

NORTHLANDER

NORTH COUNTRY REGION
PORSCHE CLUB OF AMERICA

Volume 42 — Number 2

March 2019



IN THIS ISSUE:

ROLEX 24 HOURS AT DAYTONA 2019

PORSCHE WINS AT 12 HOURS OF BATHURST

NCR RALLY, DE, AND AUTOCROSS 2019

AND ... MUCH MORE



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NORTHLANDER
NORTH COUNTRY REGION
PORSCHE CLUB OF AMERICA

Volume 42 – Number 2
 March 2019

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Statement of Policy

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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 40 for advertising rates.

Upcoming Events

Our first NCR event is Autocross 1, April 27 ... see page 18

See also pages 12 and 15 for Rally and DE dates.

NCR Calendar is on page 9

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On the Cover

Is that the Porsche winning at Bathurst? No. This is the sister car which was a DNF. But our editor could not resist this dynamic photograph which was taken before the race.

Once again we are using the inside front cover to add a second photograph of our cover feature. This is Bathurst as the sun rises. See page 30 for more on the Bathurst 12 Hours.

Photographs by Porsche.



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EDITOR'S DESK



Is it March already? Spring is close?

It seems to me as I get older each winter is longer. Just can't wait to get the Porsche out again. In the meantime I amuse myself by watching events in warmer places and reading about the entry list for Le Mans. I do, even though I promised myself not to, watch the F1 announcements. It is this time of year the teams reveal their new cars and how they have interpreted the new rules. The HAAS team has a beautiful color scheme, Williams has a new sponsor, Dan Ricciardo is very positive about his Renault RS 19. Did you see the RS 19? Look at the rake on that chassis ... must be 5 degrees or more. Yikes! I see too this year tobacco companies have found a way to sponsor teams. Bleah!

Did you see Porsche [finally!] win the Bathurst 12 Hours? Bathurst – the Australian version of Nürburgring. As I write the event is just a few hours behind us. I decided on Saturday February 2nd to watch the start (1:30pm Saturday our time; 5:30am Sunday Australia time) ... and to later in the day get my cold dead battery boosted and head out for supplies for the Super Bowl watching. I didn't make it. I spent most of the following 12 hours watching the Motorsport.com, uninterrupted, coverage. Brilliant coverage. Free. At 1:30am Sunday I was on the edge of my chair watching Aussie Matt Campbell's incredible run to the finish and his two incredible passes in that final 20 minutes. It was a great race – particularly so if you are an Aussie and a Porsche fan. I think we have our next Mark Webber. And I must add Bathurst to my bucket list.

Mentioning bucket lists – I had a couple of motor sport items ready to be ticked off in April. This included the first days of Targa Tasmania and a visit to a builder of Porsche 550 replicas in Sydney. My friend Kelley had her bucket list too and that included a dip in the ocean at Bondi beach. Once again we had our tickets and, once again, disaster struck us. Kelley took a fall on the ice and broke her hip. Bleah! So we won't make it. Maybe later. We'll see.

What does one do when fate hands out lemons? Make lemonade? Not me – I pull the cork out of a fine Aussie red ... and begin to ponder alternatives. Perhaps Sebring. Perhaps Amelia. Perhaps Le Mans. We'll see.

I must find material for our next few issues. Did I mention already? – We do not have a NCR event until late April. *Northlander* needs material. Please help out your poor old editor with any material you can generate :) While that previous sentence was fermenting I received a email from a Porsche colleague, who wishes to remain anonymous, with a hippie based song sung by NCR people at Mount Tremblant in Canada years ago. Years ago perhaps but it shows the founding enthusiasm of NCR which is still so evident today. This makes me think some more of our old (er ... I mean to say: long time) members must have some great stories to share. Come on ... share ... don't let these young folks think they have all the fun!

And did I mention – ? – we need technical articles for *Northlander*.

cheers
David

MEMBERSHIP



Kristin Allen

New Members

James Patterson, Hampton, NH – 1984 944
Robert Barry, Hollis, NH – 1970 911T
Jeffrey Bouvier, Exeter, NH – 2019 718 Cayman
Derek Butts, Brentwood, NH – 2013 Panamera GTS
Antonio Cassetta, Hampton Falls, NH – 1986 928S
Lorne Currier, Waterbury Center, VT – 1977 911S
William Davis, Portsmouth, NH – 1987 911 Carrera Targa
Aloysius McLaughlin IV, Hanover, NH – 1987 911 Turbo
Hermann Pfeuti, Lincoln, NH – 2015 911 Turbo S
Taylor Scott, Nashua, NH – 2018 Macan
Gregory Walker, Rebecca Walker, Dover, NH – 2017 911 Carrera S Cabriolet
Jeffrey Westgate, Rindge, NH – 2017 Macan GTS

March Member Anniversaries

1 Year

David Bronson, Auburn, NH – 2017 718 Boxster S
Thomas O'Toole, Nashua, NH – 2016 Cayman GT4
Steven Ranfos, Manchester, NH – 2006 Boxster S

2 Years

Matthew Brady, Boston, MA – 2006 Cayman S
Laureen Hadley, Tuftonboro, NH – 2015 Boxster
John Jones, Kearsarge, NH – 2015 Boxster GTS
Gene Lyras, Lee, NH – 2013 911 Carrera S
Neil Robinson, Londonderry, NH – 2015 911 Carrera 4S
Jeff Sercel, Meredith, NH – 2016 Cayman GT4
Kenneth Taylor, Nashua, NH – 2015 911 Carrera 4
Bill Truslow, Portsmouth, NH – 2006 Cayman S
Charles Virgin, Bow, NH – 1999 Boxster

5 Years

Constantine Brocoum, Hopkinton, NH – 2007 911 Carrera
Ronald Campbell, Ellen Campbell, Pelham, NH – 2003 911 Carrera
David Geller, Sam Fischer, Hollis, NH – 2010 Boxster

10 Years

Dennis Mascetta, Pamela Mascetta, Buzzards Bay, MA – 1996 911 Carrera

15 Years

Michael Dunavin, Karen Dunavin, Charlotte, VT – 1995 911 Carrera
Jason Hildebeitel, Patricia Hildebeitel, Milton, VT – 1989 944 S2
Alexander Noordergraaf, Lori Noordergraaf, Concord, NH – 1974 914 1.8

