

NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 42 – Number 1

January – February 2019



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NCR PLANNING MEETING 2019

NCR YANKEE SWAP 2019

NCR AUTOCROSS POOL PARTY 2019

PORSCHE 911 TYPE 992

AND ... MUCH MORE



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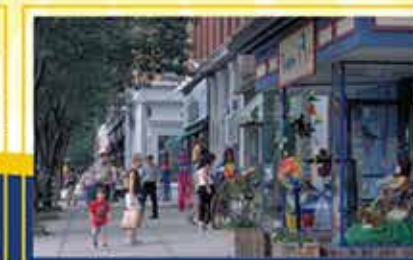


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The regular article and Advertising closing date for the Northlander is the 1st of the month preceding the publication month. See page 48 for advertising rates.

NORTHLANDER

**NORTH COUNTRY REGION
PORSCHE CLUB OF AMERICA**

Volume 42 – Number 1
January – February 2019

Upcoming Events

2019 IS HERE

As *Northlander* goes to press our 2019 calendar is almost final. Please check our web site for updates.

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On the Cover

A new Porsche for the new year ... the Type 992 is evolution and not revolution and it is every bit a true 911.

Once again we are using the inside front cover to add a second photograph of our cover feature. See also page 26.

Photograph by Porsche



10



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EDITOR'S DESK



The new year is here. Out with the old and in with the new. What's new?

The *Northlander* you are now holding, or viewing, is ever so slightly new. We have used a new and modern type face (*Roboto*) in many places and made the general appearance a little brighter. Just a subtle change. Evolution but not revolution. The photo above of your editor is new. But it continues the nostalgia thingy by including my 1972 Hasselblad. I love this camera after 40 years of use even though it is not digital. A digital Hasselblad would cost as much as a Porsche Cayman. I think I would prefer the Porsche just now.

A new year and we have a new President at NCR. Welcome, Bill – we look forward to your monthly articles in *Northlander*. And welcome to Stephen Allen – our new Vice President. A Veep is often a invisible person, sort of behind the curtain, so we have a brief bio on Stephen in this issue – see page 9.

The Porsche 992 is new. Also a evolution and not a revolution. The 911 shape is an icon and the icon is now in its 8th form. You can still see the 901 and the G-body and a bit of the 993 – just a subtle change. The designer, Michael Mauer, explained he had “straightened a few lines and smoothed a few curves” – and he has – but it is still a 911. How does one find such inspiration? Michael Mauer lives in Germany, in the mountains and by a lake near the Swiss border. His commute to work is through some really beautiful countryside. And once at the office he is in a building which is a work of art itself. Inspirational? Perhaps. But he describes his work as part inspiration but mostly perspiration.

Porsche photographers made the photo on our cover and they have made the car look so desirable and tempting. Want one? I do. But I also want to keep my 1984 Carrera. I could not part with that classic.

So as I write here, and you read here, we are in mid-winter again. Spring is a long time coming. But every day that passes is a day closer to spring and our 2019 NCR events. We will start with our Planning Meeting, then on to our Yankee Swap, and then the Autocross Pool Party. All these events should be covered in this issue of *Northlander*. Already I look forward to our first events with our Porsches. And I am looking forward to Formula E this year. Why? Because Porsche have received their Dallara spec chassis, and they have their drive train on the test bench. Porsche will join the series later in the year ... see page 36.

I am looking forward to the contributions from *Northlander* readers. Last year was very gratifying. Great articles and excellent photography. Already I have a few promises for new material. Please consider sharing your Porsche stories with us.

And, finally, if you are a fan of print and you are reading *Northlander* 2019 in print form— bless you. A thousand blessings upon you.

Happy New Year!

David

MEMBERSHIP



Kristin Allen

NEW MEMBERS:

Nick Anderle, Meriden, NH – 2019 911 Carrera GTS
Tim Burton, Danville, NH – 1999 911 Carrera Cabriolet
Sean Marler, Goffstown, NH – 2007 911 Carrera 4S
Anand Natrajan, Manchester, NH – 2018 911 Carrera 4S
Brian Anderson, Londonderry, NH – 1986 911 Carrera
Matt Burns, Moultonborough, NH – 2017 Macan S
Alan Morgenthau, Hampton, NH – 1986 911 Carrera Targa
Jonathan Scott, Nashua, NH – 1978 928
Scott Zimmermann, Newmarket, NH – 2016 Cayman

January and February Member Anniversaries:

1 Year

Mike Aronson, Waterville Valley, NH – 2001 911 Carrera Cabriolet
Stephen Burns, Concord, NH – 2000 911 Carrera 4
Barry Dyke, Hampton, NH – 2005 Boxster S
James Hollander, Plainfield, NH – 2014 Cayenne Turbo S
Dean Laughy, Franklin, NH – 2017 911 Targa 4S
Paul Musto, Hampton, NH – 2015 911 Carrera 4S Cabriolet
Stephen Pereira, Bedford, NH – 2017 Macan S

2 Years

Charles Benson, Salem, NH – 2018 911 Carrera 4S Cabriolet
Gordon Cate, Stratham, NH – 2001 911 Carrera Cabriolet
Thomas Cooper, New London, NH – 2005 911 Carrera
Eric Decker, Dover, NH – 2002 911 Carrera 4S
Richard Dionne, Robert Dionne, Pelham, NH – 1979 911 SC
Bruce Erickson, Portsmouth, NH – 1997 911 Carrera
Paul Kayser, Amherst, NH – 2003 911 Turbo
Harold McComas, Manchester, NH – 1996 911 Carrera
Jeremy McCurdy, Danville, NH – 2014 Cayman S
Chuck McGee, Lisa McGee, Moultonborough, NH – 2016 Cayman GTS
Jo Ann Sigua, Skyler Sigua, North Sutton, NH – 2016 Panamera GTS

5 Years

Richard Abbott, Teresa Wallace, New Boston, NH – 1970 911 T
Felipe Avery-Miranda, Westborough, MA – 1977 911
Michael Costolo, Angela Costolo, Amherst, NH – 2003 911 Carrera 4
Peter Giza, Tammy Giza, Auburn, NH – 1978 928

20 Years

Gerard Gonzalez, Portsmouth, NH – 2007 911 Carrera
Anne-lee Verville, Martin Verville, Hopkinton, NH – 1999 Boxster

25 Years

Michael Shevlin, Monique Shevlin, Portsmouth, NH – 1986 911 Carrera
David Whitney, Patricia Whitney, Thornton, NH – 1983 944

40 Years!

Raymond Ayer, Devon Ayer, Monmouth, ME – 1963 356

41 Years!

Richard Currier, South Berwick, ME – 1977 911 S

43 Years!

Mark Curtin, Hannah Curtin, Fitzwilliam, NH – 1971 914-6

45 Years!

J Gilbert, Sally Gilbert, Wolfeboro, NH – 1962 356

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

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

PRESIDENT



Bill Hutchens

I am so proud to be the new president of North Country Region PCA and to lead such a great group of dedicated enthusiasts.

As I look across our club of some 1000 regular and associate members I think we are in great shape. There is not much to do other than keep the engine well maintained and keep the car between the lines – so to speak.

Our programs are in great shape. DE has become ever more popular and with the addition of Tamworth – a real draw for us track oriented members including myself. The autocross team continues to offer great experience for those members interested in exploring the limits of their cars in a safe and controlled environment. The rally/tour program is attracting a lot of people and is very well received by those who enjoy the comradery of travelling with like minded individuals. The concours and social events add additional flavor to the mix.

As we enter 2019 I am confident the great success will continue. My goals are to increase the membership by expanding and deepening our relationship with Porsche of Stratham and Porsche of Nashua. Additionally I want to ensure that we work well and coordinate activities with other PCA regions in our area.

As always we will be charitable and donate our income over expenses to worthy causes. Please reach out to me at any time with suggestions and feel free to attend any of our regularly scheduled board meetings.

Happy New Year!

