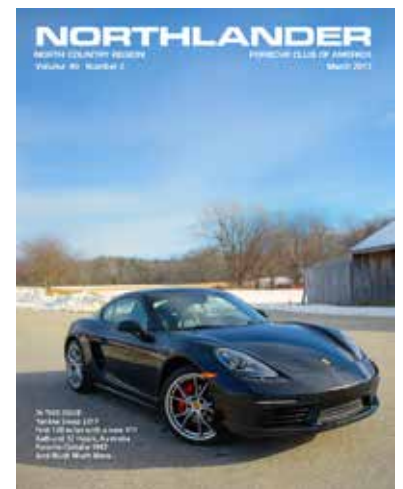
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## BOARD

### BOARD OF DIRECTORS

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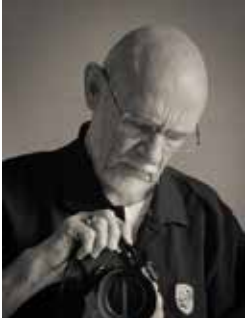
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Is it March already? Is March coming in like a lion and going out like a lamb? Do we have anything exciting on our NCR calendar?

It's not quite spring and the only thing on the NCR calendar for March is a Board Meeting. But March 12 is the Amelia Island Concours d'Elegance and a week later it is The 12 Hours of Sebring. *Northlander* will be at both events. Hank (aka Big Cheese) and Ivy will be at the Concours and I will have two days with long time friend Bob Gilbert at Sebring. Bob and I will leave the ladies at home in Winter Haven rather than subject them to the track environment. I was there in 2009 and found it a bit primitive but also "classic" in as much as the atmosphere of years ago is retained.

In April NCR will have our first Autocross and first DE. April 1 is the Prologue for the WEC cars. Perhaps the NH snow will be gone and March will go out like a lamb. And your editor will have material for the coming issues of *Northlander*.

The March issue was at first a bit of a challenge to find material. NCR's annual Yankee Swap provided a season opener with our usual afternoon of fun. Mike and Krissy Couch took delivery of their new 911 in December and before placing it in storage for the remaining winter months they took some photographs and Mike wrote us a story on his new ride.

Harv Ames provided a novel approach to canoes and Porsche transport.

Porsche photographers covered the Bathurst 12 hour race in Australia capturing the feeling of a race in the bush ... complete with nasty spiders.

And while looking thru some photographs from 2009 I found the visit to the Porsche Museum with Berthold and they invoked some sentimental memories of the Porsche Cisitalia and my very first involvement with Porsche.

What does one do for a March cover? As I just mentioned I was scouring my archives looking for something. While doing this I noticed the weather for that February week was going to turn nasty but meanwhile Monday was bright blue sky and there was some recent clean snow. Perhaps I could get a photo of a nice new Porsche in this winter environment. So with a little help from Anthony at Porsche of Stratham I had an hour with a 718 and took the cover shot at a farm stand in Stratham. The 718 is a joy ... you would never know it has "only" four cylinders.

The paragraphs above illustrate how material arrives and often does with surprise. When Mike's text came in early one morning in February I was about to put my socks on but paused to read the text. Perhaps a good thing I did ... it would have blown those socks off :-). The pleasure of reading a contribution from one of our NCR members is really a joy. Maybe if I continue with being a grumpy editor and asking for more contributions I can have the same pleasure every month. :-). Come on, NCR ... yes we can.

Changing the subject radically: are you moved by great Porsche photographs? Porsche hires some very talented photographers and I have found books by two of them. Jiri Krenek has a book on the 911 RSR; Jürgen Tap has two books. If you go to [www.blurb.com/tags/motorsport](http://www.blurb.com/tags/motorsport) you can find and preview the books. Well worth the effort and, yes, you can buy the books via Blurb.

The photographs of the Bathurst 12 hour race in this issue of *Northlander* are by Jürgen Tap. A week before Bathurst he was in Daytona photographing the Daytona 24 hour race. Now there is a lifestyle (job?) I can admire.



**Laura Futterer**

## **New Members:**

Richard Dionne  
Pelham, NH – 1979 911 SC

Edward Kinnaly  
New Castle, NH – 2015 Panamera GTS

Chuck McGee  
Malden, NH – 2016 Cayman GTS

Michael Sullivan  
Cristin O'Hara  
Boston, MA – 2004 911 GT3  
Transfer from Rennsport – Joined PCA 02/08/2011

Paul Vermette  
Bedford, NH – 2014 Cayman S

## **March Member Anniversaries:**

### **1 Year**

Duane Foster  
Portsmouth, NH – 2006 Cayman S

Tristan Gilson  
Grantham, NH – 2013 911 Carrera

Gerd Krahn  
Laura Krahn  
Vergennes, VT – 2015 Cayman

### **2 Year**

Elizabeth Ferguson  
Deerfield, NH – 2002 911 Turbo

Zachary Slater  
Portsmouth, NH – 2009 Cayenne GTS

Jonathan Vacca  
Brentwood, NH – 2007 Boxster S

### **5 Year**

Laurence Day  
Scott Robertson  
Malben, MA – 1963 356 / 1963 356

### **15 Year**

Robert Ahlgren  
Sharon Ahlgren  
North Hampton, NH – 2001 911 Carrera

### **20 Year**

Robert Kimball  
Walpole, NH – 1972 911S / 1999 Boxster

John Mingst  
Mindy Mingst  
Bethpage, NY – 1973 911T

### **35 Year**

Robert Geoffroy  
Kathy Squadritu  
Kingston, NH – 1979 911 Turbo / 1979 911 Turbo

**Please notify the membership chair:**  
[membership@ncr-pca.org](mailto:membership@ncr-pca.org) if you have changed your  
home or email address.



Maria Dona, DMD, MSD, DMSc  
Sheila E. Tucker, DMD, MMSc

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

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



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

Spring is almost here. The board and chairs have been working hard on this year's coming events. We are all looking forward to our driving season here in New Hampshire. All the dates have been plugged into the website calendar. The schedule is full of things to do. Drivers Education, Autocross, Rally and Tours, a Spring and Fall Getaway, our annual car show, Charity Laps at New Hampshire Motor Speedway, our Car Control Clinic, Tech Sessions, and an occasional Social event. Please review the calendar carefully and set some time aside, time to get out and enjoy driving your Porsche.

Recently we sent out a survey asking members what they are looking for from the club, asking for feedback on things you think could be better, and looking for people willing to help. We are asking for your help, your feedback. There is strength in numbers, the more people that get involved, the easier it becomes for everyone. Let me know if you can help. Send me an email or plan on attending any of the monthly board meetings.

Thank you for your support, and I'll see you soon.



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## THIS IS A TEST

“Liebe zu Ihm” is:

- A. a German leather cleaner.
- B. a book title.
- C. a European rally class.
- D. a nickname for a popular German wine.

At the 1983 1000Km race at Monza, Porsches finished:

- A. first and second.
- B. first thru third.
- C. first thru fifth.
- D. first thru seventh.
- E. first thru ninth.

The 914, unlike most other production Porsches, was not available from the factory in a right-hand drive configuration.

- A. True
- B. False

Answers are on page 39

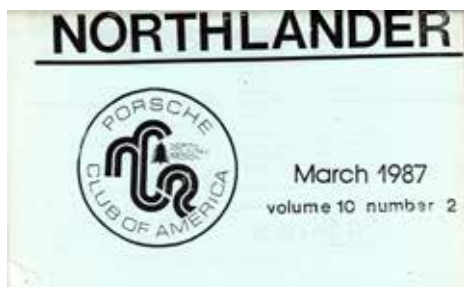
with thanks to Ed and Nancy Broadhead



## Judy Hendrickson **LOOKING BACK**

As I write this (18 February), ski season is absolutely fantastic. The back to back snow storms provided honest powder skiing the past 2 weeks and this coming week's thaw shouldn't damage the slopes too much but will reveal my driveway once again.

This month we'll review three issues, two with a summary and one with a rerun of an article that may be helpful to those in the region planning on attending NER's Calabogie DE this summer.



