

NORTHLANDER

**NORTH COUNTRY REGION
PORSCHE CLUB OF AMERICA**

Volume 41 Number 1
January - February 2018



IN THIS ISSUE:

NCR 2018 PLANNING MEETING
WHAT'S NEW WITH NCR DRIVER'S ED?
FACTORY FIVE RACING PLANT TOUR
STEVE MCQUEEN'S LE MANS 908

AND MUCH MORE



LUFTGKÜHLT 5 IS COMING APRIL 22

LUFTGKÜHLT 5 is not advertised. It is word of mouth from enthusiast to enthusiast and a note in a few Porsche journals and blogs.

The 2017 event was held in Long Beach and we would expect the 2018 location to be somewhere close to that location. As soon as we know we will let you know.

Northlander was there in 2017 and plans to be there again in 2018.

For a preview see the article in Northlander June 2017 and check out the many on line videos.

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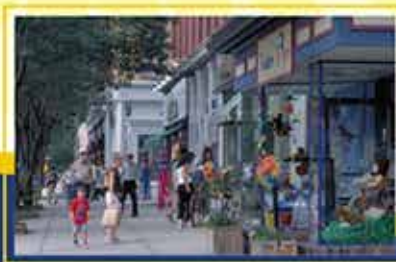


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The regular article and Advertising closing date for the Northlander is the 1st of the month preceding the publication month. See page 38 for advertising rates.

NORTHLANDER

NORTH COUNTRY REGION PORSCHE CLUB OF AMERICA

Volume 41

Number 1

January - February

2018

Upcoming Events

February 10

Yankee Swap

February 17

Braking (Pagid)

See provisional 2018 calendar on page 16

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On the Cover

Anthony Keiller went to Munich to help a friend building a chassis and was introduced to August Deutsch who owns the Steve McQueen 908 made famous in the movie *Le Mans* and racing at Sebring.

See page 24

Photograph by Anthony Keiller.



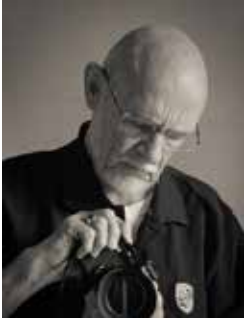
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Happy New Year, *Northlander* readers.

You are perhaps reading this first 2018 issue on line and you will notice a slight change in the look. If you are holding a paper copy you will notice a new feel as well as a new look. I now have the new mailing list in front of me. I would like to thank each of you on that list for your support and enthusiasm. Paper printing may become a thing of the past at some time in the future. However, for us diehards, that time has not arrived.

This issue of *Northlander* is one of our two annual "two-fers" and it is prepared at a time of year when we do not have a lot of club activity. Hence, we have the three columns from Danielle for her December and January contributions. Your editor has been fortunate to receive material from colleagues Brian Chandler in Australia and Anthony Keiller in the UK. The editor has been busy reading while the snow falls ... two excellent reads are reviewed in the following pages. As I write here on a snowing and freezing day in January I am looking forward to the next pieces to add to the layout: our annual NCR Planning Meeting, and the Factory Five Racing visit. We will have put *Northlander* to bed before the annual Yankee Swap so our report on that event will be in the March issue. If you have never attended our Yankee Swap you really must make an attempt this year. It is great fun and we only do it once a year. Another annual event we will cover is the Autocross Pool Party.

April will surely be spring. At least it will be in California if not in New England. April 22 is a big event in California ... **Luftgekühlt 5** is happening. *Northlander* was there last year and I assure you this is an event really worth attending. See the inside front cover of this issue for a little more detail.

As I begin this paragraph I am still looking out at snow. What does an editor do on such a day when his Porsche is staying in the garage and he has finished all that can be done for the moment on the *Northlander* layout? He scratches his head and thinks about topics which might be

worth an article and begins a little literature search. The topic which caught my attention recently has blossomed into a collection of notes is Formula E, electric cars (EV) in general, Hybrids, and of course electric Porsches in particular. As you may know by now Porsche is stopping the 919 LMP1 project and beginning their participation in Formula E. I thought an article on EVs would be worthwhile so I used my connection to Porsche to ask for material. No reply so far. I thought to ask about the rumored electric 911 but I know better than to ask. There would be no reply. There is a company in Australia, and one in UK, making a 911 electric conversion. Porsche must have noticed. And the Porsche Mission E needs a stable mate. Perhaps a 911 E?

Formula E has participation by Audi, Jaguar, BMW, Nissan, and NextEV NIO. NIO? Yes ... a brand new startup company from China but with a presence in Germany, UK, and USA. Formula E is gaining attention and growing ... it took a setback when Montreal recently canceled the 2018 race but the series will not be damaged too much by this. The cars may be silent but from an engineering point of view, and driving too, they are exciting. This is the future and it is here.

Electric cars? Boring? All electric vs. hybrid? Silent? Self driving? Boring? Not boring. The NIO EP9 is really exciting and has set a Nürburgring EV record. It also went around COTA, at speed, without a driver. I saw it in Europe last year. Stunningly beautiful. But not cheap. The technology is developing. This is the future and it is here.

A slightly different approach is coming from Sweden in the form of the Koenigsegg Regera. Stunningly beautiful. But not cheap. And sold out already. This is the future and it is here.

You like stunningly beautiful cars? Like magazines too? Check out the Koenigsegg magazine with the link below. They also publish a paper version :-)

Click [here](#) for link



Kristin Allen

New Members:

Christopher Bray
Hampton NH – 2018 Macan

Dylan Eastman
Winchester NH – 1998 Boxster

Paul Gavin
Kingston NH – 2011 Boxster

Robert L'Heureux
Mirror Lake NH – 1990 944 S2

Cindy Porter
Claremont NH – 2002 Boxster S

Kris Rice
Bedford NH – 2018 911 Carrera GTS

Chris Rider
Exeter NH – 1996 911 Carrera 4

Garrett Scholes
Dover NH – 2014 911 Carrera 4S

Hillary Tompkins
North Hampton NH – 2018 911 Targa 4 GTS

James Tompkins
Brentwood NH – 1985 944

Robert Verge
Rita Verge
Gilford NH – 1992 911 Carrera 2
Transfer from Palmetto Region – Joined PCA 05/18/2005

David Webster
Moultonborough NH – 2007 Cayman

January Member Anniversaries:

1 Year

Gordon Cate
Stratham NH – 2001 911 Carrera

Richard Dionne
Cindy Zunke
Pelham NH – 1979 911 SC

Edward Kinnaly
New Castle NH – 2015 Panamera GTS

Chuck McGee
Lisa McGee
Moultonborough NH – 2016 Cayman GTS

Jo Ann Sigua
Skyler Sigua
North Sutton NH – 2016 Panamera GTS

2 Year

Matthew Davis
Londonderry NH – 2016 Macan S

Barry Edge
Ivanhoe VIC Australia – 1996 911 Carrera

Ray Newcomb
Pembroke NH – 1988 911 Turbo Targa

5 Year

Charles Rudinsky
Exeter NH – 2005 911 Carrera S

Alfred Sanel
Bedford NH – 2014 911 Carrera

Rodney Sigua
Logan Sigua
North Sutton NH – 2004 911 Carrera

10 Year

Christopher Fahy
Aaron Fahy
Andover MA – 1999 911 Carrera

15 Year

Nicholas Cassotis
Jennifer Cassotis
Sandown NH – 1999 911 Carrera

Alton Russo
Sarah Russo
Gorham ME – 1985 911 Carrera

Paul Tallo
Patricia Swindell
Londonderry NH – 1998 911 Carrera 4S

20 Year

Michael Eisenberg
James Eisenberg
Melrose MA – 1988 944S

Gordon Jillette
Ursula Jillette
Center Conway NH – 1984 944

25 Year

Jerry Austin
Sharon Austin
North Port FL – 1984 911 Carrera / 1984 911 Carrera

40 Year

Richard Currier
South Berwick ME – 1977 911S / 1974 914 1.8

Membership continued on page 8...



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February Member Anniversaries:

1 Year

Thomas Cooper
New London NH – 2005 911 Carrera

Eric Decker
Dover NH – 2002 911 Carrera 4S

Paul Kayser
Amherst NH – 2003 911 Turbo

Steven Lee
Merrimack NH – 2012 Cayenne

Harold McComas
Manchester NH – 1996 911 Carrera

Jeremy McCurdy
Danville NH – 2014 Cayman S / 2004 Cayenne Turbo

2 Year

Andy Cooper
Nashua NH – 2016 Cayman GTS

Julian Devlin
Hanover NH – 2016 911 Turbo S

Robert Michenfelder
Lebanon NH – 2015 Cayman

5 Year

Kevin Getty
Terri Getty
Meredith NH – 2002 911 Carrera

Joel Nevin
Portsmouth NH – 2001 911 Carrera

Thomas Sullivan
Diane Sullivan
Newport NH – 2011 911 GT3 RS

10 Year

John Sheppard
Anthony Sheppard
Carlisle MA – 2010 911 GT3

15 Year

Norman Bickford
Jennifer Pelzar
Ramsey NJ – 1986 944

Larry Gammon
Patricia Stovolone
Bedford NH – 2004 911 Carrera 4S / 2004 Boxster /
2007 911 Turbo / 2011 911 Carrera / 2011 Boxster

25 Year

Robin Aube
Loralyn Batchelder
Nashua NH – 1990 911 Carrera 4 / 1990 911 Carrera 4

40 Year

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

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





Jeff Torrey - Just around the corner...

As I type this it is January 17th and it is snowing outside. There is still a big chunk of winter to get through. The annual NCR winter planning meeting was last Saturday. We had a great meeting. I am both anxious and excited for the upcoming driving season. NCR has a great group of people who volunteer and produce an excellent program for you.