Bill

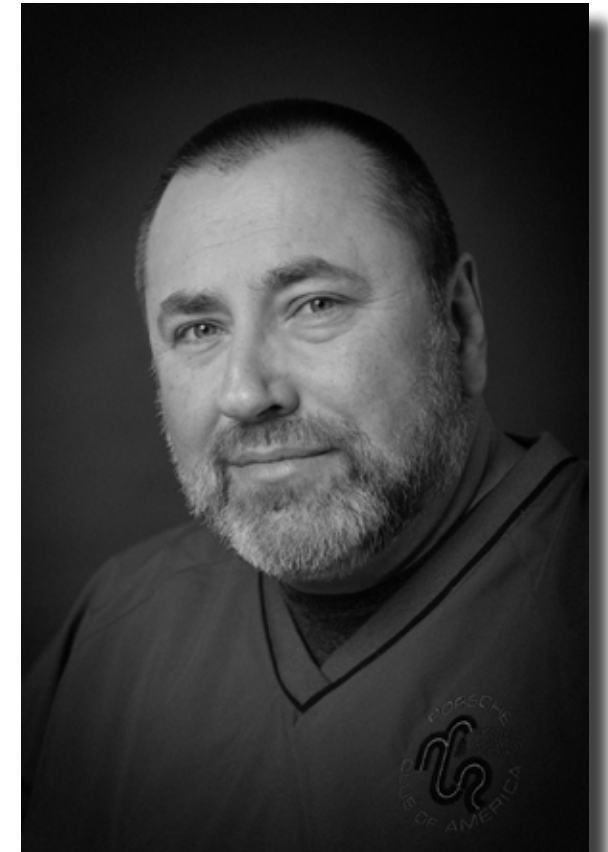
VICE PRESIDENT

THE INVISIBLE MAN

In many organizations a position of “vice” anything often means that individual is working hard but a virtual invisible person. Not always. And not at NCR.

Our Vice Presidents work and usually step up at some point in time to be President.

For 2019 Stephen Allen is NCR’s Vice President ... the short bio below and the accompanying photograph are intended to bring Stephen to your attention and make him “visible” to the members.



From behind the wheel of Stephen Allen:

My wife Kristin Allen and I joined the club in 2011 when I came back from my tour in Afghanistan with the U.S. Army. She had been to a couple of events; was hooked, and said we need to get involved. She purchased a 1990 944S2 and we got a family membership with the club (FYI she is currently the Membership Chair). The 944 has some company in the garage: A 1963 Beetle, a 1963 Chevy Corvair and a 1963 Dune Buggy (the year a pure coincidence). I arrived at my first driving event with my 2011 Camaro 2SS and was warmly greeted by the DE team given I wasn’t a Porsche owner. I did get the “you know your engine is in the wrong spot” but I think the sight of a Chevy badge in their rear-views has pushed my fellow drivers’ skills forward. Since then we have met some wonderful people and made life-long friends.

The club is always needing folks to give back to an organization that offers so much by a team of dedicated volunteers. At this year’s banquet I asked my wife (with a glimmer in my eye, apparently) what a Vice President does. This was enough for her to volunteer me for the role. With an all-hands vote, I’m in. I’m glad to do what I can for the club because of the enjoyment it has brought me over these recent few years and the many more coming in the future.

My goals for this year are to see how we can reach out to our members to get involved in the club in some capacity like myself. And to ensure our events are enjoyable, informative and challenging to all members.



NCR PLANNING MEETING 2019

Photographs by David Churcher



NCR YANKEE SWAP 2019

Photographs by David Churcher & Ivy Cowles



NCR AUTOCROSS POOL PARTY 2019

Photographs by Anker Berg-Sonne



Photograph by Bill White: Mirror Lake at sunrise Lake Placid, NY, during NCR Get-A-Way Weekend 2018



RALLY CORNER

By The Rally Team

Attention Rally and Tour fans! Our Rally/Tour season will soon be off and running. Planners are poring over maps, checking out possible destinations, and looking for suitable rest stops where we can relax and perhaps grab a bit of refreshment before proceeding toward our destination for the day.

All this planning activity means we need your input, your ideas for interesting destinations, and your suggestions for curvy, low-traffic driving routes suitable for our Porsches. Have a favorite scenic spot, museum, historic area, or restaurant? Let us know about it. If you want to contribute by test-driving a route or checking out a rest stop, or maybe sampling food at a potential lunch stop or destination, then we need to hear from you. Your contributions are needed to keep the Rally Program fresh and fun for everyone.

The tentative schedule for Rally Events is provided below. The schedule is tentative because, as of press time for Northlander, we do not yet have confirmation for all NCR calendar entries. We all desire to minimize date conflicts with other programs to the greatest extent possible. Watch this space and the online NCR calendar for revisions and updated information.

Please make your voice heard. Come join the fun. Contribute to the fun. Contact Rally@NCR-PCA.ORG.



Tentative NCR Rally/Tour Program for 2019 Season

Event No.	Date(s) [Alternate Date(s)]	Description
1	5/19	TBD
2	6/31 – 7/2	Spring Getaway
3	7/13 [7/20]	TBD
4	8/18	Gimmick
5	9/20 – 9/22 [9/27 – 9/29]	Fall Getaway
6	10/26 – 10/27	Whiskey & More Tour (Overnight Stay Required)



Inspirational rally photographs on this page by Harv Ames.



DRIVER'S ED

By The Driver's Ed Team

High Performance Driver's Education 2019

For all of you patiently waiting for the snow to end and the temps to warm up (count me as one of you) I would like to introduce myself and Dave Porter as your incoming track co-chairs for the upcoming track season. I would also like to give a big thank you to Pat Maloney for doing this job for the last four years. There are countless details that go into providing our club with the opportunity to exercise our beloved cars on a real race track in a safe, controlled environment and Pat was the orchestra leader, herding the cats and pulling it off for those four years. Thanks Pat!

2019 will be a different season for us for a number of reasons, but we intend to make it safe, fun and assist all of you who come to our events in becoming better drivers both on and off the track. We will have a very limited exposure to NHMS in 2019 due to difficulty in obtaining weekend dates that did not conflict with other events and or holidays. We have experienced a dramatic drop in attendance to our events at this track over the last two years and just cannot continue to lose club money at that rate. We will be having a one-day event there on August 1st for those of you who do not make the road trip to Watkins Glen or Mt Tremblant. It will also provide an opportunity for those of you who have stopped coming to DE events with an older less powerful car as we will have two "vintage" run groups for you folks on that day.

Our Lime Rock event was moved by the track operators this year so we will be there on July 22 & 23 for what will be a fun time at a real iconic venue. We will be hosting two events at the new track in Tamworth NH this year at what is fast becoming a favorite due to the amazing elevation changes and variety of corners that test all ability levels.

The 2019 schedule has been posted on our website and is in this newsletter along with the NER schedule. Our intention is to work with the NER club to provide a seamless progression for driver advancement and instructor training going forward. We hope you will come to our events and support your club so we can continue this activity as long as the lawyers and insurance companies allow us to. If you have never driven on a track but have always wanted to, we make it safe, fun and non-intimidating. Make this the year you give it a try. You will make lifelong friends and become a better driver!

Cheers,

Dennis Mascetta

NCR-PCA track co-chair



NCR DE CALENDAR OF EVENTS 2019

May 24, 25, 26 - Fri, Sat, Sun

Thompson (NER/NCR)

June 7, 8, & 9th - Fri, Sat, Sun

Palmer (NER)

July 5, 6 & 7 - Fri, Sat, Sun

Mont-Tremblant (NER/NNJR)

July 22 & 23

Lime Rock Park (NCR)

August 1

NHMS (NCR/NER)

August 9, 10 & 11

Fri, Sat, Sun - Watkins Glen (NER)

August 13, 14 & 15

Tue, Wed, Thur - Calabogie (NER)

September 6, 7 & 8

Tamworth (NCR)

September 20, 21 & 22

Fri, Sat, Sun - Palmer (NER)

October 19 & 20

Tamworth (NCR)



FILM, DIGITAL, AND SOME MATH

By David Churcher

There is a certain sort of pleasure to be had by going back in time to things we knew and loved years ago. Old cameras and old Porsches fit this idea. Sometimes though it is hard to deny the new stuff is far superior. But that nostalgia thingy can be powerful. My 1972 Hasselblad calls to me occasionally and I long for that feeling I get when using it and I recall the wonderful prints I made from film. This is a story of how I tried to recreate the good old days and found I can't. Almost can, but not quite.

During the recent 45 or so years I have had several special moments with new toys. In 1972 I went home with two silver boxes: finally a Hasselblad 500c and a 150 Sonnar lens. In 2002 Ellen Beck drove me to a rendezvous to pick up my [new] 1984 Carrera 911. The two events have a lot in common in as much as I had gained two of my favorite toys. As time passed I enjoyed these two pieces of history almost daily. But later in 2002 I bought a Nikon D100 and gave in to the urge/need to go digital in photography. That started a new learning curve and it started a numbers game. Here we are in early 2019 and the mathematics of film vs. digital is a topic worth discussing.

