

NORTHLANDER

NORTH COUNTRY REGION
PORSCHE CLUB OF AMERICA

Volume 42 — Number 5

June 2019



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LUFTGEKÜHLT 6

MIRAGE 4.4 LITER 911

AND ... MUCH MORE



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PORSCHE



NCR—MAKE A WISH DAY—SATURDAY SEPTEMBER 7th



ClubMotorSports (Tamworth NH) Laps for Charity

Charity Laps Touring Group ... rain or shine:

Experience the excitement of driving the multi-turn road course during a mid-day session in your own car but at reduced speeds with no passing allowed. Helmets are not required. Passengers and children are allowed. This is a great opportunity to drive "Parade Laps" at ClubMotorSports in your daily driver or your Porsche. Participants can be PCA members or non-PCA members. Cars will go through a brief tech inspection for lights and basic safety features.

You will be required to sign waivers.

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

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

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

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

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

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

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

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

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

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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 42 for advertising rates.

NORTHLANDER

NORTH COUNTRY REGION PORSCHÉ CLUB OF AMERICA

Volume 42 – Number 5

June 2019

Upcoming Events

NCR Spring Get-A-Way, June 1 and 2

Third NCR Autocross , June 15

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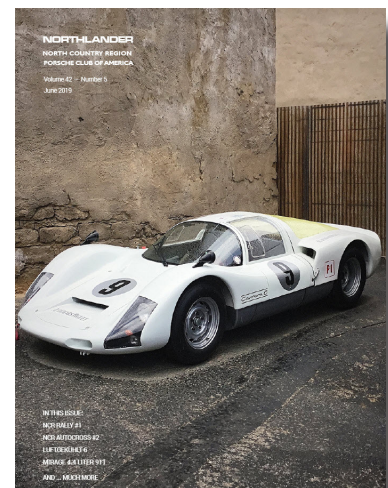
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On the Cover

Ray Deschenes is a long time friend of the editor and a car enthusiast too. Ray attended Luftgekühlt 6 in Hollywood on May 11 and documented the eye candy.

See more of the event on pages 24 - 27

iPad photograph by Ray Deschenes



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EDITOR'S DESK



May is over and it is still not spring. Not a single daffodil in sight.

NCR Rally #1 is a sure sign of spring and we have photos and a story ... see page 10.

NCR Autocross #2 was on the same day as the rally and had early spring weather – that is to say. May showers for June flowers see page 14.

And **Luftgekühlt 6** is now history ... see page 24.

Northlander Editor has had a busy month and for the most part a very enjoyable and sentimental one. The highlight has been the trip to San Diego and LA for **Luftgekühlt 6**. A chance to have a week with friends of many years, a surprise visit with PCA San Diego members, and, of course, the day at **Luftgekühlt 6**.

My friend Ray Deschenes has been living in California for over 25 years now but we get to visit on a regular basis. Years ago we ran marathons together and trained here on the Seacoast but these days we tend to check out vineyards, micro-breweries, and car shows. Ray collects classic American cars – a 1947 Chevy Fleet Master “woody”, and a 1959, 283 cubic inch, fuel injected Corvette, are part of his collection. The So-Cal environment is a great car culture place so Ray is often at a show two or three times in a week. He knows a little about Porsches too – I convinced him to join me at Rennsport at Laguna Seca a few years ago and this year he accompanied me to Luftgekühlt 6.

While I was in San Diego we visited Jae Lee at his shop, **Mirage International**, to check out Jae’s 4.4 liter 911. Just by pure chance a month or so back I was reading *Petrolicious* and saw the article on Jae and the engine he built. Seeing as Jae was in San Diego, and just three miles from Ray’s house, I thought I would try to arrange a visit. This turned out to be a really great surprise and a real treat ... the story Jae told was amazing and an engineering feast. Bruce Wing from PCA San Diego region was visiting to check on the build of his 911 and we four sat together for a couple of hours sharing stories, being amazed at the people we knew in common, and covering many technical details. See ... it is not just the cars; it is the people – but you know that saying.

It is “the people” and I was reminded of this again at **Luftgekühlt 6** where I had some difficulties navigating with my current injury – a dislocated patella. Ray was off on his own mission on occasion so I sometimes needed help to get over a curb ... no problem. Porsche people helped me, and one noted he had seen me earlier in a near face plant and was looking out for me. When I found my phone had no reception while trying to locate Ray I had to impose on someone to borrow a phone ... again, no problem, Porsche people ... nice people.