Our Autocross program continually excels to be the best in the Northeast and has taken first place year after year at the PCA Zone 1 Autocross event. The instructors and staff offer top notch direction and support to help you improve your times and become a better overall driver. AX is challenging, tricky, and fun. It's a great way to challenge yourself to get the most output out of your calculated input when you are driving your Porsche.

Our DE program is available and can offer you some real track time. Time to drive your Porsche with a certified instructor, at a speed you are comfortable with, on the track. You will learn to better anticipate how your car behaves at speed, and over time be able to effectively increase your speed. The staff is talented, experienced, and very supportive. Safety is important and track rules are strictly enforced. New drivers have classroom instruction before and after each session on the track. Participants are separated into different classes based on experience. Loaner helmets are available for new members or members that want to try DE for the first time. Our common goal is to offer you a chance to get out on the track and have fun. We want you to enjoy driving your car the way it was meant to be driven.

The NCR Rally / Tour program has become something special. Plans have been made to offer members two weekend trips to exotic places in and around New England. There will also be day trips that offer members a tour of scenic byways. Often times we will visit special places of interest in New Hampshire. Tours conclude with a social gathering and a meal where members catch up with friends and reflect on the day. The people I have met and the friendships I have made through the NCR Rally program are very special to me. The rally team spends a great deal of time planning these event and it shows.

The charity program at NCR works closely with NH Make-a-Wish, and Loaves and Fishes. We donate to needy families during the holiday season, and support local food banks. Members donate time and money to support the community we live in. It is this spirit of giving back to the community that connects us and helps NCR move forward.

Please check out the NCR Calendar check out the rally calendar on page 15. Please also check out the variety of other NCR events on page 16.

Jeff Torrey



Judy Hendrickson

LOOKING BACK

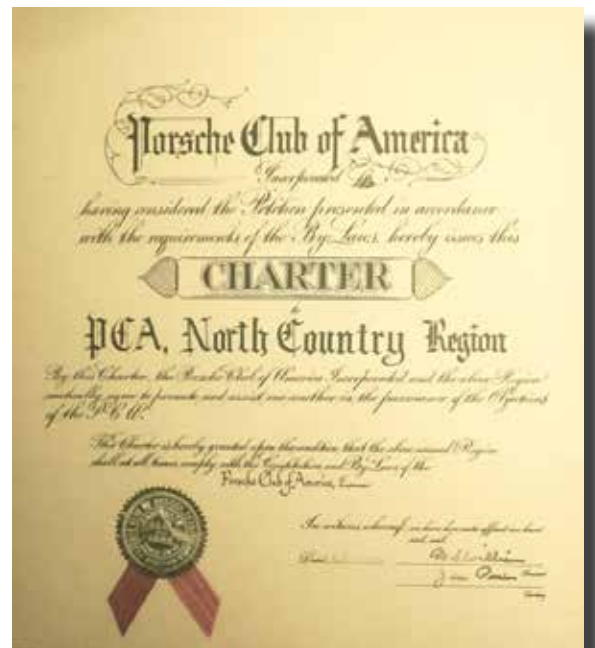
On November 6, 1977 a group of Northeast Region members hoping to form a new Region met to finalize preparations for their Charter application. Their application to PCA President, Jim Perrin, was sent January 4, 1978 and their charter was issued 13 February 1978. Charter members were:

- | | | |
|-----------------------------|--------------------------------|-------------------------|
| Al Alden | Terry Baker | Tim Bent ** |
| Carol Berry | Carl Barowski | Edgar & Nancy Broadhead |
| Mike & Karen Caldwell | Richard Currier | Dave & Susan D'Orazio |
| Marshall Green | Michael Grishman & Mary Staley | Fleming Grove |
| Doug & Judy Hendrickson | Maynard Honestly | Andy & Inga Kuerti |
| Dave & Rosalee Landry | Mitch & Joanne Manseau | Steve & Zohreh Milden |
| Kenneth Morley | Alan & Joyce Peterson | Darayl Remick |
| Donald Stubbs & Melody Lane | Jeff Taylor & Cathy Taylor | Gary Tito |
| Gary Vallencourt | Carl Zehender | |

**who later designed our logo



Charter presentation. L to R of center fireplace: Mitch Manseau, 1st Treasurer, Doug Troyer, Zone 1 Rep, Michael Grishman, 1st President.



NCR 2017 Wrapping Night

By Ivy Cowles. Photographs by Kristin Allen and Ivy Cowles



A November eve and what better way to get into the Christmas spirit than by shopping for this this year's NCR-sponsored holiday family

Aisle after aisle, and voila!... we have purchased most everything on the list.

Now that shopping had been completed we scheduled a wrapping night at Kristin and Steve's house: they were amazing hosts! There wasn't a thing that was missing. From paper to bows and everything in between, Steve and Kristin went above and beyond with all of our favorite foods served. It was an amazing night.

With wrapping completed the car was packed full and began to look like Santa's sleigh.

Hank and I delivered the gifts last Sunday to mom and she was overwhelmed with NCR's generosity. With tears in her eyes she looked at us and asked.. "can I give you a hug"? We were happy to accept those hugs of gratitude.

I wish we could all be there when the gifts are opened to see the expression on the children's faces, especially when twelve year old Dominick sees his new bike.

This whole experience is very heartwarming and makes the holiday season a brighter one!

We are already looking for ideas that will make 2018 a brighter one for other less fortunate New Hampshire families, made possible by our North Country members. Thank you!



continued on page12...





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Rally Corner

By The Rally Team

Dates for NCR Rally Events for the 2018 season have been set, so it's time to mark your calendars. We are planning six events, including two three-day Get-A-Way weekends plus one mid-week Bonus Event. A full listing of dates is below; two are currently open for registration.

Our Spring Get-A-Way will take us to Saratoga Springs, NY for a drive of low-traffic twisty back roads over rolling hills with a stop at the historic Saratoga National Historical Park—site of the Revolutionary War Battle of Saratoga. Optional activities include Saratoga Auto Museum, an evening of Harness Racing, Mineral Baths and Spa, the Saratoga Performing Arts Center, and village shops. See NCR web site for hotel information and Registration.

By popular demand our Fall Getaway will take us to Lake Placid, NY for a reprise of serpentine back roads that brought so much enjoyment to Porsche enthusiasts when we last visited in 2016. Accommodations on Mirror Lake within easy walking distance of shops and restaurants in the Village of Lake Placid will enhance your experience and give you easy driving access to Adirondack attractions, including cruises on Lake Placid, Whiteface Mtn, the Adirondack Museum, and Olympic venues such as the Ski Jump Facility, Ice Skating Arena, and Bobsled Run. See NCR web site for hotel information and Registration.

As an experiment, we are testing an optional one-night stay as part of our first event on May 12 to allow for extended enjoyment of the destination area. We also have added a one-day Bonus Event to intersect The Great Race, a 9-day TSD rally from Buffalo, NY to Halifax, NS to view 120 vintage cars running in the event.

NCR Rally / Tour Event Calendar for 2018

Rally Event #	Date(s)	Description	Status
1	May 12	Hildene and Manchester, VT Tour w/ overnight option. Enjoy Hildene (estate of Robert Todd Lincoln); village shops; Skyline Drive; Orvis Flagship Store, etc.	Planning
2	June 15-17	Spring Get-A-Way to Saratoga Springs, NY Driving tour w/ stop at Saratoga Nat. Historic Park; group lunch and dinner.	Registration Open
Bonus	June 26	The Great Race Intersect Short driving tour ending at Mt Washington Auto Road to view vintage Great Race Cars and meet crews. Lunch at local venues. http://www.greatrace.com/	Planning
3	July 14	TBD	TBD
4	Aug 18	TBD	TBD
5	September 15-17	Fall Get-A-Way Return to Lake Placid, NY Driving Tour w/ group lunch and dinner. Options: Lake Placid cruise; Adirondack Museum; Olympic facilities.	Registration Open
6	Oct 14	TBD	TBD

NCR 2018 Calendar

Dates are as of January 13 ... please check NCR Web Site for any recent updates

Here are the dates for the 2018 DE events:

April 21 st	Car Control Clinic – at New Hampshire Motor Speedway.
April 20 th , 21 st , & 22 nd	New Hampshire Motor Speedway – Friday is Advanced Day and Saturday will be in conjunction with the Car Control Clinic.
June 25 th & 26 th	Lime Rock Park.
September 7 th , 8 th , & 9 th	Club Motorsports, Tamworth NH.
October 6 th & 7 th	New Hampshire Motor Speedway – Make-a-Wish event is on Saturday and this will be our season closer.