The recent events which have started this fuss are several and they are sort of related. In December 2018 I had to move all the furniture and books and boxes here at Chez David so the landlord could replace all the windows in all of the building. But even though it was a pain, really a pain, I was forced to open albums, open Ilford boxes, and open Kodak boxes — all filled with photo prints ... lots of stuff from years ago. A lot of Hasselblad shots in there I would like to print again.

I had recently exposed a roll of Fuji Color in the Hasselblad just for nostalgia. How could I get to make prints like I used to? I have some glorious Hasselblad prints on the wall at Chez David but many more are negatives filed away. Could I build my wet dark room again? I still have all my Nikkor tanks and the Durst enlarger.

No!

Oh, I do miss the smell of developer and hypo and the thrill of seeing those big prints come up in the developer tray. I do not miss the mess and set up and clean up. My darkroom skills are good but now just good memories.

So what does one do with film these days? Particularly if one has a Hasselblad, or a Pentax 6x7, or a Fuji "Texas Leica" and want to have the "film look"? Ah ... one goes looking for a wet lab. And one finds quickly they do not exist. Gone. History. Labs will process your film, scan it, and then inkjet print it.

What are the choices? Can digital give us the film look and resolution? Can we still have that Hasselblad look?

So here is where I must swerve left and bring up the mathematics of film and digital. If you have never been a film photographer, never used a medium format film camera, a Nikon F, or a M3 Leica this may be lost on you. But you might consider it a history lesson.

A good film such as ADOX KB 17, or Ilford Pan F, in your Leica, or Nikon F, or similar — could resolve about 70~100 lines per millimeter. The frame is 36mm wide so we have about 3600 "lines" resolved. We must consider, at this point, also the H&D curve, the contrast, Gamma, enlarger lens, paper printed on ... yada yada ... but in principle ... 3600. My first digital Nikon (D100) was 2000x3008 pixels. Should be about as good as the films just mentioned. Surprisingly it was close even though not an exact comparison. Recently I looked at some of those old D100 files and I am amazed at how good they look. I then moved to a Nikon D2H which was 1632x2464. Should be a step backwards perhaps. But no. The resulting prints do not even hint at being less. I have a print from a D2H file on the wall in front of me as I write ... it is a Porsche RSK at Daytona, the print was made in about 2007 by our late NCR colleague Don Osborne. It's a stunning print. From the D2H I went on to a Nikon D3 and then the D810 and I watched my friends move on to digital Leicas, D850, Canons, and SONY. The Mega Pixel numbers and the file sizes are mind blowing. But with a 19x13 print in hand is there a BIG visible difference? There is a difference, I admit, but it depends also on the scene, the post op in Photoshop or Alien Skin, etc. Those pixel numbers alone are not the whole story ... certainly not if you loved Tri-X or HP5 from 35mm.

But what about those Hasselblads?

Can we shoot film, scan it, and still have that film feel?

My most recent shots came back with the negatives in a sleeve and the JPG files on a disc scanned at 2400x2400. If you divide 2400 by 300 (the pixels in the scan divided by the desired printing resolution of 300 dots per inch) you get 8. So — one can expect a decent 8x8 inch print even if it is a scan and a inkjet print. I brought those scans into InDesign for *Northlander* and got a shock. Not really sharp, not really smooth, not good. Oh dear. Why?

continued on page 22 ...



The above photo of Damon Josz at Lime Rock was taken with the Hasselblad 500c using a Sonnar 150 f4 and Fuji 400 — the film was then scanned at 2400x2400 on a Noritsu Koki scanner, and then enhanced with Alien Skin X3. The clip at left shows my film on the right and a fresh film on the left. The aging of my Fuji is clear and did not help my quest. The above reproduction has a slight pattern to it which is less evident in the 8x8 inkjet print. But the whole exercise has left me wishing for the beautiful 16x16 prints I used to make in the 70s and 80s.

Parallel to the above I had noticed the Vivian Maier * exhibition was being made from her negatives scanned in groups on a flat bed scanner. Hmmm. Those final prints looked really super. Hmmm. I had seen Planton's ** prints made by scans from film in a drum scanner. Hmmm. What is happening here??

I am lucky to have a colleague in Dover who has been my go to lab for 18 years. Steve Frank owns Photosmith Imaging and has a related lab called Old School Photography. Steve has processed all my film since 2002 and made many of my prints. He is also a first class techie and he addressed my recent Hasselblad concerns. My first question to Steve was: can we get old fashioned wet darkroom prints today? Nope. For 15 years now the industry has been scanning and printing by inkjet. Can we get higher res scans from Hasselblad negatives? Yes ... 4800x4800 but at a higher cost although not a bank busting cost. And drum scans ... some labs out there do excellent really high resolution stuff ... at \$75 - \$125 PER FRAME! That is bank busting. I checked on the services offered by some other labs such as The Dark Room in San Clemente, Duggal in NYC, and a group in Chicago who made my Lambda print (digital/laser/C print chemical processed paper) ... no luck. My Hasselblad film days are now going to be digital days.

My Fuji film has been in the fridge a couple of years. Should be good. I thought. For years we were taught unexposed film was safe for a long time if stored in a fridge. Seems it is not necessarily so. Steve spent some time looking at my problem film and noted it had a color cast/fog ... it had aged and this was not helping things.

What am I to do with my lovely old Hasselblad? Buy a digital back? I can get a used **Phase One** back with less than 20MP for about \$1200. But this old equipment will not do what I am looking for. Will I get some old negatives scanned at 4800? Probably. It would be interesting to see what the results are. Or I could buy a new 100MP 53x40mm chip Hasselblad H6D-400c for a mere \$47,995. But that would be the end of my Cayman with a PDK plan.

But why this obsession with film and a old camera?

Why do I drive a 1984 Carrera? Why do some friends drive a 356? Because. Just because. Because we can, because we remember when, and we love that old tech. Meanwhile ... for serious and trouble free photography we can use a modern DSLR, or mirror-less SLR, use a good lab for printing and enjoy the technology. Meanwhile I will take my Hasselblad for a test run and see if I can get the film feel again but with a little digital help and help from Alien Skin's film imitation software.

References and some shameless plugs for people who deserve them:

Photosmith
263 Central Ave.
Dover, NH 03820
phone: 603-742-6659
web for digital printing: www.photosmithimaging.com

www.TheDarkRoom.com

www.duggal.com

* Vivian Maier ... is an American photographer whose photographs were found in a yard sale long after she passed away. It is an amazing, if a bit sad, story and worth your time to Google and then enjoy.

** Platon ... is a Brit photographer who has done TIME covers, portraits of US Presidents, and fashion. He is worth a Google and a search on YouTube.

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The Limerock Loyalty Program is for clubs and individuals ... to obtain your membership card email Mitch Conroy at mitch@limerock.com and indicate you are a member of NCR-PCA



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The new 2020 Porsche 911 – a design icon and high-tech sports car

The new 2020 Porsche 911 debuts in its most important market

Los Angeles. Faster, Porsche presented the 8th generation of the 911 in Petree Hall at the Los Angeles Auto Show. “California is the ideal place to introduce the new 911. California has been like a second home to Porsche for decades,” comments Oliver Blume, CEO of Porsche AG. “The 8th generation of the 911 is even more powerful, even more emotional, and even more efficient than its predecessor – and also offers extensive digital features. And in spite of all the innovations, the 911 is still just what it has always been: a pure sports car and the pulsing heart of Porsche: our icon.”

Unmistakably committed to the Porsche design DNA, sporting a much more muscular look and an interior featuring a 10.9-inch touchscreen monitor, the new 911 is timeless – and also modern. Intelligent control and chassis elements as well as innovative assistance systems combine the masterfully uncompromising driving dynamics for which the classic rear-engine sports car is famous, with the demands of the digital world.