So, did we get any photographs at **Luftgekühlt 6**? Oh, yes. My Nikon and Ray’s iPad were busy ... see page 24 – 27. So many photographs we may have to share them with you on the web site.

cheers

David

MEMBERSHIP



Kristin Allen

New Members

David Armour; Wolfeboro, NH – 2001 Race Car

Joel Bergeron; Salem, NH – 2011 911 GT3

Carlos Ferreira; Gilford, NH – 2003 911 Carrera Cabriolet

Gilbert Han; Boston, MA – 2012 Boxster S

Michael Hogan; Plymouth, NH – 2013 Boxster

Donald Laprise, Alyx Laprise; Gardner, MA – 2006 911 Carrera

David Law, Paige Kingsley; Concord, NH – 2001 911 Carrera Cabriolet

Nicholas Raptis; New Hampton, NH – 2008 911 Turbo

Mark Schneider; Danville, NH – 2012 Panamera 4S

Stavros Stefanis; Alton, NH – 2017 911 Turbo S

Praveen Suchdev, Rajin Suchdev; Hollis, NH – 2018 Panamera 4 E-Hybrid

Jimmy Thistle; Salem, NH – 2018 Macan

2 Years

Mark Bodi; Portsmouth, NH – 1999 911 Carrera Cabriolet

Kevin J. Bradshaw, Karen Bradshaw; Hollis, NH – 2008 911 Targa 4

David Eiche, Denise Dumas; Hollis, NH – 1996 911 Carrera 4

Richard Jenny; Center Harbor, NH – 1985 928S

5 Years

Athena DeGangi, Carleton Williams; Chelmsford, MA – 1989 944 Turbo

10 Years

Tom Der, Lisa Cook; North Hampton, NH – 2008 Cayman

Anniversaries

1 Year

Kenn Archibald; Bedford, NH – 1983 911 SC Cabriolet

Rod Bruno; Stratham, NH – 2017 Macan GTS

Matthew Locker, Catherine Schneider; Lebanon, NH – 2018 718 Cayman GTS

Ken Mulcahy, Chris Mulcahy; Nashua, NH – 1970 914

Justin Searles; Pelham, NH – 2008 911 Carrera S Cabriolet

J Whalley; Bow, NH – 2001 911 Carrera Cabriolet

15 Years

Mary F. Nutter, Charlie Nutter; North Berwick, ME – 1987 911 Carrera

Derek R. Perry, Robert Perry; Merrimack, NH – 1984 944

James A. Winner, Donna Winner; Hampton, NH – 2004 Boxster S

20 Years

Thomas D. Harris, Paul Frucci; Salem, NH – 1989 911 Carrera

Nicholas Kay; Plaistow, NH – 1999 Boxster

36 Years

David Wieland, Kimberly Wieland-Wald; Gilford, NH – 1986 911 Carrera

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.



The above photo collage is a Challenge Question. Can you identify the places? Answers on page 42

RALLY CORNER

By The Rally Team

The delightful May Meander to Bellows Falls, VT on May 19 is history. We signed in under gray skies, got a bit of rain early, but then drove some exceptional Porsche roads under sunny skies. Pam and Alan Kirby set a high standard planning the start of our 2019 season. See adjoining pages for photo highlights.

By the time you read this, our three-day Spring Get-A-Way Weekend to Northern Vermont will also be complete. It was a grand time — verdant rolling hills, winding river valleys, Maple Creemees, and dinner opportunities to socialize.

July will bring a Lake Shores & Hinterlands Tour starting in Concord, NH and ending in West Ossipee for a late lunch. Thank you, Bill & Penny Meyer and Dana & Chris Russian. In August ... Rich and Marilyn Willey will be back! And they are planning one of their special events. Stay tuned for emerging details of what promises to be a day-long adventure.

Late June will take part of the Rally Team to the Catskill Region of New York to test-drive the route for September's three-day Fall Get-A-Way Weekend. Low-traffic roads in the Catskill and Shawangunk Mountains await Porsches to run serpentine courses beside world-famous trout streams. Social hours and dinners, of course.