Here are the dates for the 2018 Autocross events:

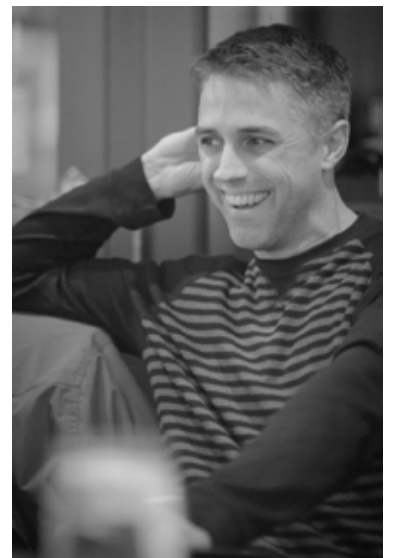
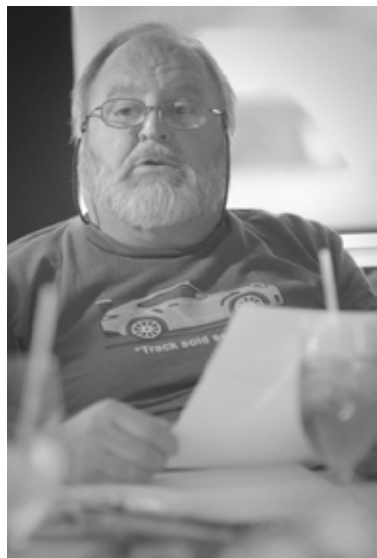
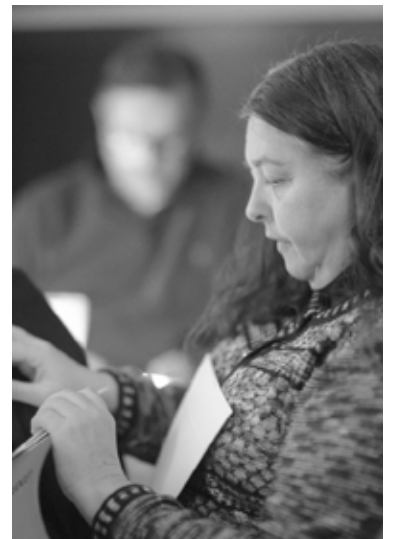
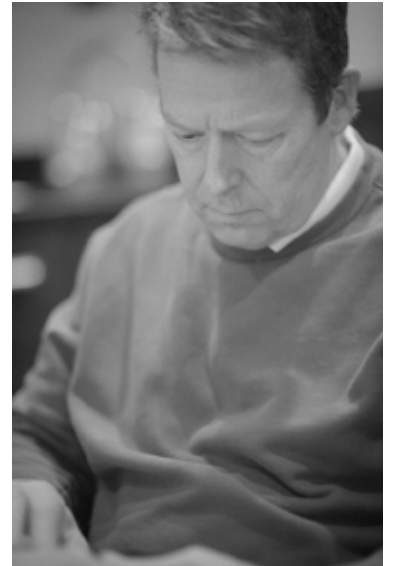
As *Northlander* goes to press on January 21 we do not have dates set for Autocross. Keep an eye on the web site and look for a update in our March issue.

Here are the dates for the 2018 Tech events:

February 17 th	10:00 AM @ Porsche of Stratham. Ian Berwick will give a presentation on brake pads.
---------------------------	--

NCR 2018 Planning Meeting ...

Board Members At Work, January 13, 2018





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Not Just Another Woman Driver ...

I have always loved to drive, beginning with my little red pedal car when I was 5. My love affair with Porsche began in my late teens. A friend of mine had an adorable 911 he called "The Silver Bullet". I loved the way it sounded, the way it smelled and the way it felt out on the road. One day we were zipping around when we came up behind a very slow Cadillac on a wide exit ramp. He said "Hang on!" and neatly proceeded to execute a pass. I was momentarily terrified but thrilled at the same time.

Fast forward to nine years ago. After 30 years of marriage, two grown children, not retiring, but having more free time, Dennis and I decided to buy a 1996 Porsche 993 Cabriolet. We thought it would be fun for Sunday drives together. We joined PCA and soon learned about Autocross. What a great start to our adventure! Getting more familiar with what our car could do was outstanding. We also attended a Car Control Clinic which further helped us explore braking, turning and tire adhesion limits. Someone mentioned that PCA sponsors events in which you could learn to drive your car on the track and we were intrigued. Dennis signed up and drove, I tagged along, went for an incentive ride, and that was it! We fell in love with DE (Drivers Education) and have been having the time of our lives ever since.

I still remember my first event as a Green driver at New Hampshire Motor Speedway. Waiting to go out on the track with my first instructor, Matt, my stomach was in knots. HOW DID I GET MYSELF INTO THIS MESS?!?!?! What was going to happen? Could I really do this? My instructor was kind and patient. He taught me how to navigate the corners and other cars at my own pace. Wow, it was awesome! I gained a bit of confidence. The second day of the event it rained and I was terrified all over again. I had a different instructor, John, who was also fabulous as he taught me to drive in the rain. He even made it fun! Having overcome my fear of driving on the track with other cars and in the rain, I knew I was going to be able to do DE.

Since then, Dennis and I have attended many events, not only at NHMS, but Lime Rock, Thompson, Palmer, Mont Tremblant, Calabogie, Tamworth and Watkins Glen (one of our favorites). Before marriage, Dennis and I attended a Formula 1 Grand Prix event at WGI in the 1970's. I remember leaving there with the thought of how awesome it would be to get to drive on that track. It was amazing at my first DE there as a Green Driver to realize that long forgotten dream ... LIFE IS GOOD! I have a treasured photo taken at that event in which Dennis is right behind me driving our newly acquired track car, both of us with instructors. These days I get to drive Solo as I have progressed over the years to driving in the Black (Advanced) Run Group. I still enjoy having an instructor ride with me and often it will be my husband!

They say about PCA, "It's not just the cars, it's the people". No truer words could be spoken. We share a comradery, a special bond unlike anything I have known. It's hard to capture precisely in words. It's not just about the Porsches, because we do not all drive them all the time. It's probably more about the experiences we share, the support we give each other and the fun we have together. People of different ages, different backgrounds, different levels of talent that share one thing in common ... WE LOVE TO DRIVE!

This article started out with me, but it is ending with you. If you love to drive your Porsche, and you have wondered what it can really do, or if you would like to experience the thrill of driving on a race track, you should consider signing up for a DE (Driver's Education). DE offers an opportunity to advance your skills and explore the potential of your car in a controlled and safe environment. You will be amazed! Consider this an invitation, from me and all of our track family to yours, to join the fun.

Hope to see you in New Hampshire!

Pam Mascetta



What's New With NCR Driver's Education?

Greetings from frozen New Hampshire. This month we look forward to the 2018 events and list some of the changes that you will see in the North Country Driver's Education Program.

This first welcome change is that all our events in New Hampshire will be on the weekend. That's right, no more trying to get those Tuesdays and Wednesdays cleared from the calendar. The Limerock Park event stays on the traditional Monday and Tuesday at the End of June. Here is a summary of each of our events. We will be sending out additional details and registration information over the next few weeks.

Season Opener – April 20 to April 22

We open the season at NHMS with a three-day event. Friday will kick off the season with a lot of track time for the Red, Black and White Run Groups. On Saturday we will be extending the Car Control Clinic Activities to include track time for the novices. Look for a Car Control Clinic update next month. Sunday will finish the weekend with our normal schedule for all the Run Groups.

Lime Rock Park Fun Day – June 25 and 26

We return for two days of fun at this iconic track at the end of June. This event always sells out early so watch your inbox for additional registration information.

Club Motorsports – September 7 to 9

We're back for three days at the "Best track in America". Those of us who drove this track last September were more than amazed at the elevation changes and the scenic views (not observed when driving at speed, of course).

Spring is a Long Time Coming – October 6 and 7

We close out our year at NHMS with a two-day weekend event that includes our Make-A-Wish activities. Bob Tucker is back as NCR's Chief Instructor. Bob led our instructors for the 2005-2007 seasons. See the article [page 21] from our outgoing Chief Instructor, Steve Schindler.

Our Safety Chair Mark Nadler has made several changes to the Tech Form for 2018. These changes make it easier for first timers to get started with our Driver's Education events. The helmet requirement now includes the M and K types and a mounted fire extinguisher is no longer required. Check out the 2018 tech form at this [link](#).

There is good news for those of us that take pleasure thinking about those warm days as we schedule our events for the year. We've implemented deferred credit card payments for our events. You can plan your year and register during these cold months and we will wait to bill your credit card until 30 days before the event.

That completes our opening laps under caution, stay tuned for many more updates from the NCR DE Team. Now where is that shovel?

NCR's Paddock Reporter



Passing The Torch ...

I bought my first Porsche in 1987, a black 944. I flogged it around the streets and canyons of southern California for a year, then traded it in on a mortgage, our first child, and a used Honda Accord.

Twenty years later, in 2007, I bought my second Porsche, a black 2000 Boxster S. A friend said “you should take it to the track.” I said, “The track? Really!?” In 2008, I joined NCR, and did a car control clinic and my first track day at New Hampshire Motor Speedway. I have been sliding down the slippery slope ever since. For the last 10 years, driving on the track has been my passion – at Driver’s Education (DE) events and PCA club races.

During that time, I have driven 15 tracks, met some great friends, shared many track events with our four kids, and now share nearly every event with my wife Mary, who also loves to drive and instruct. The Boxster has turned into a full race car, and our second Porsche, a 2002 996, will soon be a full race car.

DE is special. Where else can an average person take their car to real race tracks, and drive as fast as possible – with an instructor! It’s pretty cool. And if you stick with it, listen to your instructors, and practice, practice, you might advance to solo, and might someday advance to instructor. Such as it was for me, and after several years instructing, I got to be Chief Instructor with NCR.

During the last three years, I have had the pleasure of working with a great group of people – the instructors who are willing to get into a very fast car, with a total stranger, and teach them how to go . . . faster! And I have had the pleasure of working with the many volunteers who make our hobby possible. So much goes into planning and executing a DE event. It’s just such a good thing.

But, it is time to pass the torch to the next Chief Instructor, who is . . . Bob Tucker! Bob is a good guy, he’s been doing this longer than anybody, he’s one of the best instructors out there, he’s a racer, and he’s graciously offered to volunteer his time as CI, to help coordinate instructors and students at NCR events. For those who don’t know, Bob’s been here before. He was CI from 2005 through 2007. The three years before I started!

Bob was one of my first instructors. My eyes were wide, trying to take it all in . . . the flags, the cones, the meetings, the line, driving fast, etcetera. My small/overloaded brain couldn’t handle it, but Bob got me sorted. I still remember half (unfortunately only half) of what he said, and still use Bob’s terminology when I am instructing. “Good on speed, be smooth, trust the car.” Thank you, Bob.

I would also like to thank all the instructors who have made my job easy for the last few years. It is so nice to have that support.