The next generation of twin-turbocharged flat-six engines has been further developed and is more powerful than ever before, offering 443 hp in the S models. The efficiency of the power train has been optimized by an improved injection process as well as a new layout for the turbochargers and charge air cooling system. The engine is mated to a new eight-speed PDK (Porsche Doppelkupplung) dual clutch transmission. A manual transmission will be available at a later date. The top track speeds are now 191 mph (Carrera S) and 190 mph for the Carrera 4S all-wheel-drive version. Additional highlights include the standard Porsche Wet Mode, an innovative world first designed to make driving on wet roads even safer, optional Night Vision Assist with a thermal imaging camera, as well as comprehensive connectivity that uses swarm data when Porsche Connect Plus is activated.

Detlev von Platen, Member of the Executive Board for Sales and Marketing at Porsche AG, emphasized the importance of the North American market for the sports car manufacturer: “U.S. customers purchased more than 55,000 Porsches in 2017, and the American importer and distributor Porsche Cars North America is on track to achieve a new record figure in 2018. Ultimately, no model better symbolizes the American love affair with Porsche than the 911. One in three Porsche 911s built in Zuffenhausen goes to the USA.”

An exterior design that draws on earlier generations of the 911

The exterior design is familiar and yet unmistakably new. The eighth-generation 911 is wider, more assertive, and more advanced. Wider fenders arch over the large 20 inch wheels at the front and 21 inch wheels at the rear. All models now feature the wider body previously reserved for 911 Carrera 4, GTS and GT3 models, which is 1.7 inches (44 mm) wider at the rear fenders. The front end of all models – now 1.8 inches (45 mm) wider – revives a traditional feature of earlier 911 generations: a front luggage compartment lid with a distinctive recess in front of the wind shield. Both elements visually lengthen the front of the vehicle and give it a particularly dynamic appearance. At the same time, the newly developed LED headlights illustrate how technology has advanced in the 911. These headlights are integrated into the fenders almost seamlessly, and feature the round and upright shape characteristic of classic 911 models. Flush integration of the door handles that extend when needed emphasize the tapered and smooth side contour. The exterior mirrors have also been redesigned and are optimized to reduce wind noise.

The rear of the new 911 is dominated by the significantly wider, variable-position spoiler and the seamless, elegant light bar. The vertically arranged louvers of the rear deck lid grille above the air intake echo the contours of the rear window. As a distinguishing feature, the rear-wheel-drive Carrera S models have black louvers, while the all-wheel-drive Carrera 4S models have silver elements. The centrally located third brake light has also been integrated into the rear deck lid grille. Since this is obscured when the rear spoiler is extended, there is a second brake light mounted in the spoiler itself. With the exception of the front and rear fasciae, the entire outer skin of the car is now made of aluminum.

Redesigned interior with clear lines

The interior is distinctive, with clear, straight lines and recessed instruments defining the dashboard. The 911 models from the 1970s provided the inspiration here as well. As in the original 911, the new dashboard covers the entire width between two horizontal levels. Alongside the centrally positioned tachometer, two thin, frameless freeform displays provide information to the driver. Below the new Porsche Communication Management (PCM) system, a control panel of five buttons with the look of classic toggle switches creates the transition to the center console controls. The seats have also been fundamentally modified. The adapted geometry offers significantly better lateral support in the shoulder areas. Although the seat is now positioned five millimeters lower than in the previous model and has a minimally thinner seat cushion, seating comfort has been improved overall.

In the area of digitalization, the 911 takes the next step into the future with further improved connectivity, as well as new functions and services. The standard PCM system features Porsche Connect Plus including online traffic information based on swarm data. (A subscription is required after an initial 12 month trial period.)

New assistance systems increase safety and comfort

As a world first, Porsche has developed the Wet Mode, which is included as standard equipment on the 2020 Porsche 911. This function detects water on the road, preconditions the stability control and anti-lock brake systems accordingly, and warns the driver. The driver can then call up vehicle settings particularly suited for wet roads at push of a button, or by means of the mode switch on the steering wheel (when fitted with the optional Sport Chrono Package). The camera-based warning and brake assist system, also fitted as standard, detects the risk of collision with other vehicles, pedestrians and cyclists. It initiates emergency braking when necessary. Night Vision Assist with a thermal imaging camera is optionally available for the 911 for the first time. The Adaptive Cruise Control option includes automatic distance control, stop-and-go functionality, and an innovative Emergency Assist function.

The next generation of flat-six engines

The turbocharged flat-six engines also enter a new generation with the new 911. The primary focus of advanced development here was on further enhancing performance. New, larger turbochargers with a symmetrical layout and electrically controlled wastegate valves, a completely redesigned charge air cooling system, and use for the first time of piezo fuel injectors all improve the engine in key areas: responsiveness, power, torque characteristic, endurance and its free-revving nature. The

enhanced engines make 443 horsepower at 6,500 rpm, 23 hp more than the previous model. The maximum torque of 390 lb-ft (22 lb-ft up from the previous model) is available within a wide powerband from 2,300 to 5,000 rpm.

The 2020 911 Carrera S has a base MSRP of \$113,200, while the 2020 911 Carrera 4S will start at \$120,600, each not including the delivery, processing and handling fee of \$1,050. The new models can be ordered now and are expected to reach U.S. dealers in Summer 2019.

The Porsche 911 mythology, right on the wrist

Porsche Design is honoring the new generation of the 911 with a special edition watch limited to 911 pieces: the “911 Chronograph Timeless Machine Limited Edition.” The unmistakable design of the automotive icon is reflected in the puristic design of this timepiece and the contours of the titanium housing. Even the generously dimensioned black dial is derived from its motorized fore-runner. The white pointers and indicators guarantee maximum readability both in the cockpit and on the wrist. The totalizer at 6 o’clock references the sports car icon with the markings at 3/6/9 and 11. The same is true for the silhouette of the 911 on the dial, and the strap that is produced using genuine Porsche interior leather. The special edition watch will be available from April 2019 in an exclusively boxed edition which also includes a special limitation badge.

The masterpiece from Zuffenhausen – seven past generations of an icon

A legend was born at the International Motor Show Germany (IAA) in Frankfurt. September 12, 1963: Porsche presented the highly anticipated successor to the 356 – a sports car had started the car manufacturer’s brand history in Gmünd, Austria some 15 years prior. 111,995 examples of the original 911 – initially called the 901 – were built before the model was discontinued.

Ten years later, in 1973, the G series 911 launched with fundamental changes. Many of these became necessary because of stricter safety requirements around the world. Porsche relied on powerful turbo engines and a galvanized body in its top model, additionally launching a Cabriolet version of the 911 and the Speedster, alongside the Targa. 198,496 Porsche 911 G Series cars were built up to 1989.

Its successor, referred to internally as type 964, was first shown in 1988. The first model variants of the 964 generation show just how advanced the new 911 was: all-wheel drive was introduced to the series for the first time on the Carrera 4, with Porsche having originally designed it for the 959 high-performance sports car. The 911 Carrera 2 with rear-wheel drive followed in 1989. Along with the Coupé, the Cabriolet and Targa versions also celebrated their debut at the same time. 85% of the 964 was made from newly designed parts. 63,762 third-generation Porsche 911s were produced within six years.

The fourth generation of the 911 – the type 993 – is today considered one of the most desirable editions. Initially, Porsche offered it only as a Coupé and Cabriolet. The Targa made its debut in 1995, incorporating a new concept: instead of a removable folding roof panel, it had a glass roof with a large surface area, which could be retracted under the rear window. The era of air-cooled engines also ended in 1998 after the production of 68,881 vehicles.

With the fifth generation of the 911, Porsche switched to water cooled engines. The type 996 represents the biggest departure in this classic’s family tree. The company was in a state of financial upheaval. After 34 years, the sports car manufacturer comprehensively realigned its icon with the 996 generation. The focus was on reducing production costs by ensuring the greatest possible compatibility of parts with other models such as the new Boxster (986), and updated safety and emissions features. Production ended in 2005. With 175,262 units sold, the 996 is the long-underestimated success model up to that point in the history of the 911.

From 2004, the type 997 Porsche 911 became more multifaceted than ever: customers could choose from a Coupé or Targa, Cabriolet or Speedster, rear or all-wheel-drive, narrow or wider body, with water cooled naturally aspirated and turbo engines, a GTS or the GT2, GT2 RS or GT3 derivatives, or either of two GT3 RS models. Including special models, the range had a total of 24 model variants – supplemented by a wide range of personalization options. With 213,004 vehicles built, the sixth generation of the 911 again hit a new production record.