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

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

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

NCR Rally 1 May 19, 2019

By Harv Ames

Photos by Alyssa Ames



Our daughter, Alyssa (Tani Kiah) Ames, was the photographer! In addition, the following: 1. With my recent total knee replacement ... and reduced vitality...I asked her to be our pilot (left-seat driver) while I navigated; 2. In that Bill and Penny Meyer, who were to be the group two (of three) leads, were unable to participate, Bill White, our Rally Master, asked us to lead group two ... which meant, of course, that Alyssa became the “herding hen” for that second touring group, a first for her, and she handled the responsibility in true Porsche Top Form!

To begin Alan and Pam Kirby’s well-designed Rally Route, we mustered at Hannaford Market in Bedford, NH. I believe 24 or 25 P-cars were in attendance. We snuck along back roads through New Boston, Frankestown, Bennington and Antrim up to Hillsborough, NH (about 43 miles), following brooks filled with Spring run-off to our rest stop, and some fib-talking. Then, we headed north and west about another 43 miles along numerous generously full back-country streams of different girths, through Stoddard, Marlow, Gilsum, and Walpole to Bellows Falls, VT for lunch at Popolo’s Restaurant and, for those interested, viewing Native American pictographs on the Connecticut River canyon. Finally, skittering back, East and Southeast, about another 43 miles, along some terrific winding roads through Alstead, Acworth, Lempster, Washington and Windsor we returned to the rest spot in Hillsborough for final fibs and goodbyes.

We had a fine group of “well-met” folks on this Rally...and, once out of the showers in the earlier morning, we were blessed with beautiful skies, warming sunshine ... and, voila ... most cabrios became topless!

continued on page 12 ...



Alyssa Ames, above photo, filled in for her father Harv as group leader and as the rally photographer.



A Note to Cayenne and Macan Owners

Yours are very popular vehicles. In recent years Porsche has been selling more Cayennes and Macans than vehicles in its “traditional” sports car lines. Historically, North Country programs have been structured for sports car enthusiasts, but times are changing.

Do current North Country programs meet your needs?

Your Cayenne or Macan has Porsche performance but in a package with distinct capabilities and characteristics. Your higher ground clearance gives you access to roads the driver of a low-slung Porsche would not dare consider. Those roads are abundant in New Hampshire, Vermont, Maine, Massachusetts ... and represent unrealized opportunities. Your cargo capacity opens possibilities of tailgating or other outings that involve equipment that would be inconvenient to carry in more compact Porsches.

What would you like to be doing to take advantage of your Porsche?

We are considering forming a North Country Cayenne/Macan interest group to promote activities structured for your vehicles, but we need to know what would interest you. Such a group might operate within an existing program (perhaps Rally/Tour) or might be a separate program. You need to tell the North Country Board what works for you.

Please direct comments, ideas, or any other feedback to Rally@ncr-pca.org. We will report back to membership about your thoughts.

North Country Board and Program Chairs

NCR AUTOCROSS

By Joe Kraetsch



Nigel congratulates Chris Hubert, winner of the Champions class (includes all last years' champions plus many previous class champions like Nigel) — Chris also took top PAX time for the day. He drives an early Boxster like Ollie's silver Boxster. (Chris is also on the Lemons team with Ollie, Jeremy and Elizabeth ... see *Northlander* May issue.)

msreg.com/2019-NCR-AX2



AUTOCROSS 2 – WET WET AND WINDY

Our second autocross of 2019 took place on Sunday, May 19th at Moore Airfield near Ayer, MA. We had 65 drivers and all kinds of weather. It was cloudy and cool when we arrived at the site to set up. The weather forecast said it wasn't going to rain. It did. Late morning brought unexpected showers along with some unexpected winds. The wind blew the rain into the tent trying to get everything wet. We were squeegeeing water off the tables and trying to keep the equipment dry. The rain tapered off into the afternoon when it finally cleared up and the sun peaked out. We did four runs in the morning on a great course designed by Chris Darminio.

We took a 45 minute lunch break giving both drivers and course time to dry out. The course was still a bit damp and cold but it dried out and warmed up during the first afternoon runs and the sun even came out in the early afternoon. We did five afternoon runs and could have done more but the weather maps showed another storm that would come through around 5:00 so we cut our losses and finished before 4:00 PM.

Other than Pandora's box of weather and the finish sensors getting knocked over a couple times, the event ran very well. Frank Bayliss took FTD (Fastest raw Time of the Day) while Chris Lindquist had the Fastest Porsche time. Chris Hubert had the top PAX handicapped time of the day. We had several new drivers from other clubs, both local and as far away as Maine, New York and Connecticut. The feedback from these folks was overwhelmingly positive.