And a special thank you to Damon Josz, NCR’s instructor of the year for 2017. Damon was engaged and helpful all year, he came to our events, he was willing to get into scary cars, and as an experienced instructor and racer, he lent some real wisdom. Picking the NCR instructor of the year is not easy, and Damon did a nice job.

Soon the weather will be good, and we’ll be back out there. I’ll be around, with others, to help coordinate instructor development, and we look forward to seeing you all ... at the track!

Thank you,

Steve Schindler



Factory Five Racing Plant Tour January 20, 2018

Text and iPhoneography by Jay Gratton, Tech Chair



North Country Region recently kicked off the 2018 tech session season with a visit to Factory Five Racing in Wareham, Massachusetts. This was NCR's first trip to Factory Five racing since 2012 and with the event being so well received then, a return trip was certainly overdue. On January 20th, thirty members from NER and NCR were treated to a firsthand look of the FFR operation.

Factory Five Racing was founded in 1995. Over the years they have grown from a start-up business in a small garage to become the world's largest manufacturer of component car kits. Factory Five Racing is truly a company like no other.

Every Factory Five is built for, or by, a customer and they have prided themselves on building such a strong reputation in the auto enthusiast community.

The team at Factory Five opened up their entire shop to NCR and walked us through the entire process of building one of their fine performance machines from start to finish. The attention to detail and quality which goes into each build is astounding. Whether you are looking to build a racecar, cruiser or something you can take to a local car show, these guys can build the car for you. I recently was able to drive a friend's 818 which is their two-seat roadster. In my opinion, it is a cross between a Boxster 981 and a Miata with a WRX motor mounted in the middle. Just an awesome car. I would be lying if I didn't say I was considering dipping into Sam's college fund to get one of these little 818's in my garage.

I want to thank Dave Smith and the crew at Factory Five Racing for once again welcoming us into their shop. Their passion for their work is contagious and they are all truly car people who know how to build cars for driving enthusiasts. If you weren't able to join us for our tech session, I encourage you to visit their website at www.factoryfive.com and learn about them and their building process. Then find a time when you can schedule a visit, I can assure you that you won't be disappointed.

Drive Safely!



Page 22: Judy tries a Mk 3 Roadster and likes it.

Page 23 clockwise from top left: NCR members admire the FFR showroom; a supercharged GTM chassis; Dave Smith of FFR describes FFR construction; a GTM; a '33 Hot Rod; body kits in inventory ready for happy customers.

Steve McQueen's Le Mans 908

Northlander receives an email and photographs from Anthony Keiller



Long time Northlander readers will be familiar with occasional stories from Anthony and replica Porsches built in Australia. Anthony's father, Andrew ... and his brother, Tim, are building cars in Melbourne. Anthony is now living in the UK and also building replicas. You may recall the articles and photographs Anthony sent us last year. The interview with Alan Hearn which was facilitated by Anthony.

Below I have copied Anthony's recent email with his story of a great find and unexpected delight.

Hello David

I was recently in Germany, near Munich, helping my friend with his chassis.

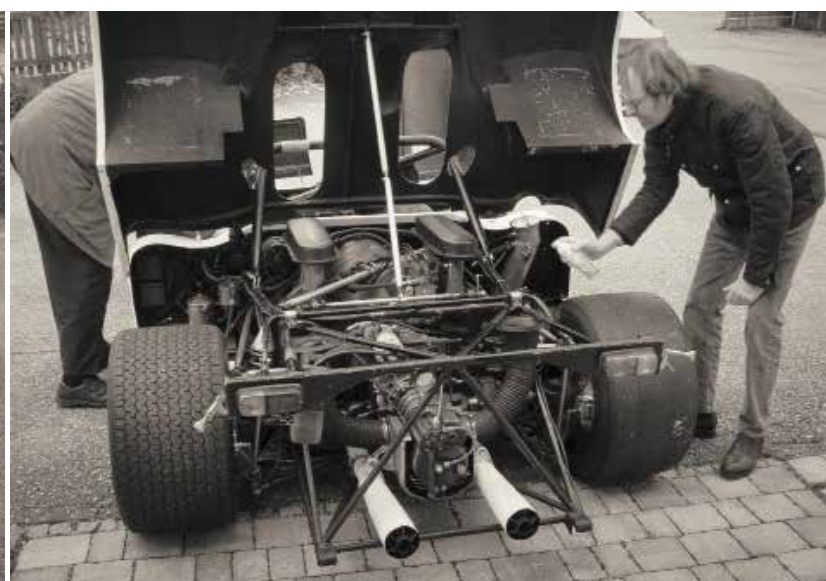
While there he took me to meet some friends who own the original Steve McQueen/Peter Revson Sebring 908 Spyder. They have owned it since the mid 1970's.

They had not run it for nearly a year. After a little spray of fuel in the trumpets it started and it sounded fantastic. Wasn't too loud. Not as loud as a F5000.

You would have liked the fact that one of the rarest Porsche race cars on the planet lives in a normal little garage. August is standing behind the car. He's about 80 years old and doesn't drive it anymore. His son, Marcus, drives it a couple of times each year. That is Marcus in the blue sweater ... I don't know who the person with the spray can is.

Recently they have run the car at a couple of the Le Mans Classics. One year they took it to the Le Mans Classic all done up as the camera car from the Le Mans movie. They have loads of documents and pictures of the history. They even went off and fished out the original bag fuel tank made for the car in 1970. It had all the manufacturer's information and date printed on the side, and Steve McQueen's name too.

*Regards,
Anthony*



If you are familiar with the book *A FRENCH KISS WITH DEATH* by Michael Keyser and Jonathan Williams you will recognize the #48 Solar Productions (Steve McQueen) 908. You can also find it in an old YouTube video being parked in a garage by August Deutsch behind a yellow 917 ... which I would guess is the Willi Kaushen 917 / 10 -001

The photo above right is interesting: looks like a vintage Dunlop R7 on the left and perhaps a Avon slick on the right. The Dunlop was used extensively thru the 1960s until the slick designs replaced them.

Brian's First Porsche Ride ...

Northlander receives a email and photographs from Brian Chandler



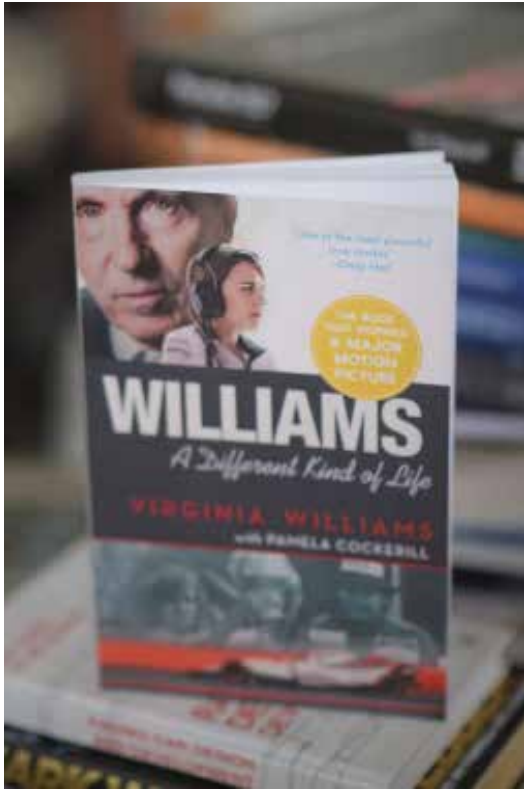
Long time Northlander readers will be familiar with occasional stories and art from Brian Chandler in Australia. Brian and your editor met in Grade 1 at Glen Dhu Primary School, many many years ago, just after your editor had been evicted from kindergarten. But that's another story. The story here is Brian's new garage which holds nine cars and would make Jay Leno envious. As you can see Brian is an Alfa fan. And you can read below what he thinks about Porsche performance.

I had my first ride in a Porsche yesterday. This was a 991 (naturally aspirated, 4-wheel drive) owned by my colleague Russell Paul. Russell has run this car in Targa Tasmania a couple of times and does other Porsche events such as Circuit Racing and Tarmac Rallies.

The Performance is shattering. We spent about a half hour on the sealed roads around Mt. Macedon. The fastest I have ever travelled by car! Very impressive, but a bit scary.

Two Truly Excellent Reads ...

Northlander's editor reviews two wonderful winter reads on motor sports



WILLIAMS A Different Kind Of Life

Virginia (Ginny) Williams
and Pamela Cockerill

One evening in November I was surfing on my laptop looking for a movie and bumped into a title mentioning the “Williams family” illustrated by photos of Sir Frank Williams and Claire Williams. This had to be about Williams F1. It is. But it is not about the cars. It is about the family. It is about the tribulations and the eventual success of Sir Frank and the more recent success of Claire managing the business. But it is also, and more to the point, about Virginia Williams and her strength, patience, support, vision, and tolerance.

To watch a movie is to see the perspective of the director. In this case it is the British director Morgan Mathews of Minnow Films. There is nothing wrong with this ... indeed this movie captures some very intimate and poignant moments which only a visual/video can deliver. Specifically I was moved by the part wherein Sir Frank relates the accident at the Dutch Grand Prix which took the life of his friend Piers Courage, by the interviews between Ginny Williams and her writer friend Pamela Cockerill, and towards the end where Claire asks her father to read the book and he continues to not want to read it “just now”. The movie is fantastic. The book the movie is based on perhaps is more so.

Ginny Williams began writing *Williams: A Different Kind of Life* in 1988. It was originally published in 1991. You may recall Sir Frank had his terrible accident, which left him paralyzed, in 1986. The book was begun, without Sir Frank's knowledge, just after their marriage broke down and Ginny moved to her own house in London. It is amazing, to me, she was able to write so candidly, so honestly, and with such humor in parts with the recent events so close. The humor, I warn you, is British and can perhaps upset Americans or make them blush. A spade is a spade.