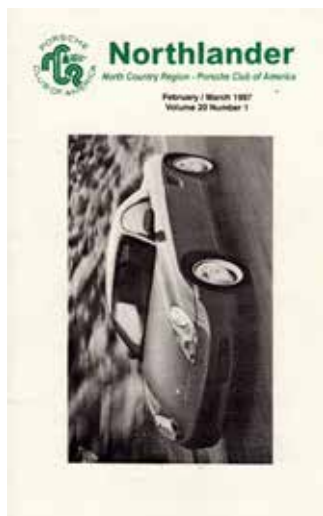
### **From Volume 10, Number 2, March 1987**

March 1987 was 13 8 ½ by 11 pages, double sided plus cover folded in half. Much of the issue was flyers for upcoming events both in the region and the Zone. The 8th Zone One Spring Concours and Swap Meet was going to be held at West Point. The 48 Hours of Watkins Glen entry fee was a mere \$80 for the entrant and \$70 for a 2nd entrant driving the same car. The first proposed changes to the bylaws were printed in this issue. Both the present (1978) language and the proposed (1987) language were printed with passage dependent on the results of member voting. I noticed that the Membership Chair position was proposed and became one of the voting members of Region Board of Directors with these bylaw changes. Previously the Secretary had handled all matters relating to membership. There had also been a survey of the members as to interests and willingness to volunteer to help with events and run the club. (Sound familiar?) Membership stood at 206 as of the end of 1986.

### **From Volume 20, Number 1, February/March 1997**

1997's officers were Fred Bruch – President, Ellen Beck – Vice President, Secretary – Scott Martineau, Treasurer – Steve Baker, Membership Chair – Bob Tucker, Newsletter Editor – Miriam Dunster, with yours truly as Past President. Ellen Beck entertained with her adventures on a family Christmas ski vacation to Lake Tahoe. Seems the Sierra Nevada range was having a banner snow year with an interminable storm that dumped NINE feet of snow during her arrival. Seems there was actually too much snow to go skiing. There are six ski areas just minutes away, but they couldn't get there from their condo. The following quote provides a good picture of the experience: "Imagine my mother, the gourmand, trying to acquire a tenderloin of massive proportions (and all the fixings) for Christmas dinner in a town that has not had a milk delivery in three days."

The treasury was at \$9,481.81 to start the year with income exceeding expenses for 1996 by only about \$1700. The 18th Zone 1 Concours would be at Circuit Gilles Villeneuve, Ile Notre Dame, Montreal, Quebec.





*Oil painted by Nicholo Sturiano in 1966*

## From Volume 30, Number 3, March 2007

Membership was up to 487. Member Dick Kruppa had an extensive article on Charlie Kurtz III, Gentleman Racer, while Editor David Churcher provided an interview with his friend, Australian artist Brian Chandler. Looking Back covered March 1978, 1987 and 1997 issues.

In light of NER returning to Calabogie for a DE and a number of our members attending this event I am rerunning two articles concerning learning this track. One from NCR member Dave Karl and the other a turn by turn tutorial by Rob Rouleau, Rennsport Region DE Instructor. However, remember these were written 10 years ago and you should search NER's website and Youtube.com for more current information before driving Calabogie.

### Calabogie

Dave Karl

What do you do when you've been invited to sample Calabogie for a single day and you are looking at 8+ hours of trailering in a windstorm to get there? Well for me the answer was obvious, and I am happy to report that the track was awesome and an absolute must for any DE enthusiast. A number of PCA regions have DE days scheduled there this year, including the 7/13-15 Calabogie event that NCR is co-hosting with UCR. I would highly encourage you to sign up.

Most of my own driving technique and teaching skills came from my time with Rennsport. Interestingly, much of this was second hand information that my wife downloaded from the lessons she had learned with Rennsport's chief instructor at the time, Marc Belanger. At this region they really stress that you look ahead and judge your trajectory and velocity (i.e. momentum) based on what you see in front of you. However, at Calabogie a few of the fastest corners are blind, and some of these turn-in points lead to decreasing radius corners that are best taken with double apexes. As a result I found that my typical vision approach was inadequate, and that at least initially, concentrating on some fixed reference markers (i.e. cones, trees, etc.) for braking and turn-in points made it much easier for me to learn the line. Both as an instructor and in my own driving I am fundamentally opposed to all but the most peripheral reliance on fixed reference markers, so I found it difficult to break the habit of simply looking ahead. After this initial portion of the learning curve is accomplished, concentrating once again on the vision technique will allow you to learn the subtleties of a new track much faster and you will be much safer as well. Calabogie is very big and very fast, so as your speed increases you really have no choice but to make every effort to "see" what your eyes can physically not yet see. Imagining in your mind's eye as accurately as possible what will very soon be appearing ahead is mandatory at full speed.

People learn in different ways, and although most DE drivers will say that they learn best by "doing" my experience has shown that initially this is often not the case. It's much easier to emulate a line than to learn it from verbal instruction. So, although I had studied the track map prior to my first day at Calabogie I was happy to spend the entire first 2 sessions in the passenger seat with either Bob or Bruce in their GT3's. After this, I played "follow the leader" for 2 more sessions with them before attempting to drive the track on my own. While you can certainly learn any new track on your own, for me this approach accelerates the learning process. More than one very experienced driver has experienced a Calabogie off track excursion that resulted in car damage. My day there was no exception, and as another GT3 was towed away I was determined not to make the same mistake. Taking a slow tempered approach, I still found the track to be the most difficult and complicated that I have ever experienced. With the open lapping format we had that day I was afforded more seat time than

you would typically get in 2 full DE days. Despite this amount of seat time, at the end of the day every driver that had prior Calabogie experience was still passing me. There is no substitute for seat time at this track.

At most big tracks like Tremblant, Watkins Glen, or VIR I always try to maintain smooth flowing arcs through the corners. At Calabogie, and especially if you are piloting a 911, you may find that this is not necessarily the fastest way around the track. The complexities of many Calabogie turns offer other options. Managing your weight transfer and inducing a fair amount of rotation in some of the decreasing radius corners still requires smooth inputs. However, the corner entry speeds and apex speeds mean that some corners will allow both HARD braking and acceleration at more than one point in a given corner. Slow down since the corner entry can only tolerate so much speed, back on the gas mid corner, braking again and transferring grip to the front tires so that the car rotates, and then back on the gas with maintenance throttle as the car takes a set towards the apex. As your momentum increases, the amount of initial braking that is needed to stay within your comfort zone may mean the corner requires little more than a brake brush or a throttle lift. This will absolutely mean that LOTS more finesse, precision, and accuracy is needed with the line. With a few blind corners, getting momentum driving right at Calabogie will take most drivers many days. While some will no doubt find this frustrating, I found it to be rewarding. There is likely to be plenty of time for even the most experienced driver to find themselves in a "where am I on this track?" state.

Don't worry about going fast at your first Calabogie event, it will happen with time. For now, what you can do is visit the videos to be found on youtube.com, and work on following Bob's description and track map. I hope to have some in car video posted for the club later this spring. See you at Calabogie!

## **Driving Calabogie Motorsports Park**

**Rob Rouleau, Rennsport PCA**

Having just spent the weekend there I'm recording my impressions of the new track as well as some hints on how to drive it. Rennsport Instructors were the first to officially lay rubber on this brand new facility.

### **The Area**

Calabogie is located in a country resort setting. Getting there from Montreal or Ottawa is easy. As a reference, it took us two and a half hours from the west end of Montreal.

Lakes, cottages, golf courses, and a ski hill are the main features. Lake Calabogie is very large and fishing is popular. The area is beautiful and unspoiled. Services are limited and if you need food and/or beverages like beer and wine, you better get them on the way.

**GAS** -The Stinson Gas station located at the intersection of Hwy 508 and 511 (which is the route to the track) is 7 kilometers from the entrance to Calabogie Motorsports Park. Munford's General Store is attached to the gas station and has a surprising variety of merchandise. They also serve coffee and light meals.

### **Lodging**

There are nice hotel rooms and condos in the area as well as numerous motels. Use a search engine with the key-word "Calabogie" to find a place to stay. I'm not sure there are enough to handle a big event though. Prices are more reasonable than Tremblant.

### **The Track**

In a word, wow! It is a fantastic playground for motor sports fans. The staff is friendly and very helpful. Calabogie is longer than Le Circuit, and has more elevation changes, blind corners and linked turns. There are 22 (perhaps 23 - according to the Calabogie Web site) corners as opposed to 15 at Tremblant. With a bewildering array of turns it is very intimidating at first. Reading the description that follows will help deal with its complexity.

The track surface has been polished and has some unusual characteristics. R compound tires stick like super-glue. Street tires, or at least my worn Michelin Pilot Sport 2s did not have much grip at all. Even more astonishing is the fact that R compounds worked pretty well on a wet track. How much grip is there? So much that Pilot Sport Cup and Toyo RA1 R compounds squeal like street tires. Amazing! In the wet the track is slippery due no doubt to the polished surface.



## Noise Regulations

Before going on track, your car will have to pass a sound level check. Once done the data is recorded and you won't have to pass the test again for 10 months providing no modifications have been made to the car. Sound pressure levels are measured 5 meters back from the center of the rear at a height of 1 meter. The engine must be turning at 2/3rd of red line. Stock 996 GT3s were about 94.4 decibels. A further reading is taken at the front of the car. The limit is around 102 dB and should pose no problems unless you have a really loud car - open exhausts will not pass.