Our next event, NCR Autocross #3, is Saturday, June 15th. Register now at ncr-pca.motorsportreg.com

BTW

... and that was me in the rent-a-car BMW M-Roadster thanks to the generosity of Carl Williams. Lisa's rent-a-car was Athena's little red Miata. Very nice people.

continued on page 16 ...

AUTOCROSS 2







DRIVERS ED

By The Drivers Ed Team

Greetings track fans. The good weather has finally arrived and so has your opportunity to take your baby on the track for some exercise. By the time you read this many of us on your DE team will have gone to Thompson with the NER PCA group for a three day event. Coming up in June our sister club will be hosting a three day event at Palmer Motorsport Park in central MA. This is an exciting track with huge elevation changes and a beautiful asphalt ribbon of assorted lefts and rights to challenge all level of driver skills. They also have scheduled a "Vintage" day for which older models and somewhat "slower" cars are encouraged to get out there or maybe come back to a slower paced experience. Check the NER Driver Education website for more details on these events.

We hope you are making your plans to come join us for our NCR event at Lime Rock Park in CT on July 22nd & 23rd at one of the most storied tracks in the country. This part of western CT is quite lovely and rural and makes for a great getaway for you and your significant other. The event will feature two full days on the track and a beer and wine social with snacks trackside on Monday night to swap stories with your fellow enthusiasts. Come and support your club! Details are on our website: NCR-PCA.org

Dennis Mascetta
DE Track Co-Chair



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Come join us on July 22nd & 23rd at Lime Rock Park and check another iconic track off your bucket list!



Located in the foothills of the scenic southern Berkshires, this course is arguably the most historic road racing circuit in North America.

The event will follow the standard PCA format with five run groups and four 20+ minute sessions for each group each day.



On Monday afternoon kick back and relax with your fellow drivers to share the day's stories and experiences at a Timing Tower Beer and Wine social.



Registration is open <https://ncr-pca.motorsportsreg.com>

NER Registration <https://clubregistration.net>



"HEY!! What's going on with Vintage Days?!"

Northeast Region *Vintage Days* was a spectacular success last season - and we would like to Thank all of you who attended! This season, we are trying to schedule in a **Two-Day Opener** - but, we may have to opt for a one-day opener given schedules and track availability. In the meantime, though...

We do have a Joint NCR & NER Vintage Day & DE scheduled and open for registration! And we are REALLY excited to have a Vintage Day & DE at a track that many of us started on "way back when"...

August 1st at NHMS

Season Planner and Schedule Upcoming Events in July, August, September and October

- July 5, 6 & 7 - Le Circuit Mont-Tremblant (NER/NNJR)
- July 22 & 23 - Lime Rock Fun Days (NCR)
- August 1 - NHMS Vintage and DE (NCR/NER)
- August 9, 10 & 11 - Watkins Glen (NER)
- August 13, 14 & 15 - Calabogie Motorsports (NER)
- September 6, 7 & 8 - Club Motorsports, Tamworth (NCR)
- September 20, 21 & 22 - Palmer Motorsports (NER)
- October 19 & 20 - Club Motorsports, Tamworth (NCR)