The humor I refer to is, in part, the story of Sir Frank's frugality and refusal to spend money on anything but the business. For example, while in Montreal for the GP Ginny's friend Bernadette Laffite (the wife of driver Jacques Laffite) mentioned her new mink coat and Jacques pressured Sir Frank to buy one for Ginny. Sir Frank was unmoved. So Jacques bought Ginny a mink coat and told Sir Frank he could re-pay him over ten years. It appears that payment never happened.

continued on page 28 ...

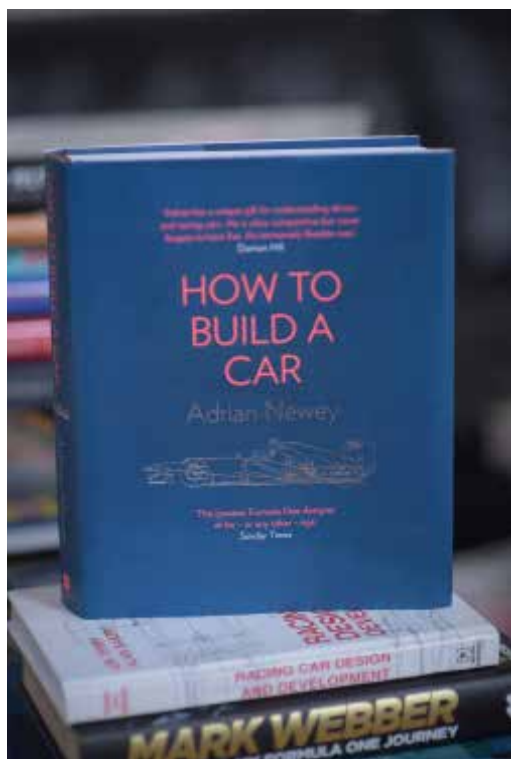
Another notable giggle is the story of Ginny and Bev Jones (wife of driver Alan Jones) at the US GP in Watkins Glen. In those days The Glen was a primitive place and the loo (toilets) very primitive. The team had the use of a helicopter to ferry them from the town to the circuit and at one point the two ladies took the chopper back to the hotel for a brief visit and then back to the circuit. Sir Frank was horrified and admonished Ginny for having him pay \$300 for her to pee.

Sir Frank had a peculiar style of business. He was dedicated ... to the cars. People around him did not always receive consideration and this attitude extended to staff, drivers, and even his family. There was humor in this too ... he was once given five pounds (\$15) and sent for fish and chips but he came back with spark plugs. He often had financial problems and just as often told a bank manager he would "take his overdraft elsewhere". While there is humor in this the back story is Ginny's financial management which really is what kept the company alive.

Success came after Alan Jones joined the company. They began to win F1 races and the championships for drivers and constructors. Well, so one might think. Ginny points out that it was no overnight success nor was it due only to recent efforts by Frank, Patrick Head, and Alan Jones. It was due to the efforts of the previous 12 years of hard slog.

The accident is described in great detail. The events in France immediately following the accident are described in such detail you will be hard pressed not to be choked up. Ginny describes the help, and the lack of help, and names the people involved. No mercy is shown. Many thanks are given to people who you will recognize: Bernie Ecclestone, and (Prof) Sid Watkins, amongst them. Later when Sir Frank is moved from hospital to his home Ron Dennis is mentioned for putting a nurse on his payroll but who was to take care of Sir Frank. Ron Dennis also purchased, from the USA, a special bed for a paralyzed patient.

I must stop this review here or I will end up writing a word by word review. Sufficient perhaps that I first urge you to read this book. It is a fantastic read. I will advise you too that you will need a lot of Kleenex. I did.



How to Build a Car

Adrian Newey

We all have our heroes and we are all fans of someone. Some of us follow movie stars, some of us follow football stars. And some gear heads follow engineering stars. I have my favorites like Isambard Kingdom Brunel ... he was not into motor sports but if he was alive today he would be. In motor sports I have admired, for years, the Brit engineers such as Colin Chapman and Len Terry and their German equivalents such as Hans Mezger and Norbert Singer. In recent years, since Red Bull became so famous, another Brit name has kept my attention: Adrian Newey.

Adrian Newey was certainly known since the early 70s in motor racing circles and he has become known to all of us who follow the sport in recent years. He has now written a book.

How to Build a Car is perhaps not a really accurate title for the book ... it does not give you a lesson by lesson way to build a car. But what it does tell you is the lesson by lesson of how Adrian applied aerodynamics to racing cars and gained supremacy over his competition. This book, just as with the other book reviewed here, is written with British spelling and British humour (humor).

Way back in time, just several years ago, I read a story which said Adrian does not use CAD (Computer Aided Design) but he prefers to use a drafting board and draw at ... half scale. Half scale! I suppose that saves a lot of walking up and down the board for a car which might be 15 feet long. But the designers I met in Detroit in the 70s all made their drawings at full scale and had boards 15 feet long. Adrian confirms in the first pages of the book he uses a board, French curves, erasers, and has not learned CAD. Later he admits to a preference to sketch on A4 paper with a 0.7mm HB pencil and then move to the drawing board and draw on vellum with a 0.3mm 4H pencil. Amazing. And the photo indicates he is left handed (he is) and the drafting machine is right handed. Truly amazing.

Early in the book there is an introduction to fundamental aerodynamic principles and a mention of early engineering by people such as Colin Chapman, Harvey Postlethwaite, and Gordon Murray. Here are a couple more names for you to look up if you do not already know them ... Gordon Murray is a South African who worked for Brabham and McLaren. He designed the McLaren F1 super car. Harvey was a designer at March and Ferrari and also Adrian's first boss. Adrian was hired not after a tedious interview but after having allowed Harvey to ride his Ducati.

You might get a giggle from the above story. A few pages later you are introduced to a Brit word: squits. The story goes that on his first races away from the UK the team had arrived in Sicily and set the car up for the race. The food of choice in that hot weather was ... watermelon. It turns out the watermelon had been irrigated by less than hygienic water and the team all had the squits. Once the race started they spent the remainder of the race in the loo. One must presume from this story the driver had not had any watermelon.

Again to avoid reviewing word by word I will be brief and assure you this is a great read. It covers gear boxes which flex, wings which fall off, successes and failures. There is an in depth, and moving, description of Ayrton Senna's fatal accident. Adrian Newey and Frank Williams were charged with manslaughter at the time. There is an explanation of why the original FICA was changed to FOCA (it's naughty, you need to read it) and there is a detailed description of some very miserable behavior by some very famous names. At one point Adrian asks his reader: have you read *Animal Farm*?

As a final paragraph here I will mention one more piece of British humour. After the first Red Bull 1 - 2 finish there was a huge celebration at Christian Horner's house where, after having a few, Adrian did donuts in a Ferrari, drink in hand, on Christian's immaculate lawn. He was an overnight guest (good move!) and woke the next morning with a hangover and some embarrassment. Some years later while the Red Bull building was being renovated Adrian took a short cut, brief case in hand, from his office to the parking lot. Curious about the construction he went under a barrier and onto the "floor" only to find it was plaster board and he crashed thru and down. He had to toss his brief case up and over and then climb out. It was all caught on the CCTV and later shown by Christian at a very posh awards dinner. Sweet revenge for the lawn damage and typical Brit humor ... ah, humour.



The EVs Are Coming ...

Northlander's editor reviews the exciting subject of electric cars

Where did all this EV (Electric Vehicle) stuff begin? Where is it at today? And where is it going? Three good questions on which I will try to shed some light in the following paragraphs. I will note here the research for this article was far more tedious than I expected when I started but it turned out to be a fantastic read. The release of new information is a tidal wave. To share this I have listed at the end of this article most of the links I have used as a source of information.

Porsche people might be tempted to think it all began with the Porsche Lohner. That would not be correct. But to refer to the Porsche Lohner Mixte (1899) as the first HEV (Hybrid Electric Vehicle) would be correct. It did not begin with Grandma Duck's electric either. That was a Detroit Electric (1908) built by the Anderson Electric Car Company and it was 24v 2kW DC. The first electric vehicle is attributed to Anderson, a Scotsman, somewhere between 1832-1839 but this vehicle was more related to a locomotive than to a car... and it was not rechargeable. A Dutchman, Prof. Stratingh, and his assistant built a electric vehicle in 1835. In 1842 Davenport in Vermont built a electric vehicle. In 1884 Thomas Parker, in London UK, built a rechargeable vehicle and he is acknowledged as the builder of the first true EV.

The Porsche Lohner design (1899) with its motor in each wheel provided a basis for vehicles which followed including the Moon Rover. The first version was a 2-wheel drive and it was followed by the 4-wheel drive version. It was not a rechargeable and it carried a battery pack weighing 1.8 tonnes (1800 kilograms) and had a gross vehicle weight of 4 tonnes.

Where is the technology at today? I must respond to this question with a pun. It's all charged up and moving fast. Charged with what? 240v, 400v, or 800v? Into what? Li-ion battery pack or SuperCaps? And what is the capacity measured in? KiloWatt-Hours (kWh) or Joules? The SI metric unit is Joule and there are 3,600,000 of them in a kWh. You can see already there are a lot of new TLAs (Three Letter Acronyms) to learn.

And how fast is the technology moving? Three seconds acceleration to 100 kph (62 mph) seems to be a new norm and applies to Tesla as much as to exotic hypercars. But be cautious of these numbers ... they usually apply to fully charged



Photograph and drawing of the Mission E courtesy of Presse Porsche

batteries and if you do it a few times you will get a dose of RA (Range Anxiety). The technology for batteries is moving fast Li-ion is getting cheaper and a new battery pack with Zinc-Air batteries is on the horizon. Where we are at today, and what we think, is changing every day.