20 Years

Peter Hood, Middlesex, VT – 1972 914

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

Northlander has not received a report from the President for March

NCR CALENDAR 2019

February	24	Sun	NER Ice Autocross	Newfound Lake – Bristol, NH
March	10	Sun	NER Ice Autocross	Newfound Lake – Bristol, NH
	12	Tues	Board Meeting	
	17	Sun	NER Ice Autocross	Newfound Lake – Bristol, NH
April	9	Tues	Board Meeting	
	27	Sat	NCR Autocross #1	Devens – Ayer, MA
May	14	Tues	Board Meeting	
	19	Sun	Rally # 1	
	19	Sun	NCR Autocross #2	Devens – Ayer, MA
	24-26	F / Sa/Su	D.E.	@ Thompson NER/NCR
	24	Fri	Car Control Clinic	@ Thompson, with NER
May	5/31-	F / Sa/Su	Rally # 2 – Spring	Get Away Weekend (FYI – wrong
June	6/1-6/2		Getaway Weekend	dates in Jan/Feb Northlander)
June	7-9	F / Sa/Su	D.E.	@ Palmer, NER event
	11	Tues	Board Meeting	
	15	Sat	NCR Autocross #3	Devens – Ayer, MA
July	5-7	F / Sa/Su	D.E.	@Tremblant, NER/NNJR
	9	Tues	Board Meeting	
	13 or 20	Sat	Rally # 3	Tentative – end at Tamworth ?
	21	Sun	Porsches in The Park	Portland, ME
	21-27		National PCA Parade	Boca Raton, FL
	22-23	Mon-Tue	D.E.	@ Lime Rock, NCR
	28	Sun	NER Summer Party	Wachusett Mountain
August	1	Thurs	D.E.	@ NHMS, NCR/NER
	3	Sat	NCR Autocross #4	Devens – Ayer, MA
	9-11	F / Sa/Su	D.E.	@ Watkins Glen, NER
	13	Tues	Board Meeting	
	13-15	Tu/We/Th	D.E.	@ Calabogie, NER
	18	Sun	Rally # 4 (Gimmick ?)	
September	4-7	Wed-Sat	PCA Treffen	@ Woodstock, VT
	6-8	Fr/Sa/Su	D.E.	@ Tamworth, NCR
	7	Sat	MAW Charity Laps	@ Tamworth D.E.
	10	Tues	Board Meeting	
	14-15	Sat-Sun	Zone 1 AX ?	Tentative date (if at Devens)
	20-22	Fr/Sa/Su	D.E.	@ Palmer, NER
	20-22 or 27-29	Fr/Sa/Su	Rally # 5	Fall Get Away Weekend
	28	Sat	NCR Autocross #5	Devens – Ayer, MA
	Oct	8	Tues	Board Meeting
19-20		Sat-Sun	D.E.	@ Tamworth, NCR
26-27		Sat-Sun	Rally # 6	Tour with overnight (required)
Nov	12	Tues	Board Meeting	
	16	Sat	Banquet ?	Tentative ??

Paul Tallo 2/18/19 Revision C



Overlooking Lake Mooselookmegantic, ME, NCR Fall Get-A-Way Weekend 2017. Photo by Bill White.

RALLY CORNER

By The Rally Team

The first event for the 2019 season rally and tour season will be a May Meander starting in Bedford, NH, taking us over scenic New Hampshire roads to lunch just over the border in Vermont, then back again to almost complete a loop. Watch the NCR website calendar for details and registration information.

Your Rally Chair must acknowledge a blunder with dates for the Spring Get-A-Way that were published in the January-February issue of Northlander. Corrected dates are shown below. Apologies for the erroneous information.

We are currently considering northern Vermont for the Spring Get-A-Way, with an exploratory drive in the works to check roads and candidates for hotel and restaurant choices. Are you familiar with the area? ... and perhaps have ideas to contribute? Let us know: Rally@NCR-PCA.ORG.

The tentative schedule for Rally Events is provided below. As of press time for Northlander, we do not yet have confirmation for all NCR calendar entries. 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.

NCR Rally/Tour Program for 2019 Season

NCR Rally/Tour Program for 2019 Season

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

BTW

Did you see who won the December photo contest on the PCA web site?

December's Winner - Harv Ames. [North Country Region](#)



SHARE



e-Brake News



DRIVERS ED

By The Drivers Ed Team

High Performance Drivers 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)

New Developments in your Drivers Ed Program

By the Drivers Ed Team

A lot of things can be said about change. People tend to resist it. Sometimes change is good, and sometimes you get bitten, but you can certainly count on one thing. Change will happen.

As the 2019 Season approaches, I'd like to advise you of some changes being mandated by our National PCA body.

Mandate 1: Hans Device Requirements

"Hans" devices will be required for all cars using 5, 6 or 7 point belts. The brand does not have to be a "Hans", but the device must comply with the required SFA 38.1 or FIA8858 rating. These devices used to be rather expensive but currently you can purchase a set-up for as little as \$239.95. Google the Zamp-Z-Tech Series 1 with your search engine. As I write this, the Zamp is on special at that price. List price is \$299.99.

Please know that while not required, we strongly recommend that roll bars be installed when using a "Hans" device. You are locked into an upright position with a "Hans" device when used in conjunction with a multi-point belt system. I'll say no more.

Of interest is that properly fitted 3 point systems are still allowed without a "Hans" device. This level of protection in combination with the OEM systems in place at the time of your vehicles production (ie airbags) are viewed as "approved systems" for moving car events by PCA. If you are using an aftermarket seat, the belts must fit snugly across the lap and body the same way they would with an OEM system.

Mandate 2: Crash avoidance systems and automatic braking.

Our current position is that cars with automatic braking systems will not be allowed on the track. Unfortunately it has come to light that many of these systems, even in their "disabled mode", will still wake up under certain conditions and attempt to reduce collision damage. We are sorry to take a hard line on this at this time, but erratic braking on the track could cause dramatic problems. A statement regarding your agreement to comply with this ruling will be included in your tech sign-off forms.

For more information regarding restraints and automatic braking, you can view a copy of the exact PCA mandate at the link below.

<https://www.pca.org/driver-education-minimum-standards>

Novices: Please sign up early for the 3-day Thompson Event! Friday will double as our track opener and our "taste of the track". This will be held as a dual-club event with our affiliate NER. In addition to track time and a braking exercise, I'm told that there will be a wet skid pad with Skip Barber Miatas furnished on site. Drive yours or drive theirs. Being a dual club event, this one will sell out fast.