## Tires and Brakes

Watch your tire wear. Perhaps because of a lack of experience with the brand new track, several instructors prematurely wore the left side tires. In two cases down to the cord! This was not universal, but it is not unusual to abuse tires when learning a new layout. The same goes for brakes. With so many turns, it's possible that pads and rotors don't get enough time to cool off. Calabogie exercises the brakes quite hard.

## Water Accumulation

The track has excellent drainage. In spite of heavy rain, there were very few puddles and as soon as the rain let up a little it drained completely. Areas to note, at the turn in point to Jacques a stream runs diagonally from right to left. No puddle but the stream is deep enough in a downpour to upset the car. The Apex of Big Rock had a small but deep puddle which I was told was due to a blocked drain.

The straights had some water accumulation which did upset a speeding car but were not significant enough to be a hazard to a car traveling (correctly) in a straight line. All in all, a very well constructed track. Kudos to the designer and contractors.

## Amenities

Not much yet. No water or electricity. Race Control is operated out of a well-furnished trailer. Portable toilets are provided - very fancy portable units I might add. I heard no complaints from the fairer sex which is always a good test. The access road and paddock are fully paved. Bravo! As of October 1st there were a few curbs missing here and there which will be corrected soon.

## Corner by Corner Description and Usable Lines

First let me say that the proper line at Calabogie will be the topic of discussion for a long time to come. What follows is a usable and safe line through the various corners. Further experimentation will no doubt change things, but this will help get around the track safely.

**KINK** - the first corner you meet as you come down the front straight. It is a fast, downhill left hander. Depending on your speed, light to moderate braking is required. Be careful not to turn in early, you will run out of road and face a daunting tire wall. Be wary of cars entering the track on your left, Pit Out merges with the line into Kink.

**PIT OUT** - comes out on the left side of the track. Stay left past the end of the blend line and look in your mirrors. As you exit the pit lane you can't see traffic due to the tall concrete pit wall. The exit of Kink takes you to the right; bring the car back to the left for the straight line down hill braking zone for Jacques.

**JACQUES** - at the bottom of a fairly steep hill. Braking is done parallel to and very close to a concrete wall. How close will depend on your courage. Jacques is a roughly 90 degree right hander which is easily negotiated in 3rd gear. The exit of Jacques takes you up-hill to the turn-in point of Gilles. Probably named for the Villeneuve brothers, you can help remember the names by thinking of the rhyme "Jack and Jill ran up the hill".

**GILLES** - is a blind right hander. Third gear works fine here. You cannot see the apex from the approach. If you wait until you can see it, you will have turned in too late. On your first laps, I advise doing exactly that until you have established some reference points of your own. Gilles is a late apex to set you up for Easy.

**EASY** - as you exit Gilles you should be parallel and close to the curbing on your right. Look left early for the apex of Easy. There is a tendency to be late here, if you turn in a little too late, no harm is done since the track is 40 feet wide. Done correctly, a little earlier than late, one can accelerate briskly from the exit of Gilles, starting long before the apex of Easy which is, in fact, easy.

The exit of Easy takes you onto Rocky Road, the longest straight at Calabogie. Glance at the array of boulders along each side. The straight leads to Mulligans which is a compound curve involving Mulligans, Big Rock and Candy Mountain. These corners like many others are linked and each must be negotiated with regard to the next.

**MULLIGANS** - There are several lines possible here. I prefer to approach lined up near the left side of the track which curves slightly to the right (a corner called Sir John A, which isn't much of a corner), more like a slight bend. Lining up parallel to the left side will take you into Mulligan's close to and parallel to concrete curbing on the right side. The approach is nearly straight in. Braking and a downshift to 3rd must be done before the end of the curbing. Gently turn the car in making a curve which will pass close to the left hand edge about 2/3rds the way around. Turn your head to the right to see the entry of Big Rock. By the way, leave a good safety margin on your left, putting wheels off will most likely damage the car.

**BIG ROCK** - named for the huge rock perched high above the track (and looking rather precarious) is tricky. You need to turn in more from the curve you established in Mulligans and line the car up parallel to the right hand side. The track is banked in your favor here and in spite of the tightening curve you can apply progressive acceleration up the hill - note I mean PROGRESSIVE, don't floor it! Exiting Big Rock, turn in gently to the left, aiming for about mid track. Look left for the apex of Candy Mountain and get ready to turn in little more for the apex of Candy Mountain.

**CANDY MOUNTAIN** - is a totally blind apex at the crest of the hill leading from Big Rock. It is a fast 3rd gear left hand corner and supports progressive acceleration all the way from the exit of Big Rock. Be careful, it is easy to turn in too early here. If in doubt, turn in a little late, the exit is wide. Too early and you will be headed for the grass.

The exit of Candy Mountain leads to a straight, stay right and watch for the brake markers which signal the entry to Temptation.

**TEMPTATION** - I suspect named because we will all be tempted to turn in early. Temptation requires lots of patience. It is a slow (3rd gear or perhaps even 2nd in some cars) left hand roughly 180 degree carousel-like corner. You will be distracted by cones blocking off a road used to connect the various layouts. The easy and safe line is to drive around the outside about 4 feet from the right hand edge until you can see the exit. This line makes Temptation into a single late apex, rather like Carousel at Tremblant only much slower. Be careful on the exit, do not turn in early or you will run out of road rather suddenly. Resist temptation and make sure you turn in fairly late for the apex at exit. On exit bring the car back (to the left) to mid track to prepare for Deliverance.

**DELIVERANCE** - exiting Temptation we climb up hill (did I mention that this track is a wonderful roller-coaster?) to a fast 3rd gear right hander. Think of "deliver me from temptation." Deliverance is not hard, but don't turn in early, the track rises towards the corner and falls slightly as you exit. If you go in hot and early, you'll have to lift to avoid running out of track. Lifting at that point is likely to have nasty consequences because the car is light here. For the first few laps plan to take it a bit late for safety. Every time I went through there I reminded myself that the corner should be called "don't lift."

Deliverance exits into a straight leading to the Duck's Head. This is another series of linked turns. Looking at a track map the similarity to the head of a duck is obvious. Driving down the straight, stay mid track to avoid having to turn slightly to the right to approach the turn in point. The straight leading to Ducks Head is not quite straight. Approaching from mid track will take you to the left side and the turn in point for the first of the linked turns.

**CROWN AND BROW** - These are essentially two apexes of a single turn. Approach from the far left and dive down to the apex of Crown. I do this in 3rd gear. Since you can see both apexes from turn in, arrange to make a smooth arc touching the apex of Crown and then Brow which is also a right hander. As you gain confidence and speed, the car will track out from the apex of Brow, but there is more than enough room as you head up the short, fairly steep hill to The Beak. You will brake quite hard for the entry to Beak.

**THE BEAK** - is a very, very late apex 2nd or 3rd gear right hander (think of the right hand 'ess' at Tremblant) with a slight favorable banking. The track runs downhill along the curbing. The Beak flows naturally into The Throat.

**THE THROAT** - is a left hand, downhill 3rd gear turn which follows closely on The Beak. The clipping point is at the near end of the concrete curbing. While brisk acceleration is possible, resist temptation because you will be unable to brake enough for The Hook which follows a short distance away. Hook is not visible from the apex of Throat. The Throat is an early apex and doing it right brings you right to the turn in point for The Hook.

**THE HOOK** - is a tight left-hander leading uphill which can be done in 2nd or 3rd gear depending on car type. Approaching it, you need strong braking (that's why we don't want to blast out of Throat). Look left and aim for the clipping point which is at the near end of the concrete curbing. Exiting Hook, the car will move to the right on an uphill straight leading to Spoon. Bring the car smoothly back to the left. This section called The Ridge is the highest point of the track and if you have time to look around, it is very high indeed.

**SPOON** -One of the most exciting turns on the track. Spoon is a 3rd gear right hander going downhill with very favorable banking. Spoon is another blind apex. Approach from the left and turn in gently. Done right, you'll find yourself about mid track headed for the now visible apex. You will see the tilt to the right, plan to use it. Do not get to the left of center because the banking on that side is unfavorable. As you swoop down towards the apex, strong acceleration is possible due to the banking and the compression.

**4LEFT** - What a great name for a corner! It's a 3rd or 4th gear (3rd in a GT3) fast left hander leading to a downhill straight. I love the name because it means "4 corners left". Depending on car type, a lift or light braking proceeding turn in will do. You can take this one a bit (not a lot) early as there is plenty of room to track out heading down a steep hill into the Quarry section. Caution, for reasons I can't explain, the braking zone down the hill is slippery and I got into ABS rather easily. Perhaps the steep slope is a factor putting too much weight on the front wheels leaving the rears with less grip. In any case, you will need strong braking down the hill to slow the car for the entry into Quarry.