Where is the technology at today? This question requires a few paragraphs to address. Not long ago I thought of a EV as being a forklift truck or a golf cart. I think the Tesla Roadster (2008, based on a Lotus; 185 kW, 53 kWh Li-ion, 393 km (245 miles) range) caught my attention. The Porsche 911 Hybrid (2010) really caught my attention and not only because of the EV feature but also because its energy storage was a flywheel system, built by Williams F1 Engineering, spinning at 40,000 rpm, placed in the passenger's seat. I would not like to be a driver sitting next to that many RPMs and volts ... sitting in the passenger's seat with it is a really scary thought. The technology moved on and soon we had the Porsche 918 Hybrid and the 919 at Le Mans in 2014. The Hybrid Panamera is selling well. The Porsche Mission E is due to be on sale in 2020 ... the Mission E is NOT a Hybrid ... it is electric only. And the Porsche 911 E? We won't go there just now. But the factory must be taking an interest in the 911 conversions made in Australia and the UK even though those projects are privateers and they carry a ton of batteries. Well, ok, half a ton. And what of that 911 recently seen testing at Monza making strange noises, like a KERS would, as it braked? A 911 with KERS? And with what electric storage, and what is it released into?

So going back to those TLAs, new names, and new terminologies: REEV (**R**ange **E**xtended EV), PEV (**P**lug-in EV), PHEV (**P**lug-in **H**ybrid EV), BEV (**B**attery EV), ILEV (**L**ight **W**eight EV), MPGe (**M**iles **P**er **G**allon **E**quivalent), RA (**R**ange **A**nxiety), Type P2 HV (**P**arallel **H**ybrid **V**ehicle - **2** clutch), KDD (**K**oenigsegg **D**irect **D**rive), YASA (**Y**okeless **A**nd **S**egmented **A**rmature) Axial Flux motor.

The MPGe is worth explaining: one gallon of gasoline has the equivalent energy of 33.7 kWh. So, a car may have a MPGe rating "number" but this does not address range nor cost per mile.



There is a lot of new terms, and components, to learn if we are to continue to call ourselves gear heads. Some of these terms, and components, are making a presence in Formula E. Formula E is BEV, ie: not Hybrids.

Formula E is gaining in popularity and manufacturers providing cars include: Audi, BMW, Jaguar, NextEV, Nissan, and in 2019 also Porsche. The racing is not as fast (about 145 mph tops), or as noisy (whoosh and hum only), as F1 but it is real racing. It will improve the technologies to be used by road cars. The series has attracted some famous drivers from endurance racing and there is speculation Felipe Massa will race this year in Formula E.

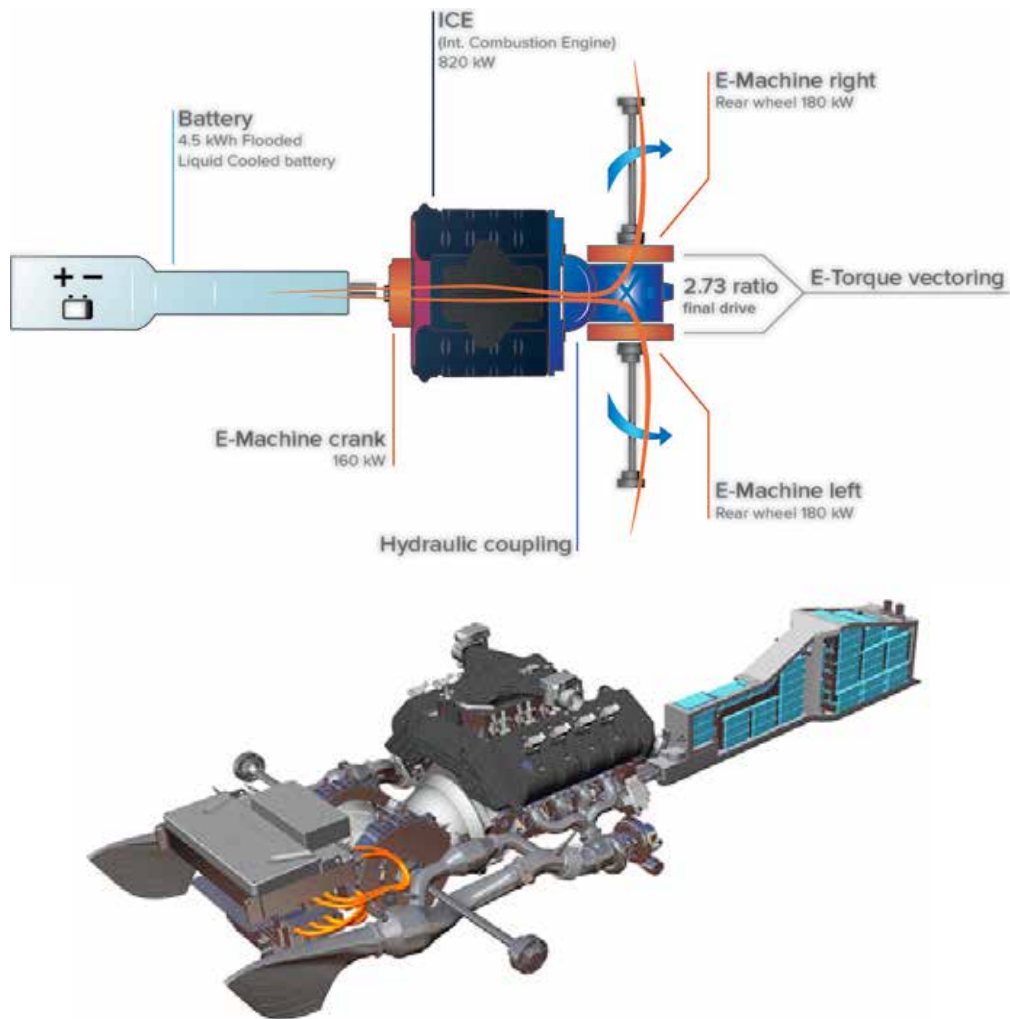
Some notable designs of the recent few years illustrate the choices and compromises engineers and manufacturers must make to get the best possible combinations of cost to buy, performance, range, battery pack life and degradation, battery replacement and battery recycling. I'll describe a couple of designs of interest in the next paragraphs.

Drayson B12/69 EV ... a BEV built by Drayson Racing Technologies in the UK. It is based on a LOLA chassis powered by four 160 kW YASA motors with a total of 850 hp. Top speed is near 200 mph and 0 - 60 is three seconds. For a few years it was the world's fastest EV. A BBC video illustrating the car is worth a look: click [here](#).

Jaguar C-X75 (with assistance from Williams F1 Engineering) ... a REEV ... initially built with four YASA motors with a total of 778 hp and range extending made possible by two Bladon jet turbines which are 100mm diameter by 1000mm long spinning at 80,000 RPM. The turbines look very cool sitting behind the driver. A later version of the car used a Atkinson cycle ICE instead of the Bladons. A limited production run was cancelled due to rising costs and limited market.

RIMAC from Croatia is an early participant in the EV hypercar field. Eight cars have been built and sold. It is an 800 kW BEV.

In the USA Shelby has a EV. Factory Five Racing has a EV version of their 818 and my curiosity made me look for a Factory



Photograph and diagrams of the Regera courtesy of Koenigsegg

Five Racing GTM EV ... yes, there is one. For more information on conversions and specials check out EVWEST: click [here](#)

Of all the cars that I have looked at three in particular stand out as really very special. They are: Porsche Mission E, Koenigsegg Regera, and the NextEV NIO EP9. The Mission E and EP9 are both BEV. The Regera is a new and patented approach using an ICE (**I**nternal **C**ombustion **E**ngine) combined with three YASA motors ... but please do not call it a Hybrid.

Porsche Mission E has been in the press since 2015 and sales are expected to begin in 2019. Details of the car have been limited until recently when some specs were "leaked" to the press. Perhaps this is a bit of PR to offset the Tesla specs and suggested pricing. The Mission E is in Tesla's price and performance zone but it has the added advantage of being a Porsche and looking like a Porsche. When the Mission E was introduced at the 2015 Frankfurt Motor Show it was described as 440 kW (600 hp), 800v turbocharged, AWD, and 500 km (312 miles) range, 15 minutes to charge to 80%, 3.5 seconds 0-60 mph, and able to maintain this performance after numerous accelerations. Turbocharged? Yes, a new context of the word ... the grid charges the charging station over a period and the power is held at the charging station until it is quickly (turbo) passed to the car at 800v. A few new specs have been released/leaked in January 2018: there will be three models ... 300 kW (402 HP), 400 kW (536 hp), and 500 kW (670 hp). The 0-60 MPH is 3.5 seconds and top speed is 155 mph. Autonomous Level 4, no suicide doors as on the prototype. And \$75,000 for the base version. Exciting stuff.

The Koenigsegg Regera is built in Sweden by the same dedicated enthusiasts and their partners who brought us the 1:ONE (one hp to each kilogram of vehicle weight). The Regera is beautiful to look at but its beauty is functional too: ground effects, wing with top mounting links and flush mounting wing when it is not in use, hood and doors all power open/close, and the "transmission" is not a gear box but a fluid drive (designed, patented, and built by Koenigsegg) which stays as a fluid connection until the car is up to speed and then it "locks" to make a rigid connection to the final drive. Two YASA motors are on the half shafts to the rear wheels to provide electric drive and to get the car up to speed for the



Photograph of the EP9 courtesy of NextEV

ICE to take over. A third YASA is used as a starter motor and once the ICE is running this YASA is used to generate torque fill. And the performance? A whopping total of 1100 Megawatts (1800 hp) which comes from the ICE (a twin turbo 1.4 bar boost 5.0L V8 built by Koenigsegg) plus the three YASA motors combination 525 kW (700 hp).