From 2011, the 991 embodies the highest development stage of the Porsche 911 to date. It is an extraordinary reflection of this sports car manufacturer’s leitmotif: striving for the best possible efficiency. This can be seen in all aspects, starting with its evolved design. A more compact silhouette, tension charged surfaces, and precisely defined details mean the 991 looks more powerful than any other previous 911 – an effect heightened by the wider track and the wheelbase that was extended by ten centimeters. It also features adaptive aerodynamics: the 911 is the first series sports car from Porsche to adopt these from the 918 Spyder hybrid supercar. The 991 generation of the 911 is the absolute best seller in the history of this icon. 217,930 of them were built by October 31, 2018. In total, Porsche has produced 1,049,330 series 911s since its debut in 1963.



Mark Weber and Maria Sharapova introduce the 992 at the World Premier at the Los Angeles Auto Show in November 2018

New Porsche 911

PERFORMANCE



DESIGN



DIGITAL

- Porsche Road Trip
 - Porsche 360+
 - Porsche Inport
- Porsche Digital

GREATER COMFORT

- Redesigned Porsche Active Suspension Management (PASM)
- New adaptive Sports seats Plus (18-way electric) with memory package
- Comfort access
- Ionizer for air treatment
- ParkAssist incl. Surround View

ENHANCED SAFETY

- LED headlights with matrix beam including Porsche Dynamic Light System Plus (PDS Plus)
- A world first: Porsche WET mode
- Warning and brake assist system
- Night Vision-Assist with thermal imaging camera
- Adaptive cruise control

INTERIOR

- Porsche Communication Management (PCM) with 10.9-inch full-HD touchscreen display including online navigation module
- Instrument cluster with central analogue rev counter and two high-resolution, 7-inch displays
- Five buttons below the PCM provide direct access to key functions for the gearshift and chassis
- Four touch-sensitive keys (Direct Touch: Details)

911 Carrera S: Fuel consumption – urban 10.7 l/100 km, extra-urban 7.9 l/100 km, combined 8.9 l/100 km; CO₂ emissions 201 g/km
 911 Carrera 4S: Fuel consumption – urban 11.1 l/100 km, extra-urban 7.8 l/100 km, combined 9.0 l/100 km; CO₂ emissions 210 g/km

newsroom.porsche.com



More on the 992

The chart above gives a quick summary of the new features which come with the 992.

Porsche has released a mouthwatering series of photographs of the 992 – all intended to make you want one.

The intention works!

Every Porsche enthusiast will want one.

FANTASTIC PHOTOGRAPHY

By Presse Porsche



Yes – the new 992 is fantastic. But take a look at this Porsche photograph of the G Body. Sure, 1970s design and it looked good up into the 1980s. In fact it still looks good. It looks timeless and its looks can be seen in the latest 992 design. Michael Mauer took his cues from the original and, as he said, straightened a few lines and smoothed a few curves.

Brilliant!

It's Been A Tough Year

By Danielle Badler

It's been a tough year. Politics excluded. Although that hasn't helped.

My father passed in early January. The day before my birthday. He was one of a dying breed, literally. A veteran of the big one, WWII. Battle of the Bulge. Wounded twice. Silver Star, although he never found out why. He was 18. I can't even begin to imagine what he saw and felt, and went through.

A favorite aunt passed this summer. My oldest friend passed a few months ago. And, by oldest, I mean from the first grade. He introduced me to my ex. Some sort of rare blood disease.

It goes on. Another friend, with whom I play golf every few weeks or so, just found out he has stage three liver disease. And this is while he's been preparing for spinal surgery. He retired just two years ago. You hear about these stories

My mother, who turns 90 in five days from this writing, says you do sort of get used to it. You don't have a choice. She keeps asking me if she sounds "older." I say, no, you're as sharp as you've ever been. I'm not sure she believes me. I'm not sure I believe myself.

What to do? I'm doubling down on an active lifestyle. Eating well, living well, loving well. I ran another half marathon a few weeks ago. Out of 11,000 or so runners, there were 10 souls in my age group. That's it, 10. I finished sixth.

I checked the times for the next older age group. And, sure enough, if I continue at my current pace, in three years I'll win just by showing up.

So, looking back, what's been consistent? My parents, my daughters, my lover, my friends, my dog, my cars.

Ah, my cars.

I've owned six Porsches. Bought my first one at 27. I still have number three. A '78 SC. I'm celebrating its 40th anniversary on the planet. Actually, it's 41 - the build date on the rocker panel says October '77. It's an early SC. I've owned it exactly 30 years.

I remember clearly the day I drove it home. A private sale. My father drove me to pick it up, and my older daughter came along. She was six. She's a pediatrician now. Married, with two boys and a daughter due next month. All kids all the time. God bless her.

Alison rode home with me in the Porsche. She thought it was the coolest thing, sitting in one of the jump seats. "Seats just for me!" She said.

Although her sister soon occupied the other jump seat. No matter. I had plenty of room. One of my most cherished photos is of them both, as teenagers, posing at dusk in front of the car. More like striking a pose.

That car has been with me through three of six corporate relocations. It's had license plates from four states. Three exhausts. I've lost track of how many sets of tires. Although I do remember a few sets ago. They dry rotted from the inside. I had no idea. I discovered the problem when I tried to check their inflation. The valve stem slid inside the tire.

The SC turned 50,000 miles last year. I tell this to people, and they look at me like I should be put away. But I'm always ready with a simple explanation for why I hang on.

First of all, it's turned into a good investment. Although that's only over the past 10 or so years. The first 20, the car's value stayed absolutely flat. Second, there's the cost of ownership. Classic car insurance. If it needs service, that's usually a once-a-year proposition. It takes forever for anything to break.

Which enables me to enjoy the essence of ownership of a classic driver. It's what I call "the thrill." What's "the thrill?" It's the fact that, every time I get in, it feels like a new experience. I experience the thrill of discovery, again and again. The smell. The mixed-up ergonomics. The "je ne sais quoi."

The driving. Learning, once again, how to finesse the gearbox into shifting, just so, with no grinding. The ride. They say that, in a Morgan, you can drive over a dime and tell if it's heads or tails. I think you can also do that in an early Porsche. O the beauty of no manual assists.

Unless the ambient temperature is way, way low, I always drive with the sunroof open. And go searching for underpasses and tunnels, where I can downshift one, maybe two, gears and nail the throttle, in order to bask in the music of power.

I never winterize it. Oh no. If it's snowy and icy for extended periods, I'll start it. Roll it backward and forward, in order to keep the tires from flat-spotting. I get the fluids up to operating temperature before shutting it off. And, on those crystal, sun-bathed winter days, I'll venture out. Oh yes, I will.

Am I crazy? Am I playing with time? Maybe. But, then again, maybe not. Others have been down this road. I think Fitzgerald said it best, when he concluded his masterpiece, *The Great Gatsby*, with this line.

"So we beat on, boats against the current, borne back ceaselessly into the past."

Happy Holidays. Let's keep making memories.

[Editor's note: the above text is Danielle's December 2018 column. Northlander combines November/December and January/February so we will publish Danielle's December, January, and February column here. Enjoy!]

Another Year, Another ... What?

That's what I've been trying to figure out. Just exactly where have we been, us gear-heads, and just exactly where are we going?

To that end, I've been sifting through "stuff." I've been ripping, printing and copying everything that has come across my desk and piqued my interest. All with an eye toward trying to identify slants, angles and trends that may, that just may, have something to do with what we can expect in the coming year.

Is my stuff leading me down the right track? I haven't a clue. As they say, time alone will tell. But that's never stopped me before, and it won't stop me now. And, hey, you dear reader can play too. I mean, what have we got to lose? Whoever looks back, at year end, to see if we've been right? Right?

So here goes. At least four automotive trends that keep floating up in my treasured, virtual crystal ball.

The continued slide in sales of passenger cars vs light trucks/SUVs.

I recently happened across year-to-date data for sales here in Colorado. Through September 2018, sales of passenger cars were down 14.7%. Sales of light trucks in the same time frame were up 4.9%.

That translates to a market share for non-luxury SUVs of 45%. Versus 42% last year. For what it's worth, sales in the same time frame of luxury and sports cars was ... drum roll ... unchanged year over year, at 4%.

I don't get it. I mean, really, we all do know that traditional station wagons actually provide more interior space than comparable SUVs. And better handling. Four-wheel-drive? Offered on both. Fuel economy? The nod goes to the car. Commanding high-riding view in all directions? The SUV wins. As if it matters. When you've got lane departure alerts, lane change alerts, parking assist and so on and so forth. The nanny state controls your driving today, regardless what you're driving, or how high you're sitting in the saddle.