**QUARRY COMPLEX** - aptly named because a glance makes it obvious that you're headed down into a quarry pit. Quarry is in fact a series of linked turns, consisting of Quarry one, Watts Up, and Wicked.

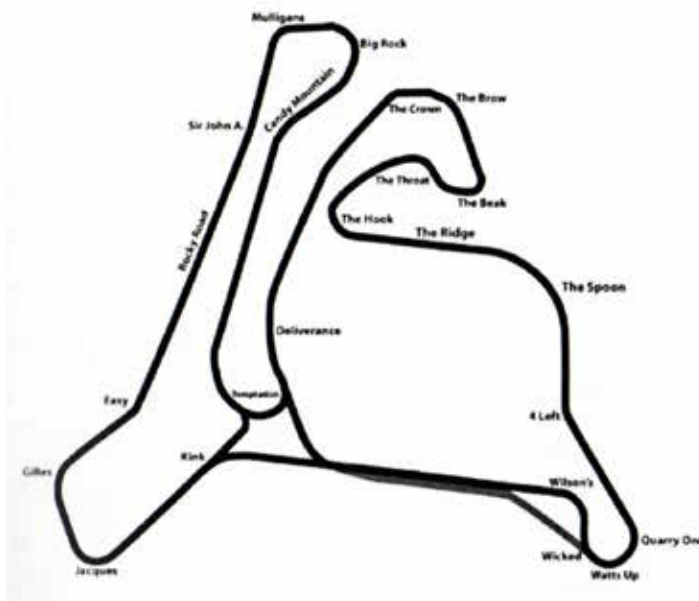
**QUARRY ONE** - is a 3rd gear right hander which is immediately followed by Watts up - another 3rd gear right hander. These two form roughly a half circle, safely taken as a single late apex although a double apex also works. Using the single late method, turn into Quarry One aiming to be a car width left of mid track. Make a smooth arc past Watts Up. Don't try to accelerate - constant speed is the ticket. If you do it right, you will find yourself at the optimal turn in point for Wicked. Caution, there are no curbs (as of this writing) on the outside of the corner and if you put wheels off on your left the terrain is ugly. Don't make a mistake.

**PIT IN** - if you go straight ahead instead of turning right for Wicked, you are headed for Pit In. Cars leaving the track should make a Pit In signal no later than Quarry one.

**WICKED** - is a 3rd gear right hander following Quarry One and Watts Up and it is the third in the series of linked turns. Wicked is a right hander from the exit of Watts Up. It is a late apex and if you haven't done Watts Up perfectly, or if you used the double apex method, you will have to turn in more. If you do manage the previous turns correctly, you will simply continue the smooth arc you started two turns ago. As with the previous linked turns there is great flow here.

**WILSON'S** - probably named after Allan Wilson the track designer (who did the redesign of Tremblant too). This is a tricky 3rd gear left hand blind apex corner leading to the front straight. Getting it right means exiting Wicked close to and parallel to the curbing on the right side. Be extra careful since you'll be tempted to turn in too soon and be rewarded with a heroic maneuver to avoid going off because you have run out of road! Done correctly you can accelerate before the apex and carry good speed onto the front straight. Turn in early and that velocity will be a liability as you run out of road.

Wilson's leads to the front straight and you will want to bring the car to the right to prepare for Kink. That completes one lap of Calabogie.





# Yankee Swap, 2017

By Bob Futterer

Photographs by David Churcher

Around 20 hearty souls attended the annual NCR Yankee Swap and found a great way to forget about the cold winter weather and have some great fun. The swap was held at The Holy Grail in Epping, NH, where we all had a chance to enjoy a great lunch and a few drinks while swapping some interesting gifts.

Before the swap started, the Social Chair, Bill Meyer, asked who picked #8 in the swap, as that person had already won a prize. I raised my hand and said I've got #8 and Bill said "Good, you get to write the Yankee Swap Article for the Northlander". So here's how the story goes:

Our Club President, Jeff Torrey picked #1 and selected a heated blanket that you could use in your car when cruising or whenever else you might need to stay warm in your car. Harv Ames picked #2 and commented that he didn't like being associated with #2! He opened a framed graphic picture of a Porsche 917 and decided to keep it. Next, Doreen Ames opened a couple bottles of wine which she opted to hold on to and keep safely beside her on the floor. Next Paul Tallo opened a snow broom, which someone was going to be able to use before the end of the day! Paul decided to steal the 917 Picture from Harv. Next, my significant other, Laura, opened a couple of bottles of wine, one of which goes well with dark chocolate, which was also included with the gift. No questions as she kept the gift. Next I opened a jug of NH Maple Syrup, which I decided to keep. On to Dave Doran, who opened a unique box of paper clips, the paper clips looked like the silhouette of a Porsche. Dave promptly swapped the paper clips with Paul to get the Porsche 917 picture. Paul swapped the paper clips with me and took my Maple Syrup. Up next was Bill Meyer who opened a model of a Porsche, decided he was going to keep it and went back to his seat so fast I'm not even sure which model Porsche it was!! Up next was Jack Saunders, who opened a couple bottles of wine that were cleverly disguised as nutcracker figurines. Jack kept his gift too! Next up was Kathy White who opened a unique travel mug. Kathy opted to steal the Maple Syrup from Paul and you all must know that Paul took back his Porsche 917 picture from Dave, so Dave ended up with the travel mug. Jeff Torrey started the last round of the day and swapped the blanket with Kathy to end up with the Maple Syrup. At least I think this is how it went .... in any case this is my story and I'm sticking to it!

In a nutshell, the Yankee Swap is a great social event and everyone who attended had a great time. So next year when you see the Yankee Swap date posted, mark your calendar and come join in the fun!! You can always just join everyone for lunch and some interesting conversation if you're not into Yankee Swaps! See you next year!



**Photograph on page 14:**

Dave Doran and Jeff Torrey swap a coffee mug and a heated blanket ... both are smiling, so it must have been a good deal for both.

**Photograph at top of this page:**

Cocktails and chat before getting down to lunch and serious business of swapping.

**Photographs at left:**

Doreen Ames smiles after opening a package with two fine wines. Some anxiety followed but she went home with the wines.

Laura Futterer to Bob:

“Look at this! Wine and chocolate too!”



**Clockwise from top left:**

Edgar and Nancy Broadhead are all smiles waiting for the fun to begin.

Bill Meyer is our new Social Chairperson and organized the Yankee Swap.

Dave Doran is our new Concours Chairperson.

Jack Saunders enjoys a Stella Artois with a slice of lemon.

Bill Meyer is holding up the bespoke wrapping paper which came with one of the gifts ... it is a collage of photographs from NCR events in the recent three years ... made by Harv Ames.



**Clockwise from top left:**

The social half hour before lunch.

Fish and Chips. Excellent!

Harv Ames borrowed David's Nikon for a couple of shots.

Yucky weather but worth the drive.

Paul Tallo went home with the artwork of the 917.



# 991.2 Porsche Carrera 4S, First 100 Miles

Photographs and story by Mike and Krissy Couch



Porsche has been here before. Preserving soul-touching automotive dreams while simultaneously embroiled in design controversy. Instantly from launch, the 1974 911 with the adoption of bigger 5 mph bumpers had Porsche purists nearly combative when asked about the changes to its beautiful silhouette after nearly 10 years of design continuity. A decade and a half later, Porsche introduced all-wheel drive to the 911 folklore and again, pushback from purists. Then the bomb dropped. In September 1997, the first water-cooled 911 was officially announced and the collective car world just about lost their minds.

Fast forward to today, Porsche finds itself in the middle of an equally compelling quandary. The new 3.0 turbo motor signifies the death of the naturally aspirated flat-six engine of Porsche's core 911 models. When first reported in Sept 2015, the change stunned Porsche traditionalists the world over once again. As for myself, I was oblivious. The song from the great big v10 of my, at-the time, Audi R8 made me impervious to most automotive propaganda. Even to the beautiful music coming from Stuttgart.

But the first-gen 991 had planted a seed which had unknowingly begun to grow. The original sown on my 16th birthday with the purchase of my first car, a 1972 Porsche 914. I remember like it was just days ago. The smell of burning oil coming from that 1.7 liter air-cooled boxer-4, which constantly smoked from various unkempt oil leaks after a long hibernation under a dusty old paint tarp. A great barn find no doubt. I cared little about its issues and loved it more than anything.

My official first look at the 991.1 was quite the opposite. 'It's too big, too modern and what's the idea behind the strange attenuated looking driving lights?' I didn't give it much more thought.