Note: NER (New England Region) uses motorsportreg.com for event registration. Use this service to sign up for the Thompson event. They also have a link on their website.

Also! NER will be having their "ground school" at HMS in Danvers on March 9th. Info available on their website under HPDE. The event is catered and requires advanced sign-up. At this posting, there is talk that this event may be sent through the internet on a live feed. Watch the NER website as this develops.

You all may notice that we are working more closely with NER this year. This will be a work in progress. Our aim is to make our processes as identical as possible. We will accept their tech forms and they will accept ours. Soon we will use the same forms and procedures as closely as possible to make life easier for all. There is truly strength in numbers.

See you at the track!

Dave Porter

NCR-PCA Track Co-Chair

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• For more information on the Lime Rock Park Car Club Loyalty Program, visit <http://limerock.com/carclubsignup> or contact Mitchell Conroy at mitch@limerock.com or (860) 435-5000



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



NCR AUTOCROSS

Date	Event
Saturday, April 27	NCR Autocross #1
Sunday, May 19	NCR Autocross #2
Saturday, June 15	NCR Autocross #3
Saturday, August 3	NCR Autocross #4
TBD	PCA Zone 1 Autocross
Saturday, September 28	NCR Autocross #6 (Loaves & Fishes Autocross)

The autocross schedule is confirmed with the exception of the Zone 1 Autocross.

AUTOCROSS AWARDS PARTY

By Joe Kraetsch, Autocross Chair

About 35 autocross enthusiasts got together to shake off the winter blues and celebrate the 2018 Season at the Annual Autocross Pool Party on Saturday, January 26 at the Billiards Café in Ayer, MA. The evening began with a cocktail hour and appetizers followed by a delicious Italian buffet prepared by Chef Markoh of Lucia's Tavola. A selection of yummy sweets from Capri Bakery topped off the meal.

Following dinner we presented the season awards. First were the regular **Class Champions**:

Non- Porsche Street	Brandon Dean
Non- Porsche Race	Rob MacAlpine
Porsche Street 1	Joe Kraetsch
Porsche Street 2	Chris Hubert
Porsche Street 3	Georges Rouhart
Porsche Street 4	Lev Tabenkin
Porsche Street 5	Jeff Johnson
Porsche Street 6	Aaron Walker
Porsche Race	Mark Skala

The Porsche Grand Champion was awarded to **Rachel Baker** as the winner of the Champions class. The Porsche Champions class, created in 2018, is composed of the previous year's class champions along with any prior class champions up to the challenge. The Champions class was well received and provided excellent competition for our top drivers.

The Worker of the Year award goes to **Rob MacAlpine** for his outstanding work as our new Autocross Safety Captain. Rob embraced the role and was quick to address any safety issues that arose. He was a great help to us

Nigel Fenwick earned the **John MacDonald Most Improved Driver** award. Nigel was already an excellent driver but showed impressive improvement throughout the season. Truly remarkable.

The Driver of the Year award goes to the driver who shows the most outstanding performance, consistent participation and true sportsmanship. For 2018 this high honor is awarded to **Dan Quaroni**.



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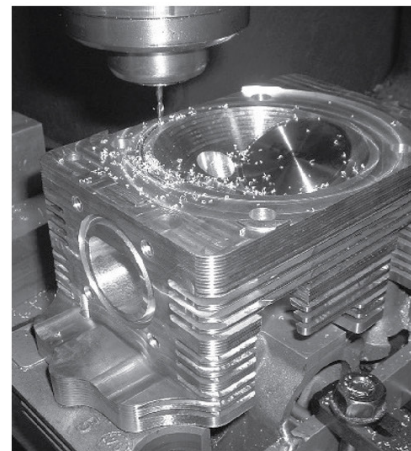
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A Letter To The Editor

from "Anonymous"

Hi David!

Back in the early 90's, after a long track day at Mt. Tremblant, a bunch of us used to get together for a pot-luck fun dinner/party in someone's condo. One particular time, I brought my guitar and did some parodies of Janis Joplin's "Mercedes Benz" (do you know it? - hippie days! ha ha) for some of the drivers— we had a blast!!

The current PCA members wouldn't know many of the people from back then but this is about cars and club fun in our region. I wouldn't want to mention any of the *targeted* drivers but I don't think it is too obscure for current members.

Cheers,

Anonymous

Oh Lord, don't you like my new Mercedes Benz.
I'm tired of my Porsche. I must make amends
At Limerock and New Hampshire and ol' Watkins Glen.
Oh Lord, don't you like my new Mercedes Benz

Oh Lord, won't you buy me a new 993.
My friends all drive turbos, but I had to see.
So I tried a twin turbo. It just wasn't me.
Oh Lord, won't you buy me a new 993.

Oh Lord, won't you buy me a new Cabriolet.
I had a nice red one, but it got away
On the tarmac at the race track. Didn't have a good day.
Oh Lord, won't you buy me a new Cabriolet.

Oh Lord, won't you buy me a 944.
My old 911 just won't give no more.
A turbo or an S2. I won't ask for more.
Oh Lord, won't you buy me a 944.

Oh Lord, won't you buy me a trailer and hitch.
My old one's too heavy, and I got the itch.
My wife's gone 'til Sunday, so now she can't b____.
Oh Lord, won't you buy me a trailer and hitch.

Oh Lord, won't you buy me a 968.
My old Porsche's tired and it's getting quite late
With 200 thousand. But I'll have to wait.
Oh Lord, won't you buy me a 968.

Oh son, don't you dare touch my new 914.
It's finally ready and looking quite mean.
All yellow and orange – a clean, mean machine.
Oh son, don't you dare touch my new 914.

Oh please don't you dare pass my 914-6
I got no horsepower, but I got the fix.
I've got some momentum, so I get my kicks.
Oh please, don't you dare pass my 914-6.

Oh Lord, won't you let me please pass the whole pack.
We're lined up in staging and I'm way in back.
With _____, _____, and _____ all watching their tach
Oh Lord, won't you let me please pass the whole pack.



Is the 992 the most beautiful 911 ever built? Probably. Photography by Porsche Christophorus.