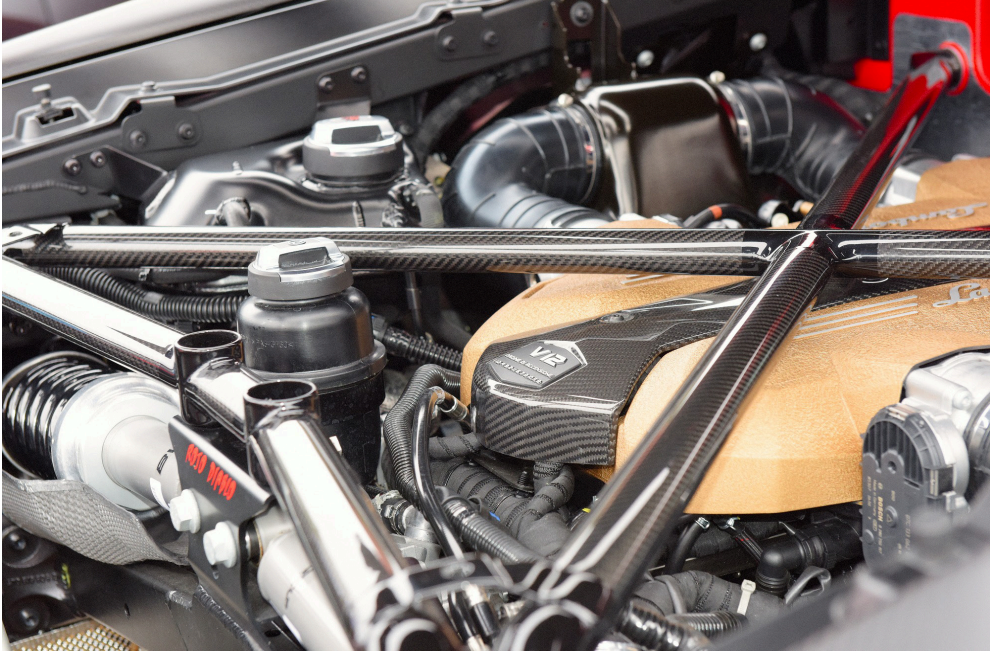
Vintage day at Palmer June 30th NER and Vintage weekend at Palmer Oct 5th & 6th NER



May 5 at Newington Mall



Porsches and more



WESTERN

LUFTGEKÜHLT 6
MAY 11, 2019



LUFTGEKÜHLT 6

By David Churcher



Luftgekühlt 6 has been perhaps the best Luft so far and certainly was the biggest. I was at the Luft 4 event with my daughter Helmi two years ago in Long Beach. I classified the two days as two of the best Porsche days I have ever had. This year was much bigger and it filled the back lot of Universal Studios. The scope of the site and access were much more of an issue than my previous Luft experience. You might recall my story of access the night before the Luft 4 event and getting a brief chat with Pat Long and Jeff Zwart. Not so easy this time.

Further confusion was caused by Luft's ticketing ... we all bought a ticket for as many people as needed and received a receipt and one ticket with a comment to say the scanned ticket would reveal the names of all the people on that ticket. Bad idea. People, including me, were confused and unconvinced this was going to work. Sure enough Ray and I were pulled out of line for having two people in the car and only one ticket. We were behind two 911 cars also pulled out and who were experiencing similar frustration. Ray was convinced he was not getting in. Luft had in the previous week sent out a email to explain their process and offer reassurances. I guess the gate keeper did not get that email. After some conversation with the gate keeper she must have realized one BMW and two 911s, all five minutes apart, would not have conspired the same story. We were in.

After we had parked the car in the garage it took an hour of standing in line, doing a bag check, and then a shuttle bus to the Porsches. The security was perhaps required by Universal Studios and is understandable. However, I did not understand the bag checker's question: "Do you have any knives in that bag?" — "No ... just a Nikon. "

The next official I met was a smiling young lady who noted my Porsche shirt and Porsche hat. She said: "We only have Ferraris in here." I said I would be back to discuss that.

The above couple of issues were quickly offset once we were off the shuttle bus. All that Porsche eye candy was overwhelming. So many 911s and a virtual plague of 914s to celebrate that particular Porsche. So many people too. Many were photographers and many more were picture takers ... all were getting in each other's way but few were complaining. I heard a few sighs and a mumbled plea: "move, move, MOVE!" I do believe I was part of that mantra.

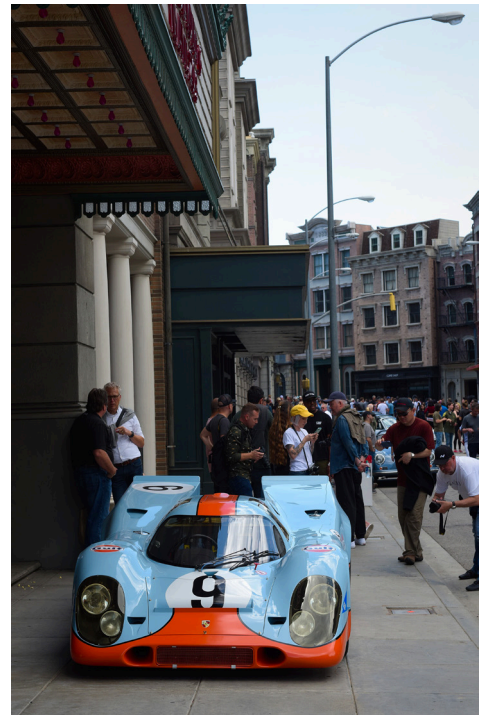
Towards the end of the afternoon and end of my energy, I had placed the Nikon back in the bag and waited on Ray's return. Just then two recognizable persons, smiling too, walked across the square in front of me — it was Pat Long and Jeff Zwart — so I pulled out my trusty S6 phone and planned to capture them as a nice photo to end this article. The damn phone took two selfies of me! I looked very happy!