A few years had passed and then one morning, it blossomed. While sipping reheated coffee and going through my morning newsfeed; there it was, a pre-release photo of the new 991.2 Carrera. I was instantly time-warped back to my youth in a warm comforted way, the smell of oil from my little orange-red 914 was back.





It took just 8 weeks to sell my Audi R8 and order a 991.2 Carrera 4S in Porsche's new Graphite Blue Metallic. When I got the call ten days before Christmas, I immediately made my way to have a look at this new piece of rolling artwork. Pulling into the dealership with overwhelming anticipation and laying first eyes on the new Carrera I remember thinking I was the luckiest man in the world (well, truth be told, more so because I get to marry my best friend, the girl of my dreams, in a few weeks; but that's a story for another day. The car was so beautiful, I barely wanted to touch it let alone sit in it. Coming from a car as mechanically gifted as an Audi R8 and honestly, there is nothing on the planet as aurally gratifying as the sound of a Audi/Lamborghini V10 screaming near its redline, so the Porsche had to be good, but how good?

The new Carrera sits lower than its predecessor to the tune of 10mm (20mm with the optional Sport Suspension package) and all 991.2's now come standard with PASM, which makes the ride tight and responsive. Missing is the harshness that usually accompanies a track ready suspension, even over the rough and sometimes sketchy terrain of the Northeast. The steering feel is telepathic, Porsche claims it has been further refined on the 991.2.

Interior experience is like no other. Although similar to the first gen 991, Porsche's new infotainment system, Apple Car Play and new 918 steering wheel raise the bar on an already near perfect cabin. In 'Blue Chalk' the two tone leather interior is handsome and smartly designed. The sports seats are fantastically comfortable yet plenty supportive for any track day event or spirited back road driving. It's worth noting that the new Sports Chrono 'dial' which is now located on the steering wheel (similar to Ferrari's Manettino Dial) allows the cars personality to be changed instantly with the turn of the dial without ever having to take your eyes off the road. Brilliant.

In PDK form there is no distinguishable lag time from the twin BorgWarner turbochargers. Ready for action they deliver instant torque from 1700 rpm on, making for a completely different yet usably gratifying shove to redline. The sound of the new 3.0 liter- a throw back to a by gone era, air-cooled in tone with some lovely over-run pops and crackles after lifting. Internally known as the "9A2", Porsche claims this repowered version of the flat six will hit 60mph in 3.6 seconds (launch control/PDK) however, seat of the pants runs feel measurably quicker.

Which brings me to the big decision: PDK or manual? As a long time and avid enthusiast of the 'row ye'r own' club, I surprisingly did not opt for a manual this go round. After adamantly explaining my thoughts of 'manual only' at the local Porsche dealership I could see a huge grin forming on the face of my salesman. "Well, we have some time so why not just take a PDK car out for a drive and if you do not like it, well that's that". Handing me the keys with one last closing remark "there's nothing wrong with the manual, however the new 991.2 was designed around the PDK gearbox, just give it a go". So I went, begrudgingly. And then it happened ... within 2 miles my emotions transformed from misery to bliss. That quickly.

Having already tested 2 manuals as a comparative baseline, the PDK car felt instantly more complete, producing lightning quick effortless shifts on a level I have never known. In manual mode, there is no lost drama or passion. Cleverly, shifting can be done via steering wheel mounted paddles or by using the center gear lever giving complete control without the use of the left foot. PDK also eliminates missed shifts/over-revs, uses 'virtual gears' for drivability, and allows for launch control, which alone is worth the price of admission.

It's a rare thing for a car to be all things to all people but with over half a century of refinement and one of the world's finest automotive pedigrees, Porsche's new 991 second-gen model comes as close as I've ever experienced to automotive nirvana. No other car embodies such a unique blend of legendary heritage and cutting edge innovation. If you've owned a 911 then you already know that it's a car that exemplifies its history and legacy, sitting at the very pinnacle of the automotive universe.

# Porsche 360 Cisitalia

By David Churcher



Photo above by Porsche Museum

Once upon a time, in a land far far away, I was a young man coming to the end of a five year apprenticeship and five years of college. During the apprenticeship I had the good fortune to be tutored on precision milling machines by Manfred Roseman. Manfred had moved to Australia from Germany in the 1950s and brought with him skills he had learned in Germany along with his love for most things German. Indeed, even the milling machines we used were German Deckel FP1 and FP2. Manfred instilled in me a respect for German engineering and a love for Porsche. He introduced me to Paprika Schnitzel and Riesling wine. He tried to convince me of the benefits of Leica ... but he failed on that one ... I went for Nikon. It was during the time I allude to above the name Cisitalia came up. Indeed, Manfred knew the story of the Porsche 360 Cisitalia and related it to me in detail. It had just been found in Argentina and Porsche was attempting to get it back to Germany and into the Porsche Museum.

A couple of years after the initial Cisitalia interest someone told me there was a Cisitalia for sale right there in my home town. A Cisitalia in Tasmania? Must be a mistake. But no ... there was a Cisitalia 202 Coupe for sale and I went to take a look. For a short time I was distracted by the car and thought I might buy it, delay my plans for going to the USA, and spend some more time with a lovely lady I had just met. But the car was in sad shape, blowing smoke, bad paint, and the knock off wheel nuts had been drilled and a screw put thru them into the stub axles. I passed on the car and headed to USA.

Is there a connection between the Cisitalia 202 and the Cisitalia Porsche and my overseas adventures? Oh, yes. Manfred's conversations had convinced me I must have a Porsche Super 90, I must see Germany, and I must see the Cisitalia. Fast forward to 1998 and I found myself working for Heidelberg Drucke (printing machines) and off to Germany on business trips but with no time to visit Porsche. A year later HDM gave me a three year assignment in Heidelberg. Hallo, Porsche. Hallo, Porsche Museum. A plant tour and many visits to the museum followed.

At the time the Porsche Museum was a small hall with a rotating display of cars. The day I arrived for the first time I was anxious to see the Cisitalia. The day became a sensory overload. There, along with the Cisitalia, I saw the RSK, the 906, the 908, the 910, and the 917.



Photo above left by David Churcher, above right by Berthold Langer ... from our December 5, 2009 visit.

The connection between the Cisitalia Porsche and the 202 Coupe is interesting and a little sad. The several famous names involved make for a story you could not invent. The main name in this story is Piero Dusio. Pre WW II he was a sportsman, an industrialist, a supplier to the Italian armed forces. His family and wealth survived the war. After the war he wanted to build a Formula 1 racing car. He enlisted Ferry Porsche to design it. In return Dusio would pay the bail for Dr. Ferdinand Porsche who was in a French prison accused of using forced labor. The bail was one million French Francs. The car was designed and built between 1945 and 1947. Dr. Porsche was released, acquitted, but the French kept the million Francs.

Meanwhile Piero Dusio decided he wanted to build a sports car for sale. He had built and raced a single seater and a "sports car" which Tazio Nuvolari made famous by out racing big names with bigger cars. The Dusio cars were known as Cisitalia (a compilation/abbreviation of the company's full name) ... they used FIAT parts and a FIAT engine. Dusio had a good supply of tubing from his bicycle manufacturing division and so the 202 had a tube frame with a body designed by Pininfarina ... however it would sell at a price equal to a Jaguar XK 120. FIAT had some animosity towards Cisitalia so kept parts in short supply. Financial difficulties, and tax difficulties, followed. The Porsche racing car needed financial help. Dusio headed to Argentina with the car looking for financial support.

Meanwhile ... the rules for Formula 1 changed. The Porsche had not raced and had now become obsolete. In Argentina it set some straight line speed records but in this process the engine was ruined by using the wrong fuel. Eventually the engine was swapped out for a US V8 ... the car then being used as a racing car in the Argentine Formula Libre. Sad. About 1960 Manfred was telling me the above story and describing to me the advanced design of the Porsche 360 Cisitalia. Simultaneously Porsche were working to recover the car from Argentina and bring it back to Germany. As I recall, but presently I cannot find supporting details, the car was found but in a bad condition. The transmission was found in a scrap yard. The Argentinean owners of the parts realized Porsche wanted it all and extracted a good price ... a number Porsche did not care to disclose.

What was so special about this Porsche design? Apart from the Porsche name some other famous people were associated: Erwin Komenda, Karl Rabe, Rudolf Hruska, and Carlo Abarth. Porsche had taken some design cues from the pre-war Auto Union Type D such as placing the engine where it should go: just in front of the rear axle. Other salient features put the design ahead of its time: rear swing axle independent suspension with trailing links, torsion bars, and hydraulic dampers. Front suspension: torsion bars and trailing links. The chassis: a tube frame although not fully triangulated and therefore not a "space frame." The engine: a 1493 cc flat 12, water cooled, with twin blowers, and a Hirth roller bearing crankshaft. This added up to be good for 380 HP. The body panels were magnesium. All this added up to a light and powerful machine which would have been a formidable racing car. Would it have beaten the BRM V16? Probably. Certainly. But we will never know.