Barrett-Jackson Scotsdale 2019

By Dave Porter

I've just returned from a two week trip to Arizona and had the opportunity to spend four days at the Barrett-Jackson Auctions. I first drove onto the property on Monday morning, parking about a mile away in "public parking". Everything good comes at a price here. Bidders park much closer. Attendance was reported at about 50,000/day.

Massive tents loomed ahead as I approached, paid my \$35 entrance fee and stepped inside the entrance tent. If you heard a distant explosion from the west that morning it was my head as sensory overload detonated my simple mind. Trust me, this is the World's Fair of the Automobile.

New Dodge Challengers were drag racing in place. Remanufacturers were offering seemingly brand new Broncos and Scouts from the 70s at a very pretty penny. There was a company that takes brand new Corvettes and rebodies them in 50s and 60s form. Saleen, Piaggio, Vigin, and various other exotics with price tags up to 7 million dollars were represented with much more in just the first tent.

Moving on — there was a huge area filled with Automobilia. Antique signs, neon, kids pedal cars, metal ice cream stands, gas station signs. Original Honda Mini Trail 50s and 70s in perfect condition, remember those? The next extension of this World's Fair sized tent housed big-dollar cars and collections. Ever see 8 Ford GTs in one place? At \$300K to over \$500K each on the block. This was an eye opener.

A little further down this main tent was a mini home show with automotive art, jewelry, steam punk furniture, collectible oil-rag trash cans, you name it. These were for sale and not up for auction. This area was followed by hundreds of special interest cars and trucks. Just outside the door you could see the Factory Five cars, one in build process that auctioned off at the week's end (find Barrett-Jackson Results for a complete list of selling prices).

About 43 Porsches were offered. I also counted over 65 Chevilles and 27 1950s Chevy 3100 pickups and delivery vans. Older wagons are gaining popularity as are Dodge Power Wagons which could auction at over \$100K.

Outside were 6 tents, each holding approximately 160 cars, all special interest and most in impeccable condition. Chrome is the norm here. Hoods were often open. There were over 1,800 special interest vehicles on display. It took me four days to wander through the entire lot.

Cars were run from these tents to a pre-stage area where they were given a quick buff and detail. This is where you might get to talk to the owner and hear the car run or you might have to settle for the 350 word (max) description posted on the windshield as your only input from the buyer. True mileage is seldom revealed. Most of these cars have been massaged to the point where the true mileage is irrelevant anyway. Windows are down mostly, and opening doors is forbidden.

So what did I take away from the auction experience? You can see the car, look under it, make notes and take pictures. You can hear it run just before it hits the block. The owners may or may not be available. All sales are final with no guarantees. Most are listed with no mileage on title. Buyers bid from the floor and from home ... which I would not recommend. The sellers pay from 8% to 12% of the selling price to Barrett-Jackson. The buyers pay 10% over auction price and more on Automobilia, so the house collects on both ends. It's reported that this events total sales totaled a record breaking \$131.6 million dollars! \$118 million of that was from vehicle sales. Do the math on that one!

Bottom line is that you simply have to experience this for yourself. We have Barrett-Jackson doing a Northeast Show June 26 – 29 at Mohegan Sun in Connecticut this year. When the time grows near, look for the "docket" online where you can review photos and descriptions of every vehicle offered. Hope to see you there.



A kit Porsche Spyder. It went for big bucks.



A Porsche up for bidding. Is that a Porsche color?

Behold The Future

By Danielle Badler

I think it was Gore Vidal who said Los Angeles is the best place in the world to see the future. To which I would add that, nowhere else is the adage "you are what you drive" more true.

I visit as frequently as I can. My older daughter and my son-in-law live there, with their three children. Hugo, now four and a half, Bennett, a terrible two, and now Olive, two months old at this writing. Ali, their mother, is now a pediatrician, just a few years out of residency. That's right, she's living "all kids all the time."

My son-in-law, Simon, just made partner at a leading talent agency. They live in West Hollywood, just a short walk up to Sunset, but a leafy residential area featuring 100-year old homes that were supposedly built to house workers in the fledgling film industry. God bless them.

Every time I visit, I bring the boys toy cars. Cars that have been stockpiled over the years. Porsches, Ferraris, Lamborghinis ... you name it ... all given to me for my birthday. Again and again, year after year, people would ask me what I want for my birthday. And I would respond, a new Porsche, a new Ferrari ... and get a Tonka Toy replica. Or a Matchbox. Yeah, I know, it's very funny.

I'm very proud. Hugo can name just about every one of his cool cars, as well as most of the cool cars on the road, simply by their logo. Now, I admit, this being LA, he gets a lot of practice identifying cool cars. But still! Then he lines up his cars and "races" them around his playroom, against his brother. As a gift, a few years ago, I got them a family membership to the Petersen Museum. They love it.

My most recent visit was last month ... to see baby Olive, of course. But something got to me, even before we got into the house. As we pulled into the driveway, what was sitting, parked? A BMW I-3. I didn't know.

I asked Simon what "drove" him to go all electric. His previous "ride" was a BMW X-5. Before that was a Prius. And before that an Audi S4. He said the I-3 works for his five-mile commute. Well, ok, so I dove in deeper. How does he charge it? Did he put in a 220 volt line from the house? No, he said, he just ran a 110 extension cord. Hmm, I said, doesn't it take all night to charge? Yes, but he said he gets enough charge overnight to commute back and forth from work. And, over the weekend, it charges fully.

"But my lease is only for two years," Simon said. "So we'll see how it goes."

Because Ali drives the big Volvo SUV. With third row seating and a row of child seats in the second row. "We didn't need two big SUVs," Simon told me.

I've posed this question before, but it bears repeating against this background; will my grandchildren ever actually drive themselves?

Think about it. Hugo will be able to get his driver's license in 14 years, give or take. He loves cars now. But will he ever actually drive? And will he care? And, further, just what will personal transportation be like, especially in LaLaLand, when he comes of age?

I recently came across an article on what McLaren thinks the F1 car of 2050 will be like. Okay, that's 30 years from now, not 14. But still. McLaren predicts a 300-mph electric racer with "shape-shifting aerodynamic components complemented by onboard artificial intelligence.

"The sidepods will expand and contract like the gills of a shark ... built around the energy storage solution of choice, likely something unknown today ... the tires could feature inductive charging coils and the ability to repair themselves ... AI will become part of the car ... the system could learn and predict the driver's state of mind, to provide real-time race strategy ... tracks with steeper banking, brought closer to fans in city centers."