Which TLA is appropriate for the Regera drive? KDD (**K**oenigsegg **D**irect **D**rive) is the preferred TLA. Christian Von Koenigsegg does not like the term "Hybrid" used to describe this system. It is a unique system which is clearly different but clearly works. It will surely be imitated in the future. But How does it work? The press release describes the electric only mode, the electric plus ICE combination, the hydraulic coupling's actions, and the driver's interface (HMI) of the right foot and two paddles. I feel something is missing in the explanation so I did a patent search on Koenigsegg and found extracts on the turbos and exhaust systems Christian designed but I found nothing on the KDD. I found many articles quoting the press release and only one with a question on "how" ... I think there have to be a few sensors, a black box, and an algorithm (perhaps two?) not mentioned. I will have to ask Koenigsegg. The complete construction run of the Regera has been sold out.

The NextEV NIO EP9 is built by a Chinese startup. The project for design build took only 18 months. Kris Tomasson is VP of Design, David Hilton is Senior Design Director (but he recently moved on to another Chinese manufacturer), and Jochen Paesen is responsible for Interior Design. These three gentlemen are "famous" in the automobile industry for their respective talents. Jochen Paesen is also a photographer and artist of note ... see the link to his web site below.

The EP9 is beautiful to look at, it is aerodynamic (ground effects), it uses Li-ion battery packs, which can be recharged or swapped out, and it has four YASA motors. Power output is one Megawatt (1340 hp). The car went around Nürburgring in 6 minutes 45.9 seconds and claims to be the world's fastest EV. Using our TLAs it is a BEV PEV. A second production run has been set in motion since the first eight units sold out.

As I come to write this final paragraph I have just moments ago read the press release on the Fisker EMotion. Not a lot of technical detail available but there is a claim the special Li-ion battery pack will allow a 400 mile range and a coming new version of it will allow a full charge in about a minute. The price of the car is north of \$120,000. Shortly after this I read about a Japanese EV which is intended to one up the EP9. It is amazing to me just how fast things are moving. Technology on steroids. A great time in history to be a gear head.

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More tempting photographs of the featured EVs

Porsche Mission E



Koenigsegg Regera



NextEV EP9

They're Passing, One By One

By Danielle Badler

What's happening to the members of what Tom Brokaw named "The Greatest Generation?" I'll tell you what's happening. They're passing, one by one.

Dan Gurney. Growing up, when I started to follow racing in the '60s, he was my idol. Along with Jim Clark. In fact, I believe there's a story that Clark's mother told Gurney, maybe at Jimmy's funeral in '68, that, of all the racers he competed against, he respected Gurney the most.

I saw Gurney race once, at the Can Am race at Bridgehampton, also in '68. He was in his Olsonite Eagle. It was also the first race I ever saw, live. At the time, I was scraping nickels together, debating endlessly whether to buy my first sports car, a '64 Triumph TR-4, from a friend of my family. For all the money I had in the world, \$800. Of course, I came home and bought the car. How could I not?

That car is long gone, and so is the track.

Gurney was the centerpiece of a whole wide world that I was introduced to, in the pages of Road & Track and Car and Driver. Names and places that I would barely dare to think about, for fear they really didn't exist. Monaco. Spa. Zandvoort. Silverstone. Monza.

In the early years of Car and Driver under the editorial hand of David E. Davis, Jr., who also passed away a few years ago, the magazine did a lot of outrageous stuff. In fact, I believe the first issue under David E. was the legendary Pontiac GTO/Ferrari GTO comparison. Although they never actually had a Ferrari GTO to test. No matter.

Then there was the "Gurney for President" campaign. The magazine printed up bumper stickers, pins... all the paraphernalia. In 1964. Did Dan have a platform? No. In David E.'s eyes, he was just a better all-around person than the candidates who were running. And the whole idea was outrageous enough to sell magazines. Despite the fact that Gurney was 33 ... too young to be President.

What immortalized him to me was the original Cannonball Baker Sea-to-Shining-Sea Memorial Trophy Dash. Remember? Gurney and Car and Driver scribe Brock Yates, in Kirk F. White's blue Ferrari Daytona.

I remember the story that, after the run, Kirk F. White offered to sell the car to Gurney. For something like \$15,000. Gurney didn't buy it. He didn't have the money. The car's now in somebody's collection, and worth millions.

Brock Yates is no longer with us, either. Brock "The Assassin" Yates. I loved his writing.

The other thing about Gurney I thought was interesting was that his wife, Evi, had been working for "Dr. Porsche," Huschke von Hanstein, who for many years was Porsche's PR director. He was a legend too. Evi married Gurney in 1969 and moved to the U.S.

And then there are the cars. The Ford GT 40 with the bubble top so that Dan could fit with his helmet on. The All American Eagle Formula 1 car, in which he won at Spa in 1967. I read somewhere that, at the time, he didn't think it was that big a deal, the fact that an American won in a car of his own design. He thought more wins would come. But they didn't.

Nonetheless, you have to admit. It's perhaps the most esthetically beautiful Formula 1 car ever made.

And, yes, after winning Le Mans in 1967 with A.J. Foyt, spraying the crowd with his magnum of champagne and, thereby, starting a trend.

The Gurney Flap. The Alligator. Which was a motorcycle where the rider sat low behind the gas tank. It made a lot of sense - lowered center of gravity. But it didn't sell.

In the obituary in The New York Times, Gurney is quoted as saying he considered himself a careful driver. "Race driving is a form of brinksmanship, I suppose. First you use your judgment to determine where the brink is. Then you use your skill to approach the brink and stay at that point.

"It's sort of like balancing along a cliff," he continued. "You can walk three or four feet from the cliff and have no problem, but someone closer to the edge can beat you. You need judgment to tell you where the edge of the cliff is and skill to get there and stay within a given safety margin."

Gurney was asked once, "you don't think about crashing, do you?"

"Don't think about it?" he said. "I think about it all the time. That's the essence of this, isn't it? To go as fast as you can without getting killed."



In 1964 your editor was a young photographer just arrived in USA from Tasmania and at the Indy 500 surrounded by his hero drivers. The photograph above of Dan Gurney was taken just minutes after the horrendous crash in turn 4 ... hence his stunned look. Dan Gurney ... an American hero ... bigger than Spiderman, or Captain Marvel, more super than Superman ... he should have been President.

That'll Be The Day

By Danielle Badler

As is my wont, I'm an inveterate collector of clippings from various sources. It's a constant thing, to try to find patterns, new points of view, new revelations about the automobile, and about our favorite marque, in the greater scheme of things.

Here are my latest finds.

Arjay Miller died recently, at 101. Miller was one of the fabled "whiz kids" who Henry Ford II brought in, in the late '40s, to help reinvent ... and save ... the Ford Motor Company. That group included Robert McNamara, who went on to become Ford president and then Secretary of Defense under JFK ... and helped lead us into that dirty little war.

But I digress. Miller would also become Ford president, and then dean of the Graduate School of Business at Stanford. In his obituary in The New York Times, I ran across several fascinating quotes. The first is this.

"We're lucky in the auto business. So many businesses have to work hard to create a demand. But for us, the minute a kid hits 16 he automatically wants a car."

Here's the second. "All we need to stay in business and grow, is to have more people and higher incomes."

Hmm. I wonder, I really wonder, what he would say about the creeping disruption the auto industry is undergoing.

Because here's a series of quotes I came across from the Sunday New York Times Magazine, Nov. 12, 2017 edition, which devoted the whole issue ... that's right, the whole issue ... to "Life After Driving."

In a series of interviews with nearly a dozen Ford executives, the reporter said "barely anyone mentioned cars or trucks at all. Instead I heard the Ford Motor Company described as a 'mobility solutions provider' that engages in 'multimodal journey planning.'"

The company's new internal mission statement, the reporter wrote, is "To become the world's most trusted mobility company by designing smart vehicles for a smart world." It's not exactly "Built Ford Tough," the reporter noted.

But, alas, all does not seem to be lost, at least if you believe a story from Bloomberg News. The headline? "As rich get richer, exotic carmakers get orders."

Here's a sample. "Over the past five years, the five brands that sell their cars for \$200,000 and up - Bentley Motors, Ferrari, Automobili Lamborghini, McLaren Automotive and Rolls-Royce - have collectively managed a 51% increase in the annual number of machines sold. Last year, 30,000 of these exotic beasts roared out of dealerships."

The reason, according to the author, is there are far more rich people in the world than five years ago. How to market to them? The reporter quotes the head of communications for Rolls-Royce, "... we say we're not a car company, we're a luxury goods maker."

Yeah, I know, Porsche was not included among the five brands. Although we all know that the marque's high-end offerings fit the profile quite easily.

Nonetheless the fact remains. Among the ultra well-heeled, Arjay Miller's quotes still hold water ... or do they hold highly corrosive super premium gasoline?

Porsche buys in, big time. There was a story recently on Motorauthority with the headline "Porsche believes it will set standards and thrive in the electric-car era."

Here's the lead; "Porsche has seen tremendous transformation over decades of operation. Arguably it faces another new challenge in the era of electric cars. The brand isn't worried, however, and chief financial officer Lutz Meschke believes Porsche will set its own standards and thrive as it has in the coming wave of electrification"

Confused? Well, for the last word, I turn to "Maximum" Bob Lutz. He was recently interviewed by Motorauthority, and the resulting story led with the headline "Bob Lutz gives grim prediction for the future of the automobile."

According to the author, Lutz stated we are "approaching the end of the automotive era."

"As self-driving technology progresses," the author writes, "(Lutz) sees fully autonomous pods you hail for a ride replacing privately owned cars. Some people will still want to own their own pod but the majority is likely to just hail a ride when needed. Remember, the average car spends around 95 % of its life sitting and doing nothing."

There's more. "And naturally performance doesn't matter if no one's doing the driving. The pods will be differentiated, however. For example, there will be different body styles available depending on your need. There will also be different grades available from basic to luxury. Some makers such as Rolls-Royce or Bentley could still be around, offering flashy, privately owned pods. People wanting to flaunt their wealth likely won't change anytime soon."