How did this happen? I mean, really. I feel like I woke up and, lo and behold, SUVs were everywhere. Right, Porsche? And let's not even begin to get into their profitability. Although that might, just might, be a key to their proliferation. Just saying.

The rich get richer.

Yeah, I know you know this. But it's still fun to periodically bring it back to earth. Exhibit A is prices for attending Pebble this coming August. Are you sitting down? Good.

Sports Car Market says this about the 2019 Concours d'Elegance ... you know the one, where they set off confetti guns as the winner rolls up on the platform, which is sited strategically on the 18th fairway, in front of the clubhouse, with dolphins and whales cavorting in the glistening sea in the background ... that one. SCM says general admission tickets will be \$375. "Club d'Elegance" tickets are \$825. For the ultimate Pebble experience, be prepared to fork over \$2,500. That gets you the Patrons Patio at the Winners Circle. Or the Chairman's Hospitality at the Lodge, which will set you back \$3,000. For the day. One day. Order early, they always sell out.

Autonomous delivery.

Oh yeah, autonomous cars are coming. It's only a matter of time ... mostly, I think, the time needed to master the intricacies of liability law, should something go wrong. And that's fine.

But what's actually bucking up to the here and now, right now, is commercial applications. Automotive News reports that, starting this past Dec. 5, Waymo, the "subsidiary spun from Google to handle autonomous driving, intends to offer commercial service with its self-driving Chrysler Pacifica hybrid minivans. The service is called Waymo One."

Think of the service as an autonomous Uber or Lyft. "The minivans can carry up to three adults and one child at a time," says Automotive News. Now, when you couple this effort with the one they launched earlier last year with Walmart, and their partnership with AutoNation and partnership with Avis Budget Group, and entrants in the autonomous truck market, as well as autonomous deliveries and licensing of technology, it all rolls up to a potential company valuation of \$175 billion. So says Morgan Stanley.

Formula 1 will rebuild the sport and grow its fanbase.

Huh? Well, that's what Liberty Media says it plans to do in the new year. I certainly hope so.

You may recall that Liberty Media bought Formula One for \$4.4 billion in January 2017. On an analyst conference call last November, Chase Carey, the leader of the racing business, said 2018 was a "beta project" for its digital offerings. The plan, he outlined, features an "over the top" streaming service. Formula One, he said, "is now the fastest growing sport on social media with 18.1 million followers. That number is up 50 percent from a year ago."

According to the Denver Post, "Carey is also excited about the addition of in-race betting to the sport. In September, Liberty reached a \$100 million deal with Interregional Sports Group to allow for live, in-play betting at the race track. He likened it to what fantasy football has done for the NFL."

All-righty then. Mirror mirror. Who'll win and who'll lose, on the road and on the track? Tune in, a year from now, if you remember. I'll see ya.

What's Old Is New Again

Quick question. Do you insure your Porsche with Hagerty?

I do. And I really do consider it a pretty good deal, considering what they charge for the mileage I put on my 911SC every year. Plus, you get a magazine that they put out, every two months. And it's not bad, either. It's called, wait for the drum roll, "Hagerty." Their tag line is "For people who love cars." And it's edited by Larry Webster, who was last seen as editor of Road & Track.

In the latest issue is a story called "The 2019 Bull Market List," wherein Hagerty's "valuation experts present our second annual summit of vehicles on the move." They list 10 that are either poised to fatten someone's cyber net worth, or are already beginning to inch up.

In the article, they make a big point about how, contrary to popular wisdom, modern mass-produced cars are now collectable. Case in point? A 1997 Acura Integra Type R, with 1191 miles showing, was hammered last September at \$63,800.

Their premise is that, if you're a baby boomer like me, you sat in study hall in high school dreaming about 911s and Shelby GT 350s. You were slack-jawed over the quoted stats for a 427 Cobra or a 427 Vette. When new.

That's fine. But the fact is that children of us boomers are now pushing 40. I know, my older daughter is now 36. And those who are doing well, who find themselves with some disposable income, now covet ... a VTEC with an 8000-rpm redline. To us, it's a glorified Honda Civic. To them, well, the next generation always has a way of messing with the minds of their parents.

Some of the cars they list are a bit too recent for me to be comfortable. A 1996 Corvette Grand Sport, for example. Weren't they made, like, yesterday? Same for a 2004 Subaru WRX STI. Although they make an interesting case for the Subie.

Its the one with the giant hood scoop. Bright blue with gold BBS wheels. And coat hanger spoiler. Now, here's where it gets interesting. 300-hp of boost and 300 pound-feet of torque. Curb weight of 3,300 lbs. They point out that the 2019 version packs virtually the same go-power, and weighs 200 pounds more. Yeah, I know.

They also list a 1994 Buick Roadmaster Estate Wagon. With wood cladding and a rear-facing third seat. You want BIG? Forget Suburbans and Silverados. This thing will take a 4x8 plywood sheet through a tailgate that gives you the choice of opening down or to the side. And it can tow up to 7,000 pounds.

It's the last of the road-hugging vista cruisers of old. Or so it may seem, except for the fact that, at least among the very well heeled, wagons seem to actually be making a come-back. A story ran on Bloomberg recently about how, last year, some 212,000 wagons were sold in the US. Ok, ok, that's a sliver of total US sales. But it's up 29% from five years ago.

"The winner in the death of the car is the station wagon," says Karl Brauer, executive publisher of Autotrader. "You've got the car on one end of the spectrum and the SUV on the other; the wagon sits right in between these two."

Who's the buyer? Often, it's the well-off iconoclast who wants to stand out from the neighbors. Witness the Porsche Panamera Sport Turismo. Is it a hatchback? A wagon? Is there a difference? The fact is that Porsche is, at least in part, responding to competitive models from Audi, BMW and Mercedes. It IS a Porsche, and it IS NOT an SUV.

But I digress. Another fascinating model on the list is the 2008-9 Pontiac G8 GXP. Remember? One of Bob Lutz's last gasps for Pontiac, and the closest thing to a four-door Corvette that GM ever made. With the 6.2-liter LS3 V-8, rated at 415-hp. And a six-speed manual. They only made 1829. Worth considering? You bet.

Ok, now, I'm saving the best for last. Let's hear it for ... the original 1997-2004 Porsche Boxster! This one I can really identify with. I owned one, a 2001 Boxster S. Silver.

They say: a mid-engine Porsche for Corolla money; few cars ever made are as delightful; lots were built, so there are plenty to choose from. On the downside, it suffers from the dreaded IMS bearing disease; they are cheap, but parts and service are not; you can't see the engine.

I say: in its day, it was an immediate cult car. I added the Porsche sport exhaust, always in loud mode, the short shift kit, a K & N air filter. Doing the filter swap was interesting, like peeling an onion as you worked your way through the layers of cladding before you really did get to see the engine.

My negatives? I really did hate the plastic rear window. It was virtually impossible to keep clean and scratch-free. And the rear tires lasted, what, 12,000 mi?

Ok, I don't think the rear tires on newer models last any longer. It's a cost of ownership. But, boy, was it fun. One year we did the Blue Ridge Boxster Summit. We were living in the Northeast. As we traveled south, we rendezvoused with fellow Boxster buddies at various spots along the way, until we all got on the Blue Ridge Parkway and, well, use your imagination. By the time we got to Blowing Rock, NC, we were at least 200+ strong. From virtually every state east of the Mississippi.

I remember asking the front desk for the best route to a nearby mountaintop. The guy behind the counter told us the roads to take, but he exhorted us to think twice about it because "there are a lot of tricky curves." We laughed and laughed ... and had a blast on that route.

Ahh. I've thought about swapping my SC for a Boxster. I know people in the club that have done it. I know I'd enjoy the HVAC. The big step up in power. The folding roof. The two trunks. And, what's more, I could use the net profit on my car to take a nice vacation, make the down payment on a second home, invest in ... what, another car on the list?

No. I've been there. My memories are still fresh. I'll leave it to next-gen enthusiasts, who haven't yet experienced Boxster-mania. The joys of enjoying an appreciating asset that you can appreciate. Drive on, dude.

BTW



Did you see the Yankee Swap prize Bill Meyer won on page 13?