How good can **Luftgekühlt 7** be? It will be hard to beat **Luftgekühlt 6**. But Pat, Howie, and Jeff will surely give it a go. And *Northlander* will be there.

LUFTGEKÜHLT 6



Upper row of photographs by Ray Deschenes.
Lower row of photographs by David Churcher.





Top photo: the 1973 long hood 911 looks like any other long hood track car — until you look closer ... see page 29.
Jae opened the lid for us and gave a us a detailed description of his 4.4 liter engine build.

Mirage 4.4 Liter Long Hood 911

By David Churcher

If you have already read the Editorial in this *Northlander* issue you will now know how I lucked into some time with Jae Lee at **Mirage International** with the plan to discover how he built a 4.4 liter engine and put it in a 1973 long hood. This had to be a fascinating story. I was not wrong.

Once we arrived at Mirage International, Jae took us out to the shop and then outside to see his car. The shop was a busy place but there was no 4.4 L on the bench. The engine has not had a tear down ... I just had to settle for vivid and technical descriptions. What a treat it all turned out to be. While photographing the car and chatting, Bruce Wing of PCA San Diego arrived to check on the build Jae was doing for him on a 70s 911 ... it will finish in time for SEMA and it will have some wild features which include WIDE Pirelli P7 tires. Do you remember the P7?

With the time we all had available, a ride was out of the question. We walked around the car and Jae described various parts of the build. For example: the exhaust system is exotic, stainless steel, looks like a RSK ... and he has two other iterations in the shop ... variations in length and .125 inch [3mm] variations in diameter ... variations made until he found, by experiment, which design worked. After more descriptions of the intake, engine width, engine mounts ... and some photos ... Jae, Bruce, Ray and Moi headed to the office to chat. Jae described his car as a "rat-rod" but I think it is a functional beauty. Three of us took chairs, I turned on my tape recorder, Bruce spread out on the sofa and we began to chat about making a long hood complete with a 4.4 L engine. I will transcribe below what we discussed. I had a outline of questions on a sheet of paper so I will write below using this as a guide. Some of the answers got to be long and covered a lot of material. Super. Absolutely, super!

DC: A 4.4 liter engine. Bigger than any factory engine. Have you had a call from Weissach?

JL: No. [and smiles]

DC: I read you had built some engines for Rob at Singer but they were called a Cosworth.

JL: Yes, I commuted up to Cosworth in Torrance while we built 30 engines. Each engine was dyno tested and all were within 5 hp of each other.

DC: The *Petrolicious* article mentioned oil pumps failing. Is there a story here?

JL: We had a 4.2 one of our customers had bought elsewhere fail and Porsche replaced the pumps under warranty for us. But then it happened again so we knew it was not the pumps. It was harmonic vibration. It is a silent killer. We made sure we had a harmonic damper/balancer in future and the problem went away. The clearance for the bearing closest to the flywheel is also important and so is the choice of oil. We prefer DRIVEN 15-50.

DC: For 4.4 did you bore and stroke? New barrels? What rods?

JL: We had a crank machined from billet here in California, the rods are Carrillo 127mm centers with a smaller journal size. We are not revealing the bore and stroke at this time – we do have a agreement with the crank manufacturer. The pistons are Mahle and a little bit special – Mahle, or any piston manufacturer, gives the exact dimension at the measuring point so we have control of the clearance. We also get our own exact specified wrist pin clearance. The assemblies are all weighed to be within 0.50 grams of each other.

DC: A lot of attention to clearances in several places ...

JL: Oh yes! Reliability. And they add up to a hp here and a hp there. The key here is to use less energy to run the engine. If you can figure this out, you have – sort of free horsepower – at the end.

DC: So the barrels are custom and billet machined?

JL: Yes.

DC: And the heads? Flow box studies? Valve sizes? Two plugs?