Sounds to me a bit like a modern take on the private railroad car, from a certain gilded age. But who am I to judge. I just collect quotes where I find them.

As for me, I can't wait for next year, when we'll maybe, just maybe, get a real peak at what the automotive future may actually hold. O joy! Happy Holidays and New Year!

My New Year's Resolutions

By Danielle Badler

In this winter of our discontent, I can't seem to shake a very strong drive to go on record with some personal direction for the New Year. Is that rational? Am I providing some hope, some stability, for the future? I don't know. Maybe it's just frustration over the feeling that, every day, I've lost my equilibrium. Maybe not.

Regardless, here goes.

I will stop berating Porsche for building and selling sport utility vehicles at a rate of two to one over sports cars and sporty sedans. That's the ratio, and I don't see it changing any time soon. The market is speaking. And so, I would guess, are profit margins. What to do? I'm reminded of the subtitle to the movie "Dr. Strangelove." Do you remember? "How I learned to stop worrying and love the bomb."

I will stop berating Porsche for not coming out with a pick-up. I mean, if you really want volume, so to speak, and profit margins, what better way than by chopping the back off its SUVs and touting load hauling capability and towing prowess?

I will stop berating Porsche for allegedly developing a car to slot in above the 911 range, including the Turbo, and below the 918. This vehicle is supposed to compete directly with the Ferrari 488 and Lamborghini Huracan. I mean, really. Is that what the world needs now? Another fun vehicle for the .1 percent?

I will stop berating Porsche for blithely saying ... used cars ... are the niche-filler if you're interested in spending anything below the price of the Boxster/Cayman fraternal twins. Oh yes, a cheaper entry level offering has been rumored from time to time, again and again, only to disappear in a cloud of minimal profitability.

continued on page 40 ...

I will stop berating Porsche for playing the horsepower race with the Cayenne SUV. Is there any end to this lunacy? That's highly unlikely, once the performance numbers for the Lamborghini Urus come out. Despite the fact that they're all part of the Volkswagen umbrella, right? Right?

I will stop berating Porsche for abandoning sports prototype racing in favor of Formula E. Can this be? Here we are, worshipping every sports racer from the RSR through the 917, the 935 and the 962, right up through the 919 ... and driving the auction prices of these museum masterpieces through the roof. To be replaced by plug-in vacuum cleaners?

And while we're at it, I will stop berating Formula 1 for trying to "create some excitement." If they're not careful, we'll soon see pace cars mysteriously entering the track and leading the field as soon as we get down to a few laps left, because of "debris on the track." Does that sound familiar? Like a certain spec series that grew out of Southern roots?

I will stop berating Bernie Ecclestone for the excitement of his continuing quotability. His latest? "Liberty Media needs to be a dictator." I'm not making this up.

I will stop berating Chase Carey, F1 CEO, for stating that the sport needs to generate interest from a "new generation." All I can say is good luck with that. Was it his idea to do the rip-off of an American football halftime show at the start of the US Grand Prix this year? I wonder what that new generation of fans in Singapore and Shanghai and Abu Dhabi thought.

I will stop berating Jean Todt, who was just re-elected president of the FIA, for saying that Formula 1 cars today, especially Mercedes, are too reliable. Really, look it up. And that, according to Todt, is what makes F1 racing boring. I have a better idea; reinstitute refueling.

I will stop berating Lewis Hamilton for stating unequivocally that he will not race at Indy or Daytona this coming year. But it's a real shame, isn't it. Jim Clark did Indy, and won. Graham Hill did it. Fernando Alonso did it last year and almost won. In fact, he was treated on Gasoline Alley as if he walked on air. What a shame. Lewis would enjoy that.

I will stop berating the continued rise in prices for cars sold at auction. I mean, after all, I own a late '70s 911 that's finally tripled in value, after years of flat-lining. But I can't help remembering a line a boss of mine threw at me once. "Trees don't grow to the sky." What I am still preoccupied with is the fact that, once my generation, a generation that remembers when a late '70s 911 was new, wheelchairs into an independent living abode, who will covet my baby?

I will stop berating myself for chastising myself, again and again, over whether I should sell my 911, and doing it before the market collapses from under me. Should I sell it? Should I? Ahh, not so fast. I think I'll just go for a drive, and then I'll decide. And I think I already know the answer, at least for another year. Happy New Year! And happy trails!

BTW

The photograph at top of the adjacent page is from Presse Porsche. This is how to photograph your Porsche ... a big room with backdrop and reflectors. Interesting to see the light from above is bounced and not a light box. This photo was made with a Canon full frame as is usual for Porsche reportage. For the studio shots they usually use a digital medium format Hasselblad.



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For Sale: 2002 Carrera 4 (with Tiptronic) Cabriolet, silver with black top and interior, 69,500 miles. Has IMS bearing upgrade, ABS brakes (like new), Bose Surround Sound, GPS, and car cover. This "special edition" is much "younger" than its 69,500 miles because it was reconditioned, body-wise and mechanically, following a recent accident. Car looks and runs beautifully and has always been garaged. Documentation of repairs by shops are available. Asking \$22,800. Like Concours Show car – detailed by experts.



For Sale:

914 inner rocker panels R & L new in box \$125 each

914 rear stiffening kit 10 piece new \$100

set of 4 Chrome 911 alloy wheels 10x18 ET 65, 7.5x18 ET 50. \$600 Don't fit my Boxster or GT3 (will trade for early Boxter S 18" wheels in same condition)

Complete set of Pano's (I think) from 1960, some with binders. Will not break up set. Offers.

Many copies of Excellence, 356 Registry, and Christophorus available.

2003 Audi Allroad 121,000 miles. 2.7 TT, auto. needs battery, tires, air suspension work. runs, drives. A/C and Bose work. For parts or refurb. \$1000

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For Sale:

1984 911 Rims and Tires - \$1600

4 Tires & Rims & Center Caps. Milla Miglia Cup 1 Rims. (5x130 Bolt pattern). All excellent condition! No curb Scuffs. Slight nicks. All straight. Fronts: 205/50Z17, 89y: 1/2 worn. (17x7.5 wheel). Rears: 255/40Z17, 94y: 5/8 Worn. (17x9 wheel). Bridgestone Potenza S03 Pole Position. Price is negotiable, buyer pays shipping.

Contact: Dan
Exeter Motor Works, Exeter, NH
T: (603) 772-3183
ExeterMotorWorks@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: Set of 4 20" OZ Leggera HLT in Bright Race Grey. Fits 981 Cayman or Boxster- Comes with Porsche and OZ Center Caps and ships in original boxes. No Valve Stems or TPMS. Fronts: 20" x 8.5" Offset 55mm 22lbs Rears: 20" x 10." Offset 45mm Used for one summer on my 981 Cayman that i have recently sold. Excellent condition, no curb rash, dents, etc.. \$1,550.00 Contact Tom at Tder@harman.com



For Sale: FVD Brombacher Speed Yellow Gauge Face Set for 987.1 Cayman with Manual Transmission. High quality aftermarket gauge face set made in Germany. Brand New-Never installed. Sold my 987.1 prior to mounting. \$350.00 Contact Tom at Tder@harman.com



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



For Sale: Chrome Roll Bar - \$375
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contact Robert: r_kivela@yahoo.com

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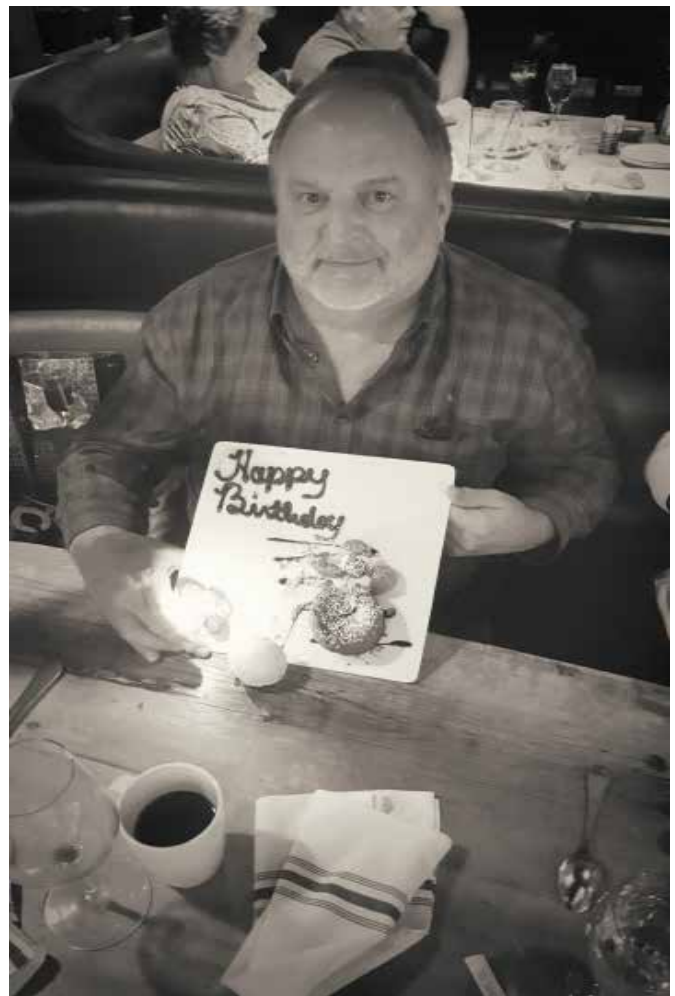
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BTW



November 29, 2017 ... Joe celebrated his 65th birthday at Tuscan Kitchen in Burlington Ma. with NCR colleagues: Lisa, Judy, Miriam, Ivy, and David.

NEXT MONTH

Autocross annual pool party.

NCR annual Yankee Swap.

Ian Berwick, Pagid; brake pads.

A story about a Weber find.



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

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

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

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

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