Bill went to work on it and solved the puzzle.

That's a GTR (Editor thinks) — the stripes are GTR decor.



PORSCHE AND FORMULA E, 2019

Text and photographs from Presse Porsche

Porsche announces first driver for electric racing series Neel Jani switching to the cockpit of a Formula E car

Porsche continues to gain momentum ahead of its ABB FIA Formula E Championship entry. Neel Jani has been signed as the first driver. With the experienced Swiss racer on board, the new works team will begin track testing early in 2019 to prepare for the worldwide, fully electric single seater series' sixth season, which kicks off in December 2019. Porsche is eagerly awaiting the arrival of the first standardised chassis to install its in-house-developed drive train, which has already been on the test benches.

Jani has been a Porsche works driver since 2013. At the wheel of the Porsche 919 Hybrid he took outright victory at Le Mans in 2016 and became FIA World Endurance Champion the same year. Between 2014 and the end of 2017, the 35 year-old won four races in the 919 while securing nine pole positions and four fastest race laps. In 2018 he smashed the track record at Spa-Francorchamps (BE), where he beat the then Formula One benchmark with the 919 Hybrid Evo. Jani began his career in single seaters, climbing up to Formula One as a test driver.

"Without doubt, Neel is the right man for our new technologically trendsetting programme," says Fritz Enzinger, Vice President Porsche Motorsport. "Not only does he contribute speed, but he has a huge amount of single seater experience. He has already driven in Formula E and is well established in Weissach as a development driver."

"I'm very much looking forward to the new task," Jani enthuses. "Being part of an entirely new Porsche Motorsport programme for the second time, right from the beginning, means a lot to me. The technical and driving challenges are huge and our strong Formula E opponents have a significant advantage in experience. There is a lot of work ahead of us and I can't wait for the roll-out."

Porsche's Formula E entry is part of wide-ranging changes at the company and is perfectly timed: in parallel to the first electric-powered Porsche race car, the new Taycan will go on the market – the brand's first road-going sports car to also generate its performance with no combustion engine involved. With a six billion euro investment, Porsche enters the electrical and digital era. For the launch of the Taycan alone, 1,500 new jobs have been created. "Production 4.0" requires fundamental new processes and is set to be carbon neutral. The Formula E programme has an important position within the company's future strategy, as motorsport and production vehicle experts work side by side at the research and development centre in Weissach. One of the results of this close working relationship and knowledge-sharing is the Taycan's 800 Volt technology, which combines huge range and short charging times with an impressive performance output. This high voltage technology is based on pioneering engineering mastered for the three times Le Mans-winning 919 Hybrid. In terms of electrical drive, battery and cooling management, the development of production cars has benefitted from the experience gained in motorsport. Now the electric racing series will also focus on the development of key technology and energy management.

Thanks to the launch of the new Gen2 car and higher capacity batteries, vehicle changes will no longer take place during Formula E races. While the vehicle and battery unit are standardised for all teams, all powertrain components are developed individually and in-house at Porsche. These partly road-relevant elements include the electric motor, inverter, gearbox, differential, drive shafts, the structure and suspension components attached to the rear axle, as well as the cooling system and ECU.

Formula E Calendar 2019

January 12	Marrakech, Morocco
January 26	Santiago, Chile
February 16	Mexico City, Mexico
March 10	Hong Kong
March 23	Sanya, China
April 13	Rome
April 27	Paris, France
May 11	Monaco
May 25	Berlin, Germany
June 22	Zurich, Switzerland
July 13 - 14	New York, USA



Text and photographs from Presse Porsche

Motorsport programme 2019

Porsche tackles Le Mans again with four works cars

Porsche has paid tribute to the worldwide achievements of its teams and drivers over the 2018 season at its Night of Champions motorsport gala in Weissach. On this occasion, the Board announced the intense continuation of its worldwide GT activities as well as a number of innovations.

Commitment to Le Mans

At the 87th edition of the 24-hour race at Le Mans, Porsche will again field four works vehicles. The two Porsche GT Teams from the FIA WEC and the IMSA WeatherTech Championship each campaign a pair of ca. 510 hp GT racers from Weissach. The cockpit of the #91 car is shared by Gianmaria Bruni, Richard Lietz and Frédéric Makowiecki. The #92 vehicle is helmed by the title defenders Kévin Estre, Michael Christensen and Laurens Vanthoor. Patrick Pilet, Nick Tandy and Earl Bamber take up the race in the number 93 car. Sharing driving duties in the 911 RSR with the starting number 94 are the youngsters Sven Müller, Mathieu Jaminet and Dennis Olsen. As in 2018, customer teams contesting the GTE-Am classes will also be strongly. For the first time in the history of the FIA World Endurance Championship, the 24 Hours of Le Mans marks the season finale of the championship.

Top-flight squad

Porsche focuses on continuity in its works driver squad. All factory drivers who were part of the team in 2018 are also under contract for 2019. The same applies to all Porsche Young Professionals. The only newcomer to the team is the Porsche Junior Jaxon Evans. The 22-year-old New Zealander is the reigning champion of the Porsche Carrera Cup Australia and came out on top at a shootout against ten other talented youngsters from international one-make cup series. A total of 24 drivers make up the squad for 2019.

Continued factory involvement in the USA

Porsche will again tackle the IMSA WeatherTech Championship with two 911 RSR in 2019. The collaboration with Core Autosport has been extended for another three years. As in the past, the cockpit of the number 911 vehicle is shared by Nick Tandy and Patrick Pilet. They will be joined at the particularly long races in Daytona, Sebring, Watkins Glen and at Petit Le Mans by Frédéric Makowiecki. The No. 912 sister car is manned by the regular crew of Earl Bamber and Laurens Vanthoor. These two receive backing at the endurance classics from Mathieu Jaminet.

Intensive support for customer teams

Porsche continues its intensive support of customer teams in worldwide GT3 racing series. The new 911 GT3 R featuring particularly efficient aerodynamics and significantly improved driveability will be fielded for the first time. Porsche Motorsport has sold 45 units of this customer sport racer. In 2019, strong three-man crews will contest all rounds of the Intercontinental GT Challenge and the Blancpain GT Series Endurance Cup: Romain Dumas, Sven Müller and Mathieu Jaminet as well as Dirk Werner, Dennis Olsen and Matt Campbell. In the Blancpain GT World Challenge America and the ADAC GT Masters, Porsche also supports at least two vehicles run by customer squads in the pro-category. Customer support will also be given at a number of national series and selected events.

Project title defence at the Nürburgring

The winning Manthey-Racing team aims to defend its title at the 24-hour race on the Nürburgring in 2019. Backed by the factory for this campaign, the squad from Meuspath, Germany, will tackle the race with two new 911 GT3 R. The winning quartet of 2018 remains unchanged, with Richard Lietz, Frédéric Makowiecki, Patrick Pilet and Nick Tandy sharing the cockpit of the rear-engine car. In the sister vehicle, Earl Bamber joins forces with the Le Mans winning trio, Michael Christensen, Kévin Estre and Laurens Vanthoor. Moreover, Porsche assists a number of other teams with drivers and also provides technical and strategic support.

World premiere of a successful racer

The successor to the winning Porsche Cayman GT4 Clubsport will celebrate its world premiere on January 3, 2019, at the "Roar before Daytona" tests. The 718 Cayman GT4 Clubsport is the first ever production race car with body parts that are sustainably manufactured: the front hood, doors and rear wing are all made of natural-fibre composite material. Three weeks after its launch, the new clubsport racer will make its race debut at the 24 Hours of Daytona. The GT4 rounds off the clubsport family of Porsche Motorsport, which includes the 911 GT2 RS Clubsport and 935 models.

New head at Porsche Motorsport

As of January 1, 2019, Fritz Enzinger assumes the overall management of Porsche Motorsport, which in addition to GT racing will also include Formula E in the upcoming season. Until now, Enzinger was responsible for the management of the LMP1 project and in February 2018 also took on the role as head of Group Motorsport. The Vice President of Motorsport, Frank-Steffen Walliser, who has held this position since 2014, will move into the department of the CEO, where he will be responsible for the 718 and 911 sports car model lines.