Pie in the sky? Well, take a look at Boeing's Passenger Air Vehicle (PAV.) A recent article in Autoweek chronicled its first flight.

Don't call it a "flying car." They said it's "a combination of a scaled-up drone and a pusher plane, with multiple horizontal propellers providing vertical flight while forward flight is accomplished by a single large propeller in the back of the craft."

According to the article, Boeing actually tested the PAV in "autonomous mode, without a pilot, as the electric prototype is designed for fully autonomous flight and has a range of up to 50 miles. Hopefully there is an EV charger at your landing spot." Or a 110 line, right Simon?

What's the actual business plan? Boeing sees a "rooftop urban air taxi market – still mostly on the drawing board."

Closer in, I just read the specs on Porsche's new Taycan. Autoweek reports that the car, due to go on sale next year, after a first production showing at Frankfurt this fall, will pack over 600 hp and a range of 310 miles. "Fast-charging capability will allow the Taycan to get enough juice in 15 minutes to cover 248 mi, or 400 kilometers." Not with a 110 line, I would guess.

According to Autoweek, Porsche "has made the decision to double the annual production of the Taycan from 20,000 units to 40,000 units." At a base price of around \$90,000. For comparison, Porsche sold almost 36,000 911s, in all its versions, in 2018.

What does it all mean? I'm thinking about investigating the cost for a residential 220 line installation in West Hollywood. For a Taycan that I hope to see one day, resplendent in my son-in-law's driveway. In the meantime, I've still got a good stockpile of model cars to give to my grandsons.

Beyond that, I guess I'll just have to enjoy the pleasure of living long enough to see what happens, as my grandchildren grow up. Because I haven't a clue.

BTW

Thursday February 21 ... the NCR Gourmands gathered again for dinner so as to include Judy Hendrickson who was not able to attend the previous meeting. Unfortunately Miriam Dunster was unable attend this time ... so we will have to do it again. This event was held at **Campo Enoteca** in Manchester ... all thumbs up excellent Italian food ... highly recommended.





Daytona 24 Hours

Text and photographs by Presse Porsche

Porsche on the podium at Daytona after strong team effort

The Porsche GT Team was rewarded for a strong performance with a place on the podium at the 24 Hours of Daytona. Under difficult conditions on the Daytona International Speedway (USA), the two Porsche 911 RSR racers achieved positions three and five. The ca. 510 hp sports cars from Weissach had clearly dominated the first half of the long distance classic. However, heavy rain, numerous caution phases, interruptions and incidents threw the two factory cars in the legendary Brumos design into a rainy game of chance in the final hours. The new Porsche 911 GT3 R achieved eighth place at its race debut.

Heading into the race on Saturday afternoon (local time) in dry conditions, Nick Tandy (Great Britain) made perfect use of his pole position, with the No. 911 Porsche 911 RSR holding the lead over many laps. His French teammates Patrick Pilet and Frédéric Makowiecki retained the top spot into the night. Torrential rain early on Sunday morning proved to be a watershed moment in a perfect race. With deep water on the track, the 911 of the polesitter fell back into fifth place.

The sister car shared by Earl Bamber (New Zealand), Laurens Vanthoor (Belgium) and Mathieu Jaminet (France) experienced bad luck early on in the race. The repairs to a defect in the front splitter mounting threw the trio in the No. 912 Porsche 911 RSR back by four laps. Thanks to a flawless drive and perfect strategy, the gap was quickly closed so that both factory cars were back amongst the frontrunners. The No. 912 vehicle was relegated to fourth place in arguably the worst conditions in the 57-year history of the endurance classic, but was classified third when a penalty was handed to a competitor when the race was finally stopped after 24 hours and 50 minutes.

In the GTD class, the new Porsche 911 GT3 R run by the Park Place Motorsports customer team achieved eighth place. After several setbacks, works driver Patrick Long (USA), Porsche Young Professional Matt Campbell (Australia) as well as the two American racing drivers Patrick Lindsey and Nicholas Boule repeatedly fought their way up the order. Over long stretches, the team from Texas and its experienced drivers underlined the immense potential of the new GT3 car from Weissach and led the race in the final stages. However, the interruption immediately after a pit stop foiled the tactics and thus the chance of a victory.

Bad luck also plagued the customer teams Black Swan Racing and Pfaff Motorsports, with accidents throwing their ca. 500 hp vehicles into retirement. The squads from the USA and Canada managed to match the pace of the frontrunners and were at times on course for a podium spot. A technical defect threw the Porsche 911 GT3 R fielded by NGT Motorsport out of contention early in the race.

Round two of the IMSA WeatherTech SportsCar Championship will also be held in Florida. On 16 March, the 12 Hours of Sebring (USA) will be contested as a doubleheader with the FIA WEC.

Comments on the race

Pascal Zurlinden (Director GT Factory Motorsport): "If you ignore the weather, then you have to admit that was a great race. We witnessed some top-class racing from all manufacturers. It was a great show for the fans. We were really strong in dry conditions, in the wet, however, things didn't really go as we'd hoped. The result might look a little disappointing at first glance, but the potential shown and the perfect teamwork make me very optimistic."

Steffen Höllwarth (Program Manager IMSA SportsCar Championship): "That was a gripping race, from which we're very happy to take home a podium result. We led the field over long stretches, we coped impressively with a setback for our No. 912 car and we regained lost time. There were many highs and lows. We were very fast in the dry with a setup designed for high top speeds on the straights, but unfortunately not quite so in the wet. To achieve a podium result under such difficult conditions is a great effort. Now we're looking ahead with optimism to the next race in Sebring. We are keen to repeat our victory there from last year."

Patrick Pilet (Porsche 911 RSR #911): "I'm very disappointed, because we were really strong in the practice sessions and the first half of the race. We couldn't quite maintain the performance in the rain. A collision cost us two laps in the race, but that wasn't the decisive factor. I'm focussing on the positive aspects. Our car was extremely fast on a dry track. Our team and the driver trio are strong. So I'm heading to the upcoming race in Sebring feeling optimistic."

Nick Tandy (Porsche 911 RSR #911): "The first hours were great fun. Our car was fast and reliable, I enjoyed thrilling duels against drivers of other brands. But then torrential rain came. Having to drive at Daytona in such conditions is a very different experience. But we can't complain. It could have been much worse."