After I left Germany Porsche built the new museum across the street from the plant. I was desperate to visit the new museum to see the cars and the wonderful building. My ties with Germany are strong so I was soon over there and fulfilled my wish. On a subsequent visit I met up with our NCR colleague Berthold. We took a hotel just a few hundred meters up the road and then had a whole day at the museum and dinner in the museum restaurant.

Someone in Tasmania told me a couple of years ago they had found the Cisitalia 202 Coupe still in Tasmania and fully restored. Such a car sells these days for over \$700,000. I guess that one got away. And the lovely lady I met at the time we found the car? Over 50 years now we have remained friends. And the Super 90? I had to wait a few years but I finally bought a 1984 911. Manfred would approve.

Lessons to be learned from this story: Porsche is a legend, it's a small world we live in, and ... life is good.



# You can take it with you

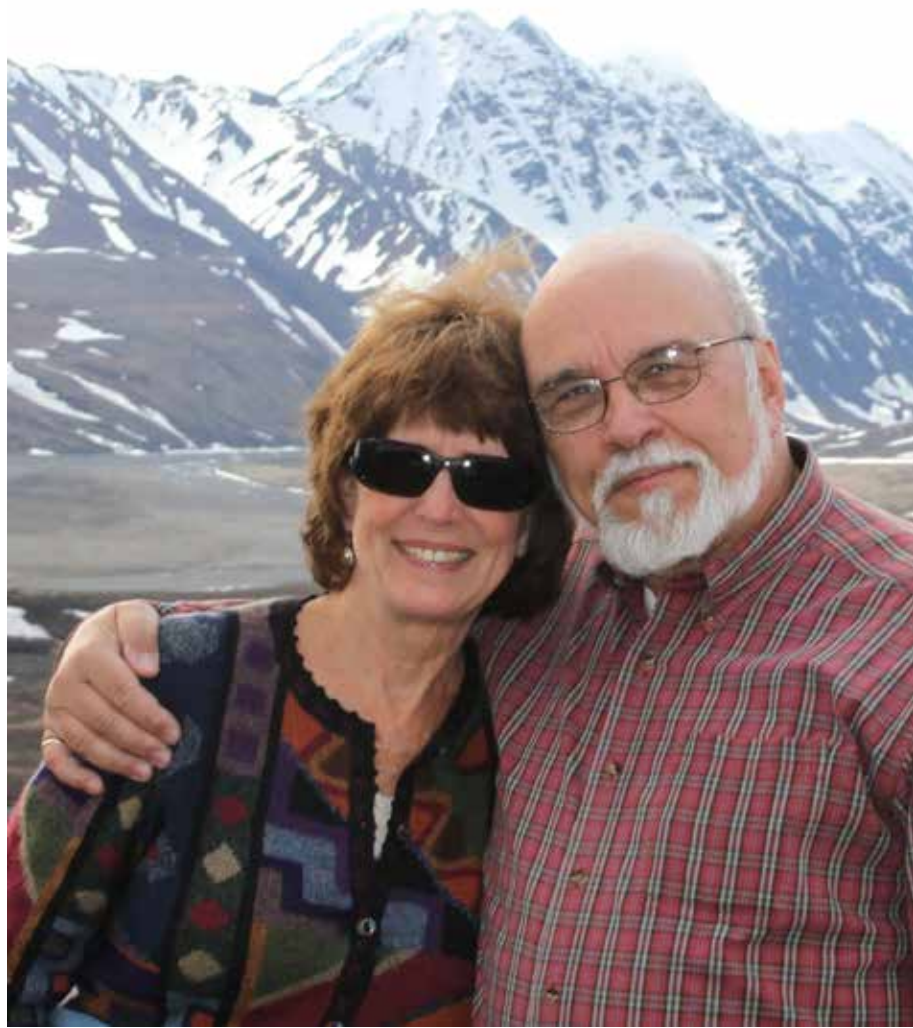
Article and photographs by Harv Ames

Guess I have to admit, for much of my life, I'd had "Porsche Lust"! But, financially...and practically (i.e. living in under-developed countries, working my way through university, raising a family)...achieving that dream kept being delayed. Finally, in 2011, I was able to spring for our slightly-used 2008 Porsche 911 Turbo Cabriolet, with only 8,500 miles on the odometer. Little did I realize how much attention it would garner. Remembering my "lustful days", I started the "pay-it-forward" rides. If someone I know indicates an interest in the car, away we go! To date I've offered rides...and drives... to more than 25 folks. I take them on about a 6 – 10 mile outward drive, explaining how the 911 works before departure and on the road, then stop at a safe spot, get out of the car and walk around to the other side...offering the car for the drive back to the former passenger. Magic occurs...after I persuade the reluctant former-passenger that we'll be OK with him/her at the wheel and that I'm REALLY good with it! Friendships are strengthened, for sure.

Now, the Canoe – atop a 911 Turbo Cab – what's up with this? My wife and I enjoy kayaking...but, especially for her, our kayaks, at 39 and 45 pounds, appear to be getting heavier and more unwieldy as we get older. In mid-2015 we ran into a friend who had an unusual, shortish canoe that you could almost see through. We inquired about it and found that she had researched and found this extremely lightweight canoe that was paddled as a kayak...and allowed us to "heft" it – WOW – two fingers lifted it!!! We were hooked...and, as a surprise, that fall I contacted the boat builder, in the Adirondacks, near Lake George, and arranged to travel there to get Doreen "fitted" for one of their models. In that the canoe/kayak would need to be built over the winter, I knew we would not be coming home with it at that visit. So, we travelled there in the Porsche. Little did I realize how "out-of-place" that little convertible would be at a boat builder's location.

Harv and Doreen enjoy their Porsche and a very active travel and outdoors lifestyle. They have even been to Tasmania and traveled the island driving on the “wrong” side of the road.

This article just goes to prove you can take your canoe, and your Porsche, on the same trip.



I offered to take him for a ride (not revealing my sub-text that I would turn over the car to him half way up the road). He demurred...but, still, I sensed his interest and fascination. So, I let him know that we were staying in a B&B nearby that night (Friday) and, in that his facility would be open the next day, I WOULD be there at 10:00 to give him a ride. Next morning, as promised, I showed up and, somewhat reluctantly, he strapped himself into the passenger seat. The road on which the boat-building facility is located is a great Porsche road...curvaceous, very lightly travelled, no potholes, low police presence (did I say that!?). So, off we went – six miles of not-quite-over-the-top travel (with the top down, of course)... and, the inevitable stop and change of seats...which, initially, he adamantly indicated that he COULDN'T do it...but, in a bit, he climbed behind the wheel and off we went. He was very respectful of the car, let the tiptronic take care of the shifting, wouldn't kick in the turbo...and, as we got close to the facility, mentioned that his wife, Ann, was the true car nut...and would I show her the car!? So, I had him pull into his yard, we roused his wife...and I offered the same deal to her. She jumped at the offer. So, off we went...and, once behind the wheel...she was almost a pro...we didn't quite get to drifting, but she knew how to drive, knew the road's every intricate twist and turn – and helped make the Porsche VERY happy!

So, the following Spring (2016) we were going to pick up the canoes and Peter emailed, teasing that we probably wouldn't be able to pick up TWO canoes with the Porsche! I agreed but, when we arrived there with Doreen's Toyota Highlander, I teasingly indicated that, with only a 12 pound weight for Doreen's 11-foot canoe, I could fashion a “fake” canoe-carrying rack to put on the 911 for a moment and send him a photo of the canoe resting there to post on their facebook page... with a promise from him that any inquiries he might receive regarding where another Porsche Cabriolet owner might get the “carry-rack” for a canoe would NOT be forwarded to me!

Well, once home, I experimented and found that, with pieces of water “noodles” as supports on the cabriolet top, two strap-downs through the open windows and retaining light-gauge nylon lines anchored under the front of the hood, I had a fairly stable transportation system – no high speeds, no drifting, no extremely sudden stops – but, IT WORKS! And, the expressions on folks' faces en route and on arrival/departure from water is priceless. Now you know who's coming...if a Silver 911 Cab is sighted with a canoe on top!