Porsche Cup: Christian Ried defends private driver award

The Porsche Cup, the trophy for the world's most successful private Porsche driver, again goes to Christian Ried (39). The racing driver/owner of Dempsey Proton Racing was awarded the coveted trophy by Dr Wolfgang Porsche, Chairman of the Supervisory Board at Porsche AG. In addition, Ried takes home a Porsche valued at more than 120,000 Euro. Thanks to his successes in the FIA WEC and the European Le Mans Series, he earned 10,348 points over the past season at the wheel of the Porsche 911 RSR. Second-placed Robert Renauer, the 2016 winner of the Porsche Cup, can look forward to prize money totalling 30,000 Euro. For third place, Julien Andlauer from France wins 25,000 Euro. The Porsche Cup, based on an idea of Ferry Porsche, has been awarded since 1970.

Works drivers for 2019

Earl Bamber (28/New Zealand)
Jörg Bergmeister (42/Germany)
Timo Bernhard (37/Germany)
Gianmaria Bruni (37/Italy)
Michael Christensen (28/Denmark)
Romain Dumas (40/France)
Kévin Estre (30/France)
Brendon Hartley (29/New Zealand)
Neel Jani (35/Switzerland)
Richard Lietz (34/Austria)
Patrick Long (37/USA)
André Lotterer (37/Germany)
Frédéric Makowiecki (38/France)
Sven Müller (26/Germany)
Patrick Pilet (37/France)
Nick Tandy (34/Great Britain)
Laurens Vanthoor (27/Belgium)
Dirk Werner (37/Germany)

Young Professionals

Matteo Cairoli (22/Italy)
Matt Campbell (23/Australia)
Mathieu Jaminet (24/France)
Dennis Olsen (22/Norway)

Juniors

Julien Andlauer (19/France)
Jaxon Evans (22/New Zealand)

Race series overview

FIA World Endurance Championship
911 RSR #91 - Gianmaria Bruni / Richard Lietz
911 RSR #92 - Michael Christensen / Kévin Estre



24 Hours of Le Mans

911 RSR #91 - Gianmaria Bruni / Richard Lietz / Frédéric Makowiecki
911 RSR #92 - Michael Christensen / Kévin Estre / Laurens Vanthoor
911 RSR #93 - Earl Bamber / Patrick Pilet / Nick Tandy
911 RSR #94 - Sven Müller / Mathieu Jaminet / Dennis Olsen

IMSA WeatherTech Championship

911 RSR #911 - Patrick Pilet / Nick Tandy / Frédéric Makowiecki*
911 RSR #912 - Earl Bamber / Laurens Vanthoor / Mathieu Jaminet*
* North American Endurance Cup

Nürburgring 24 Hours, Team Manthey Racing

911 GT3 R - Earl Bamber / Michael Christensen / Kévin Estre / Laurens Vanthoor
911 GT3 R - Richard Lietz / Frédéric Makowiecki / Patrick Pilet / Nick Tandy

Intercontinental GT Challenge and Blancpain GT Series Endurance Cup

911 GT3 R - Romain Dumas / Sven Müller / Mathieu Jaminet
911 GT3 R - Dirk Werner / Dennis Olsen / Matt Campbell

2018/2019 FIA World Endurance Championship Calendar

March 16 - 17, 2019	Sebring, USA
May 4, 2019	Spa-Francorchamps, Belgium
June 15 - 16, 2019	Le Mans, France

2019/2020 FIA World Endurance Championship Calendar

September 1, 2019	4 Hours of Silverstone	GBR
October 6, 2019	6 Hours of Fuji	JPN
November 10, 2019	4 Hours of Shanghai	CHN
December 14, 2019	8 Hours of Bahrain	BHN
February 1, 2020	6 Hours of São Paulo	BRA
March 2020	1000 Miles of Sebring (8 hours)	USA
May 2, 2020	6 Hours of Spa-Francorchamps	BEL
June 13-14, 2020	24 Hours of Le Mans	FRA

MART

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Please contact Dick Kruppa, 603-772-3387 or rakruppa@aol.com

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4 Tires & Rims & Center Caps. Mille Miglia Cup 1 Rims. (5x130 Bolt pattern). All excellent condition! No curb scuffs. Slight nicks. All straight. Fronts: 205/50Z17, 89y:½ 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



For sale:

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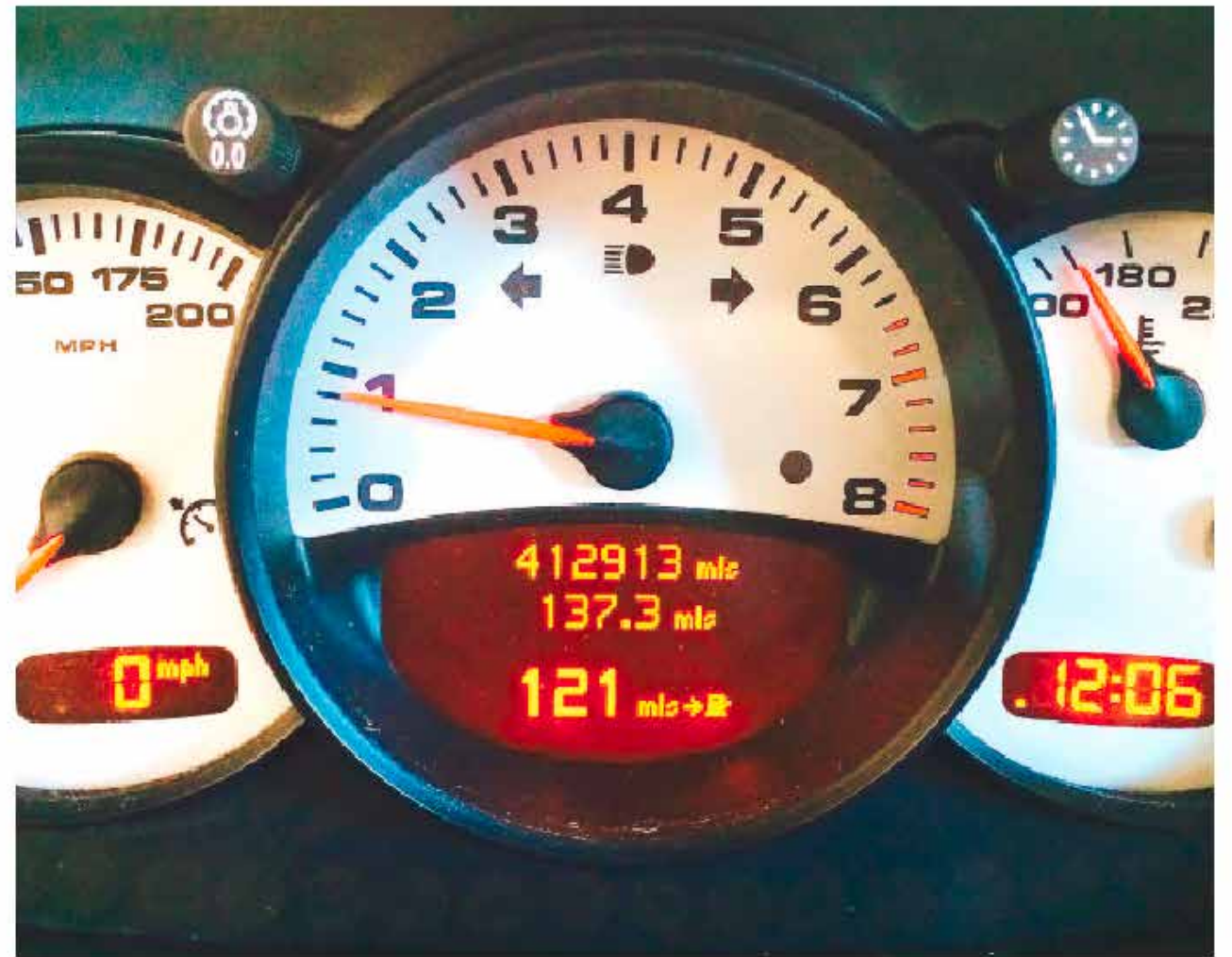


January 17 a few members of the NCR-Gourmands celebrated the new year with a dinner at Olivia's restaurant in Haverhill Ma. Attending: Lisa Roche, Joe Kraetsch, Hank and Ivy Cowles, Miriam Dunster, and David Churcher. One of our regular gourmands was out of town so the whole event will be repeated in the next few weeks.

NEXT MONTH

Our first event after the Autocross Pool Party appears to be Rally #1 on May 19.

March issue of Northlander will be a bit of a surprise with articles unknown at the time of this issue being published.



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.

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