Frédéric Makowiecki (Porsche 911 RSR #911): "I think we can be very proud of our performance this weekend. In the practice and qualifying sessions we were at the front, and in dry conditions we led the race over long periods. Unfortunately that changed completely once the rain set in. We experienced serious aquaplaning and therefore couldn't quite maintain the pace. At the end of the day I'm left with many positive impressions."

Earl Bamber (Porsche 911 RSR #912): "What a crazy race. We were extremely fast, we coped impressively with a bitter setback and we had a car to beat in dry conditions. The situation was different in the rain. We were no longer the fastest out there. All in all, we've started the season well with a podium result."

Laurens Vanthoor (Porsche 911 RSR #912): "Everything was going fine until late at night. We'd set up our car for a high top speed and this worked perfectly in the dry, but we lacked downforce in the wet. I enjoy big challenges and I'm a fan of old-school racing, but these conditions were just crazy. When you're driving at 290 km/h and you can only see two metres

in front of you and you're flying blind with 30 other cars on your tail all going the same speed, well, that just goes too far. I don't ever want to experience something like this again."

Mathieu Jaminet (Porsche 911 RSR #912): "Had it stayed dry, we would definitely have been able to fight for victory. Unfortunately we lacked a bit of speed in the wet. Third place was certainly the most we could do under these conditions. We can be proud of our performance and result. We've earned many points to start the season and are on the podium."

Dennis Olsen (Porsche 911 GT3 R #9): "It's such a shame. We never let ourselves become disheartened by the setbacks, instead we fought back time and again. We were on course for a podium finish, but then everything went wrong. First a minor problem with the electrics hampered us, then came the crash. At the restart, my teammate couldn't see a thing and was unable to avoid a collision with another car. Unfortunately the damage to the vehicle was too extensive. I'm certain that Pfaff Motorsports will soon earn the reward they deserve."

Patrick Long (Porsche 911 GT3 R #73): "Sometimes the right timing is everything in motor-sport. Unfortunately this didn't work for us today. This wasn't because of the team's performance, the interruptions due to the heavy rain cost us a better result. Still, we've earned some decent points. The season is still very long, and every point counts. The new Porsche 911 GT3 R is fast. That makes me confident for the upcoming races."

Sven Müller (Porsche 911 GT3 R #99): "Well, we hadn't really expected it to be like this. During the race week we worked together brilliantly and made constant improvements. It's extremely disappointing, of course, when the car is out of the race after less than two hours. But that's how it is sometimes in motor racing. I'll now tick this off and hope that we'll be back in this constellation this coming year to successfully complete our mission."

Dirk Werner (Porsche 911 GT3 R #540): "Retiring from a race is always disappointing, but that's racing sometimes. We didn't just experience changeable weather, we also had many ups and downs as a team. We were one lap down several times, but again and again we fought our way back into the top group. When a rival hit the rear of our car in heavy rain this morning the car was beyond repair – it's a great pity."