# Second overall and four class wins for Porsche at Mount Panorama

Photographs and text by Presse Porsche



Porsche customer teams achieved excellent results on the spectacular Mount Panorama Circuit in Bathurst/Australia on Sunday, February 4<sup>th</sup>. At the wheel of the 911 GT3 R fielded by Competition Motorsports, Porsche works driver Patrick Long (USA), Porsche Junior Matt Campbell (Australia) as well as Marc Lieb (Germany) and David Calvert-Jones (Australia) finished second overall and won the Class A-GT3 Pro-Am after a spirited chase through the field. Other class victories at the prestigious race, which was contested by 14 automobile manufacturers, went to the 911 GT3 R of Walkinshaw GT3, the 911 GT3 Cup of Steve Richards Motorsport as well as the Cayman of PROsport Performance.

For the 911 GT3 R, the third major long distance race of the year after the 24-hour classics of Dubai and Daytona also concluded with a success. In Dubai, Herberth Motorsport had notched up a sensational overall victory; in Daytona Alegra Motorsports won the GTD class: It was a perfect start to the season for the 500+hp customer sports racer featuring the new ultra-modern four-litre flat-six engine with direct fuel injection.

It was 5:45am on Sunday morning and still dark when the 52-strong field took off into the season-opening round of the Intercontinental GT Challenge on the 6.213-kilometre-long storied racetrack in the state of New South Wales. The early race start and the extraordinary combination of 23 fast and slow corners, which put incredible demands on drivers, are typical for the rollercoaster circuit in Bathurst in the foothills of the Blue Mountains.

The Australian Porsche Junior Matt Campbell knows the selective racetrack well. Driving the 911 GT3 R run by Competition Motorsports, he put in an immaculate first stint. Although he was relegated down the field to rank 18th after one of the 16 safety car phases, he kept a cool head. With an inspired performance he made up nine positions before handing the #12 vehicle off to David Calvert-Jones, who subsequently swapped the cockpit with Marc Lieb, the overall Le Mans winner and reigning World Endurance Champion, as well as Patrick Long. They not only caught up the front runners but took the lead of the pack over long stretches. Matt Campbell then took the wheel again for the final stint and, despite a drive-through penalty, put in a convincing final dash to the flag to achieve second overall for his team as well as the class victory.

However, for the 911 GT3 R fielded by the Walkinshaw GT3 customer team with factory support, the race came to an abrupt end after just two hours. Initially, things looked very promising for the #911 vehicle. As a newcomer to the Porsche factory squad, Laurens Vanthoor (Belgium) was the traditional start driver and in the dark kept out of any trouble on this difficult racetrack to edge his way forward lap by lap. After one hour he was running in second place. His teammate Earl



Bamber (New Zealand) continued the charge and swept into the lead. But while attempting to lap a slower competitor, he collided, damaging the steering of the 911 GT3 R. Repairs would have taken too long and the dream of a Bathurst victory for the 2015 outright Le Mans winner and his teammates was dashed. The third driver Kévin Estre (France) did not get a chance to drive.

## Race quotes

**Sebastian Golz, Project Manager GT Customer Motorsport:** "That was a tremendous race weekend with ups and downs. We managed to adapt the 911 GT3 R to this challenging racetrack over the practice sessions and during the qualifying, so we were competitive in the race right from the start. The number 911 vehicle made it to the front, but unfortunately had to retire after a collision. So the #12 stepped up to the mark and battled its way to second place and class win after a fantastic final sprint. Congratulations to all of our customer teams who, regardless of the class they were contesting, tackled the challenges of this race successfully."

**Mark Webber, Porsche ambassador:** "It was a sensational experience for me to return to Bathurst after 22 years and watch this incredible race. It was a very long day for the drivers and teams and everyone got a fright at one point or another. That's totally normal on such a unique racetrack. I'm thrilled about the hard-earned second place for the #12 car and also about the tremendous effort of the other Porsche customer teams. They all did a great job."

**Marc Lieb (911 GT3 R #12):** "Second place and class victory feels pretty good. We had to cope with a lot of minor setbacks, probably more than any other team, and that alone makes this a super result."

**Patrick Long (911 GT3 R #12):** "My stints were good. During the second stint I unfortunately nudged a Mercedes. I wanted to overtake it to snatch the lead but he didn't budge an inch and I didn't want to risk anything. So I decided to pull back and keep my position. But I was on the dirty side of the track and I couldn't avoid touching the car. Luckily nothing more happened."

**Matt Campbell (911 GT3 R #12):** "I'm very pleased with this result. In my last stint I made a big mistake when my foot slipped from the brake pedal and I hit an opponent. But I was lucky. It was my first race with the 911 GT3 R and this team. They all supported me brilliantly and I was able to learn a great deal from such great race drivers as Marc and Patrick."

**David Calvert-Jones (911 GT3 R #12):** "What a race. This was my fourth time at Bathurst but none was as exciting as this. It's fantastic that all the work that we put into the team has been rewarded with such a result. Everyone worked perfectly together today. That was the key to success."

**Earl Bamber (911 GT3 R #911):** "I was in the lead and wanted to lap a slower vehicle. The driver obviously didn't see me, he turned in and hit me. My steering was so badly damaged that we had to throw in the towel. It was clearly my fault. I was just too impatient; I should have waited longer. I'm so sorry for the team. It's such a shame. Up to that point everything was going really well for us."

**Laurens Vanthoor (911 GT3 R #911):** "During the first laps of my stint I tried to avoid taking any risks. Although I was faster than the cars ahead of me I didn't attack. Only after the field had sorted itself out did I pick up the pace slightly. Everything ran well. It was a good start to this difficult race. Of course we're disappointed that we couldn't finish it. In the days leading up to the race our team worked perfectly together and had every opportunity to finish far up the front."

**Kévin Estre (911 GT3 R #911):** "Bathurst is one of the toughest races of the year. With so many cars out on the track it's important to survive the first hours. We didn't manage to do this today. I hope we get another chance next year."



## Race result

### Overall

1. Vilander/Lowndes/Whincup (SF/AUS/AUS), Ferrari 488, 290 laps
2. Lieb/Long/Campbell/Calvert-Jones (D/USA/AUS/AUS), Porsche 911 GT3 R, 289
3. Kane/Smith/Jarvis (GBR/GBR/GBR), Bentley Continental, 289
4. Talbot/Martin/Padayachee (AUS/AUS/AUS), Porsche 911 GT3 R, 289
5. Parente/Bell/Ledogar (GB/GB/F), McLaren 605s, 289
6. Lago/Owen/Russel (AUS/AUS/AUS), Lamborghini, 288
7. Samadi/Gaunt/Halliday (AUS/NZ/GB), Audi R8, 288
8. Strauss/Kelly/Mardenborough (D/AUS/GB), Nissan GT-R, 288
9. Cini/Holdsworth/Fiore (AUS/AUS/AUS), Audi R8, 287
10. Manolis/Millier/Capelli/Canto (AUS/AUS/USA), Lamborghini, 285

### Class A-GT3 Pro-Am

1. Lieb/Long/Campbell/Calvert-Jones (D/USA/AUS/AUS), Porsche 911 GT3 R

### Classe A-GT3 Am

1. Talbot/Martin/Padayachee (AUS/AUS/AUS), Porsche 911 GT3 R

### Class B-GT3

1. Grant/Okeeffe/West (AUS/AUS/AUS), Porsche 911 GT3 Cup

### Class C-GT4

1. Jones/Braams/Viebahn/Moller-Madsen (AUS/NL/D/DK), Porsche Cayman

### The photographs clockwise from top left:

Lieb/Long/Campbell/Calvert-Jones (D/USA/AUS/AUS), Porsche 911 GT3 R

Mark Webber at Bathurst

Earl Bamber, Kevin Estre, Laurens Vanthoor (NZ/France/Belgium), Porsche 911 GT3 R

Spyder? Spyder? No, SPIDER!



# From The Horse's Mouth

By Danielle Badler

O the benefits of being your humble scribe. One is getting on the e-mailing list for press releases from Dr. Ing. h.c. F. Porsche AG, datelined Stuttgart. That's right, from the horse's mouth, direct to my personal e-mailbox. I have no idea whether I get them all. Only the Porsche Press Database would know for sure. But I do get some interesting ones.

Like one I'm staring at, right now. It says "Porsche sets new sales record."

It's all about sales in 2016, compared to the previous year, broken down by model and by region.

I find it fascinating, to read a document like this and try to decipher what's included... and what's not. Let's take a test drive.

The lead notes that Porsche delivered in 2016 a "total of 237,778 vehicles around the world, some 6 percent more than the previous record. The key drivers of growth were Europe, the USA and China."

It goes on to say "The Macan and the new 718 Boxster had a particularly positive effect on the result. The excellent response to the new Panamera provides an additional boost."

" 'Porsche is synonymous with emotion and quality. The positive trend in the global markets confirms how enthusiastic our customers are,' " says Oliver Blume, Chairman of the Executive Board of Porsche AG. The release then cites him as noting "However ... that exclusivity is more important to Porsche than sales targets."