Race result

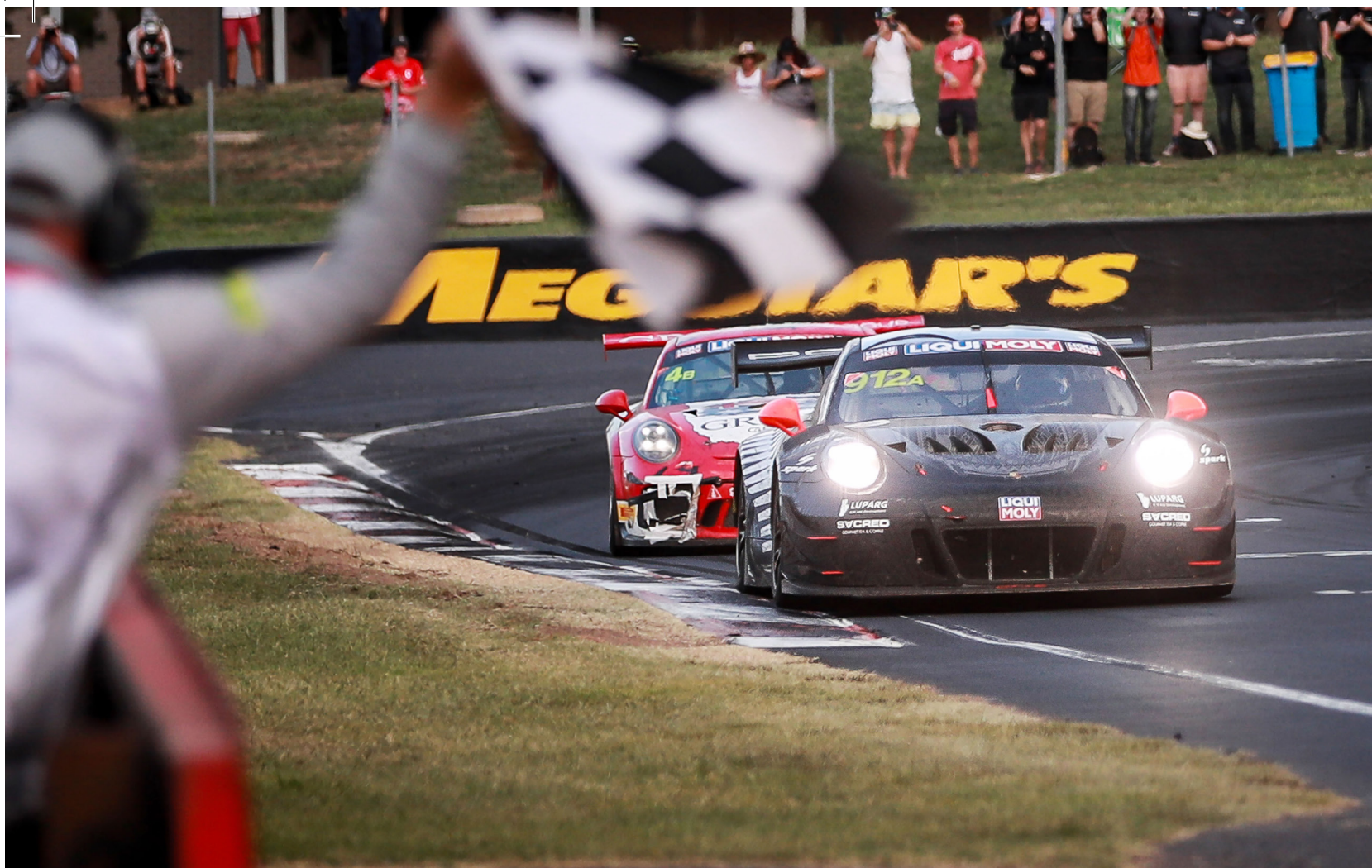
GTLM class

1. Farfus/De Philippis/Eng/Herta (BMW #25), 571 laps
2. Rigon/Molina/Pier Guidi/Calado (Ferrari #62), 571 laps
3. Bamber/Vanthoor/Jaminet (Porsche #912), 570 laps
4. Briscoe/Westbrook/Dixon (Ford #67), 570 laps
5. Pilet/Tandy/Makowiecki (Porsche #911), 569 laps
6. Magnussen/Garcia/Rockenfeller (Corvette #3), 563 laps
7. Hand/Müller/Bourdais (Ford #66), 559 laps
8. Gavin/Milner/Fässler (Corvette #4), 555 laps
9. Krohn/Edwards/Mostert/Zanardi (BMW #24), 553 laps

GTD class

1. Ineichen/Bortolotti/Engelhart/Breukers (Lamborghini #11), 561 laps
2. Morad/Mies/Vanthoor (Audi #29), 561 laps
3. Montecalvo/Bell/Telitz/Segal (Lexus #12), 561 laps
8. Long/Campbell/Lindsey/Boulle (Porsche #73), 560 laps
16. Werner/Cairoli/Seefried/Pappas (Porsche #540) 545 laps
19. Kern/Olsen/Robichon/Hargrove (Porsche #9), 470 laps
23. Müller/Bachler/Renauer/Häring/Görig (Porsche #99), 47 lap





Porsche 911 GT3 R wins farewell race

Text and photographs by Presse Porsche

Porsche has won the Bathurst 12 Hour (Australia) for the first time, and has added another chapter to the impressive success story of the Porsche 911 GT3 R in its final performance at a major endurance race. Works driver Dirk Werner (Germany) as well as the two Porsche Young Professionals Matt Campbell (Australia) and Dennis Olsen (Norway) brought the GT3 car fielded by EMB over the line in first place. The fledgling customer team managed by Porsche works driver Earl Bamber (New Zealand) triumphed at its maiden outing on an international stage in the fight against experienced teams from eight manufacturers.

In a breathtaking finale on the Mount Panorama Circuit, local hero Campbell ultimately beat his top-league rivals, to the great delight of his fellow compatriots in the grandstands. In the final 20 minutes of the 12-hour endurance race, the Porsche Young Professional picked off three vehicles one after the other and with perfectly-executed maneuvers swept into the lead with the No. 912 Porsche 911 GT3 R. His teammates, Werner and Olsen, drove strong stints and his EMB team worked flawlessly with a perfect strategy to lay the foundation for this victory.

Lady Luck, however, was not shining on their team colleagues Romain Dumas (France), Sven Müller (Germany) and Mathieu Jaminet (France). From the half-way point of the race, the driver trio in the Porsche 911 GT3 R swapped the lead with the sister vehicle over long stretches, however the No. 911 car did not see the finish. With three hours left to go, a problem with the power steering hampered the charge of the fast and consistent GT3 vehicle and forced it into the pits.

The Porsche 911 GT3 R fielded by the customer team Competition Motorsport/McElrea Racing retired after an accident of David Calvert-Jones (USA) early on in the race. Jaxon Evans gave an impressive performance at his maiden outing as

a Porsche Junior. The New Zealander shared the No. 12 vehicle with works driver Kévin Estre (France) and Calvert-Jones. The identical GT3 car of the Black Swan Racing squad could not contest the race due to an accident during practice.

For the opening round of the 2019 Intercontinental GT Challenge 2019, the 2018-spec version of the ca. 500 hp GT3 car was campaigned for the final time, as stipulated by the rules. Included on the Weissach racing car's extensive list of successes is an overall victory at the Nürburgring 24-hour race as well as titles in the ADAC GT Masters and the North American Pirelli World Challenge. From the second race of the season in Laguna Seca (USA), customer teams will again race the new version of the vehicle, which celebrated its race debut last weekend at Daytona (USA). The new Porsche 911 GT3 R features numerous improvements in terms of drivability, aerodynamics and kinematics.

In the Class B of the 12-hour race in Australia, the customer team Grove Racing scored a comfortable lights-to-flag victory. Ben Barker (Great Britain) and the father-son team Stephen and Brenton Grove (Australia) secured first place with the No. 4 Porsche 911 GT3 Cup ahead of the same model vehicle run by the Carrera Cup Asia squad.

Comments on the race

Fritz Enzinger (Vice President Motorsport): "What a banner day for Porsche Motorsport. Congratulations to all drivers and particularly to the team principal, Earl Bamber, who has impressed me greatly with his fortitude and meticulousness over the years. Earl is not only a world-class racing driver, he's also a top team boss. He underlined this today. It's perfect that the fledgling EMB team has handed us the first victory at Bathurst at the swan song of the Porsche 911 GT3 R after three very successful years. Now we are looking forward to the second race of the season at Laguna Seca. We aim to bring home the next win with the new car."

Pascal Zurlinden (Director GT Factory Motorsport): "We still had some unfinished business at Bathurst, and now it's settled. For our proven Porsche 911 GT3 R to win at its last major race, we couldn't have dreamed for a more wonderful finish. I take my hat off to our drivers, who had to fight in sweltering heat. And we mustn't forget the customer team Earl Bamber Motorsport. This was the first race at this level for EMB, they tackled it with a top-class, experienced crew and promptly won. This could be the first chapter of an epic story. We look forward to further joint outings. Now we're looking ahead and preparing ourselves for the next two big events for Porsche Motorsport: the doubleheader in Sebring with the WEC and IMSA and the next round of the IGTC in Laguna Seca."

Sebastian Golz (Project Manager 911 GT3 R): "This finale was breathtaking. We focused our entire race strategy on this last stint. The team prepared for it perfectly, and the drivers implemented it perfectly. At the end we fitted fresh tyres, filled the tank and put Matt Campbell in the car – then full attack to the finish line. This victory at the last big race is a fair reward for the very successful Porsche 911 GT3 R. Such a farewell before the car heads into the Museum rounds off the success story perfectly. The EMB team did a sensational job, as well. The squad was put together at short notice with unflagging commitment and great meticulousness. The fact that they promptly scored a victory is phenomenal and a consequence of the professional work."

Earl Bamber (Team Principal EMB): "We only began putting the team together at the beginning of December. Since then we've invested a huge amount of work into this project – not just me, but my brother Will and many other supporters, as well. Our goal was to be able to offer the drivers two equal cars at the very highest level. We succeeded. The No. 911 led over long stretches but then fell back. But we had a second iron in the fire. The No. 912 stepped up to the mark. What Matt achieved in his last stint is film worthy. The fact that we now send this car into the Museum with a victory makes it all the more emotional. I'm completely over the moon."

Matt Campbell (Porsche 911 GT3 R #912): "I knew without doubt in the finale where the strengths of our car lay – and I then used them consequently. I eyed up my competitors, I made my overtaking moves resolutely and never backed off. That was an important key to this victory and I'm overjoyed. Bathurst is a legendary race, and it's my home race. It was the first GT3 race for Earl Bamber's team. To win at the first outing and in this manner is simply brilliant."

Dirk Werner (Porsche 911 GT3 R #912): "This is a great victory. I've waited a long time for such a success at a major race. There are so many special stories from this race. It was the maiden GT3 race for Earl's team, it was the last race for the Porsche 911 GT3 R and not least there was Matt Campbell's performance, he really turned up the heat at the end. It was an incredible achievement from everyone involved. I'm absolutely thrilled!"

Dennis Olsen (Porsche 911 GT3 R #912): "Incredible! That one word actually sums it all up. We all worked hard for this win. Ultimately, it was about Matt's performance in the final stint. How he fought for the lead was nothing less than amazing. I still can't quite put my feelings into words. I guess it first has to all sink in."

Romain Dumas (Porsche 911 GT3 R #911): "We were fast, constant and strategically well positioned with our Porsche 911 GT3 R. I drove a double stint early this morning with one set of tyres. That would have given us the benefit of fresh tyres at the end. Unfortunately we couldn't reap the rewards of the entire team's hard work. The fact that something breaks at such a gruelling long distance race is simply part of racing. You can't do anything about that."

Sven Müller (Porsche 911 GT3 R #911): "The Bathurst track is awesome. It's a little like the Nürburgring-Nordschleife — I like it. I had some exciting, tough duels during my stint and it was great fun. At times we were in the lead. Unfortunately we got the news that the power steering had a defect. And unfortunately we were out. Congratulations to our colleagues in the No. 912 car."

Mathieu Jaminet (Porsche 911 GT3 R #911): "We started into the race from twelfth on the grid and ploughed our way up the field. We kept out of trouble and drove our laps flawlessly. That earned us the lead. Unfortunately, about three hours before the flag, the power steering went. Luckily I managed to keep the car on the track. It's too bad that we were thrown out of contention. But we'll tick this off and look ahead."

Kévin Estre (Porsche 911 GT3 R #12): "The most important thing is that our teammate "CJ" is doing okay. It was a really hard impact in a passage where you reach over 200 km/h. Even if something small goes wrong there, it's over. For me it's a shame, of course, because this is the second time in four years that I didn't get a chance to drive here at Bathurst because of an incident."

Jaxon Evans (Porsche 911 GT3 R #12): "I enjoyed my first race as a Porsche Junior. I found the first stint at dawn particularly impressive. We were going well in the race and our pace was good, but unfortunately my teammate had an accident. That's Bathurst, something like that can happen to anyone here. One tiny mistake often has big consequences. Of course I'm sorry for Kévin who didn't get to drive a single lap in the race."



With 700 hp at the Mount Panorama Circuit Mark Webber thrills fans in the Porsche 911 GT2 RS Clubsport

Motor racing fans attending the opening round of the 2019 Intercontinental GT Challenge at Bathurst (Australia) have witnessed a very special premiere. The Porsche 911 GT2 RS Clubsport was driven on a racetrack in front of the public for the first time. At the wheel of the 700 hp vehicle sat the Porsche brand ambassador Mark Webber. The Australian thrilled home crowds at the famous Mount Panorama Circuit.

"The last time I drove at Bathurst was 24 years ago in the Formula Ford. Driving now on this wonderful circuit with this 700 hp sports car was a sensational experience for me," says the world endurance champion of 2015. "It's incredible how much punch the engine has. Although I wasn't driving at the maximum racing speed, I still reached 296 km/h at the end of the straight. Crazy!"

The Porsche 911 GT2 RS Clubsport, of which there are only 200 units, was launched at the Los Angeles Auto Show in November 2018. The race car was developed for clubsport meets, track days and selected motor racing events. The technology is based on the high-performance 911 GT2 RS sports car*. The car is mounted with a cutting-edge 3.8-litre flat-six twin-turbo engine, which puts out 515 kW (700 hp). Power is transferred to the rear wheels via a rigidly mounted seven-speed Porsche dual clutch gearbox (PDK).

The Porsche 911 GT2 RS Clubsport is offered at a price of 405,000 Euro plus country-specific VAT. Customers will receive their vehicles from May 2019 at exclusive delivery events.

*911 GT2 RS: combined fuel consumption 11.8 l/100 km; CO2 emissions 269 g/km

MART

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NCR has partnered with Lands' End Business Outfitters and set up a store front to supply NCR logo'd items (shirts, jackets, promotional items, etc). Transactions are direct between you and Lands' End with no markup to NCR. The entire Lands' End Business Outfitters Catalog is available to you. Simply sign in to www.ncr-pca.org, go to the Goodie Store page and click on the link or go direct to

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

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



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 contact: Hank Cowles
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Northlander advertising rates:

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Advertising fees are billed and due annually in either February or July. New advertisers may start part way through a year on a pro-rated fee basis. Advertisers are responsible for preparing and providing ad-ready copy to the Northlander Editor by the 15th of the month before the month when the ad will begin. Thank you.

BTW



Why are these Porsche people so happy?



They are happy because Matt Campbell (above) brought the team's 911 home to win the Bathurst 12 Hours ... photographs by Presse Porsche.

NEXT MONTH

Sebring

Amelia Island Concours

Not Just Another Woman Driver



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. My staff and I would be happy to go "the extra mile" with you.



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