No word in the release on profitability targets. Just saying.

Porsche's largest single market worldwide? China ... "with a total of 65,246 vehicles delivered - an increase of 12 percent." Those numbers are so good, in fact, that they say they will further expand their dealership network this year, and open a Porsche Experience Center in Shanghai.

You're wondering what the breakdown is, by model against region? Sorry, can't help you.

However, they did give a lot more, geographically. "America" tied "Asia-Pacific, Africa and Middle East" for second place by growth last year, rising 6 percent, respectively. And "USA" was close behind at a 5 percent increase. Same for "Europe" overall. Although "Germany" rose by just 1 percent.

Sorry, they didn't break down their geographic numbers with any more detail. No other countries were called out. To which, you may ask, why the selective break-outs? Hey, I only know what I read.

Same goes for model break-outs. Here's the extent of what they said. "There were 12,848 deliveries of the 718 Boxster, exceeding last year's result by 9 percent. Meanwhile, the legend of the Porsche 911 continues: With a total of 32,409 vehicles delivered, sales of the 911 once again grew by 2 percent, helping it to maintain its special position in the market for exclusive sports cars."

Hooray on that. Although I wonder why the new Cayman was not mentioned. Was its launch too late to be included?

And then the release noted "The Macan reinforced its position as the best-selling Porsche with 95,642 vehicles delivered, representing an increase of 19 percent."

With no mention in the release of the Cayenne. Or Panamera sales.

Are you thinking what I'm thinking? Yeah, yeah, yeah, they seem to be continuing to do a great job of transferring "the strength of the brand," to quote words attributed to Detlev von Platen, Member of the Executive Board responsible for Sales and Marketing, to as many small SUVs and sedans as they can. And the formula continues to work literally around the world.

**continued on page 32 ...**

I guess I shouldn't be surprised. What a truly amazing business story it is, and it's one in which we all, every one of us PCA members, can take great pride. Because we know we're the ones who helped create that amazing brand imagery. And we know, we just know, that there's no way they can ever stop the sports cars and racing programs. What would happen, then, to that "enthusiasm" transfer and "exclusivity"?

I have no idea. But it should be noted that the release closes with "The coming weeks will see the launch of the completely redeveloped second generation of the Panamera in the USA and China. The shooting-brake version - the Panamera Sport Turismo - will celebrate its world premiere in March at the Geneva Motor Show."

Let the hits keep coming, I guess.



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## Edgar Broadhead

The following individuals have been approved as Tech Inspectors for those region members who enter track events requiring inspection 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>

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Ayer European Auto Restoration	Maine	(207) 582 3618
Autosportnortheast	Maine	(207) 698 1000
German Auto Service, Inc.	Maine	(207) 282 3013
The Boston Sportscar Co. LLC	Massachusetts	(781) 647 7300
Katchel Motor Company	Massachusetts	(617) 759 8973
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**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



**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

**For Sale:**

**Porsche Calendars For Sale**

Free to a good home: about a dozen, large scale, Porsche photo calendars from the 1980's and 1990's, in their original boxes but minus the medals that accompanied them when new. Contact Phyllis at 603.498.8952 or pstibler@comcast.net



**For sale 2013 Porsche Boxster. \$46,000.00** This is a beautiful car in great shape only 15152 miles. 6 speed manual transmission. This car is loaded...19 inch Boxster S wheels, Bose Surround Sound System, Sport Chrono Package. Installed K40 Radar and Laser detector a \$2500 value. Many more options, call (603) 969-0378. Ask for Phil.

**2007 Cayman stuff:** Covercraft Dustup indoor car cover, clean, like new, \$100. Covercraft sun shade, \$35. Porsche Design mens medium black wool and leather jacket, like new, worn less than a dozen times, \$150. Gary Levine, gmlevine29@gmail.com, 603-252-8506.

**For Sale: 997 Turbo Wheels and Tires:** from 2007 C4S; Front-8x19-235/35;

Rear-11x19-305/30; Wheels-Clear coat blemishes but no curb rash; Tires-Michelin

Pilot Sports some life left, ok for track; \$800 or reasonable offer; Contact Paul at:

pvellacqua@comcast.net

**"Turbo" 17" Wheel and Tire Set. From 1988 911:** 4 Rims: Italian 9J x 17 H2 series 60374 and 60474 with Porsche emblem. One has minor scuff. 4 Tires: Goodyear Eagle GT all season; Rear: 255-40 ZR 17; Front: 205-50 R 17. Treads excellent - Set: \$1,000 firm in St George Maine (lovely drive this time of year) 207-372-8288 [wmzierden@aol.com](mailto:wmzierden@aol.com)



**For Sale:** 1960 Mercedes Benz 220SE Cabriolet. 76,000 miles, Black/red. Totally rust free, 50 years in Las Vegas & Santa Fe. New top, new leather seats, recent black lacquer respray; even the radio works! Class winner 2015 MAW show. \$125k or reasonable offer; 45 pix available or view & drive in person. 603-343-7575



**For Sale:** NCR has a surplus Honda EU1000i generator for sale. cost \$800 new. Just changed the oil. Approximately 600 hours on it.

Located in New London, NH. All offers considered.

Ed  
603 526 6578

**FOR SALE: Miscellaneous Porsche Stuff:**

Official factory workshop manual in 10 binders for 993 series including two rare volumes covering Turbo; new condition.

Set of four Dunlop Grand Trek WT M3 255/50R19 M+S winter tires on 19 in Porsche wheels with Porsche center crest, TPMS sensors, service covers; used one season on 2008 Cayenne Turbo. Excellent condition.

21 in Cayenne Turbo wheel as used on 2008 Cayenne Turbo. Refinished by RimPro to repair minor scratches, in original Porsche box with RimPro paperwork. Looks new.

Four Ralph Boothe Design large black wheel center caps with Porsche factory hood emblem as crest. New old stock. Purchased for 993 Turbo S but will fit other models.

All priced to move. For details, photos, prices: email **to** [frboswell@gmail.com](mailto:frboswell@gmail.com).

**Seats for Sale:** These seats are from a 1987 Porsche 944 n/a. Driver seat is powered, passenger is not. Both seats are in very good condition. There is some slight separation at the front of the seats but that is it. The leather is in very good condition as these seats have been stored in a heated basement the last 10+ years. These were pulled from a car converted for club racing. \$500 or Best Offer: Contact Gary Wielgoszinski @ [garyw944@comcast.net](mailto:garyw944@comcast.net)



**For Sale:** 1984 Porsche 928S - rare 5 speed, collector quality, excellent condition, dark burgundy, on rare black leather interior with white leather door centers and seats. Owned since 1990, always garaged, no winters, no rain or track, 100% original, new C2 928GT 17 x 8.5 & 17 x 9.5 wheels. Paint, body, glass, door jams like new. Sun roof, all options, no accidents, no bodywork. New brakes/slotted rotors, new battery, fuel pump relay and Bosch alternator. Runs strong and sounds great. Approx 76k miles. These survivor 982S 5 speeds are going up in value, add this one to your collection. Asking \$13.9k please call 978.239.8789.





**For Sale:** 2002 Carrera 4 Silver/like new Black Power Top, 68,900 mi. Typtronic transmission w/Manual Option & PSM. ABS brakes (like new) & IMS Bearing Upgrade, & a new Cruise Control system. Optional Bose Surround Sound, & GPS. Also includes: 4 Pirelli snows mounted on "Porsche wheels;" top down windscreen + 911 Car Cover. Mint condition, & excellent drive. Always garaged. Have maintenance records. Asking \$26,500. Jack Saunders, osaunders@myfairpoint.net, 603-536-4275.



**For Sale:** Dick Kruppa, a 50+ year PCA member, is selling off his lifetime collection of Porsche memorabilia. The collection includes many hundreds of items including, but not limited to: books, magazine articles including technical reports road tests and Porsche advertisements starting in 1952, workshop manuals, Panoramas since 1966, dealership sales literature for all models since 1965, Porsche model cars, annual calendars and coins. This is just a sample of his collection. Should you be interesting in learning what is available please email Dick at Zuffie88@yahoo.com or call 603-772-3387

## THE MART

Your For Sale Items here ... Be sure to send them in to: [NORTHLANDER@NCR-PCA.ORG](mailto:NORTHLANDER@NCR-PCA.ORG)

## Answers to the test on page 11

*Great Marques Porsche, p. 45 and Ludvigsen: Porsche: Excellence was Expected, p. 579*

**A (true)**

**3**

A Lancia finished eighth.

**D**

**2**

It id a collection of photographs featuring Porsches 1950-1960

**B**

**1**

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