JL: The heads have 53mm intake valves, and, yes, we did flow box studies. But what the box says and what is actually happening is not really related. We found that sometimes a bigger valve and port did not improve things. If the valve/port is not optimum the cylinder does not fill ... [Bruce: it “vacates” and does not fill] ... a case in point was a engine we built with special “big valve and big port heads” and it was not as good as the same engine with stock 993 heads. The 993 head was/is Porsche’s best. Oh ... and we make sure our combustion chambers are all the same within very close limits. Mahle gives us a specified crown thickness so we can machine off metal if need be. Yes ... two plugs.

DC: And the flywheel?

JL: Single plate type flywheel with 6 puck racing disk (on this car. The road going cars will have an organic disk.)

DC: Engine mounts are solid?

JL: No. Semi-hard. The 1973 chassis would not be happy with rigid.

DC: And the transmission? Suspension?

JL: New gear ratios because of the very flat torque curve. The suspension uses JRZ shocks ... www.jrzsuspensions.com ... they are from the Netherlands ... they are the best ... and we get super service and our special requests get immediate attention.

Our conversation went in different directions at times often bringing in Corvette stories, Singer stories, Ed Pink, Hans Mezger, Pat Long ... and at one point Bruce mentioned fellow San Diego PCA member Margie Smith-Haas ... ah, yes ... Helmi [Editor’s daughter] and I met Margie and her husband Paul at Luft 5. Margie, you may recall, is the first US woman to race at Le Mans.

While mentioning people at large Jae commented on a build he was into for a gentleman who is Australian and lives in San Diego and Australia [lucky duck] and he plans to race at Targa Tasmania 2020. I missed my planned Targa 2019 plan ... and now, here is a gentleman and his car I must meet. I am determined to be at Targa 2020 ... it starts just 1500m from my sister’s house!

As we wound down Jae summarized and noted: you have to try stuff – it is all fun – you cannot get it all by just reading the internet. Bruce added a closing comment: Jae is into the details, the clearances, he measures everything, he takes time ... he knows how to get the best out of a engine.

What a treat to meet these people and chat in such a friendly and relaxed environment. Porsche people.

The link below is to a video of the Mirage International 4.4 L Porsche 911 at Chuckwalla Valley Raceway. Really worth a look. Jae had mentioned his tires were a bit “off” and caused some wriggle. Watch close enough and you can see the back step out and Jae make a correction.

<https://www.youtube.com/watch?v=cUQYnwlml8s>



Photos above: The "office", the top of the 4.4 liter engine, and a very serious exhaust.



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WHAT YOU SEE IS WHAT YOU GET

By Danielle Badler

Have you watched “Formula 1: Drive to Survive” on Netflix? I gotta tell you, I really enjoyed the series.

For what it's worth, I go way back with Formula 1. I'm old enough to remember Henry N. Manney III's idiosyncratic race reports in Road & Track. They came months after the actual races. No matter. They were full of insights and witticisms, transporting a budding car nut to iconic lands, tracks and people. How did an American get a job like that? Years later, when I spent a year in Switzerland, I came to realize what actually happens. Someone you know asks you. Ultimately, it's that simple.

Then there were the telecasts of the Monaco GP on Wide World of Sports. The only race televised in the US for years. It too was delayed. But the wait was worth it. Commentary by the Wee Scot. I can still picture the scene of Lorenzo Bandini's crash, just down from the tunnel. I was watching with my father. We started yelling at the screen ... where are the “pompier?”

Then came live telecasts. The amazing reality of being able to watch it all, in real time, from the comfort of one's TV room. My most memorable moment? Yes, it's so sad. Senna. Imola. Yelling at the screen, again, for the helicopter that had landed on the track to lift off and take him to care. Do you remember? The chopper just sat there, seemingly forever. And you knew, you just knew, the outcome.

And now we can just DVR the race, practice, each round of qualifying ... and watch whenever we want.

What's missing? My take is anything, and I mean anything, that's really revealing from behind the scenes. You know there are all sorts of machinations going on. Political. Mechanical. The pressure. The crises. How much gets on the air? Just about zipp-o. Despite the fact that the Euro-based telecasts these days feature some of the most knowledgeable people around. I mean, Damon Hill? Martin Brundle? Johnny Herbert? I understand Sky Sports has now also signed Jenson Button. They've all been there. But, what do we get?

I'll tell you what we get. Interviews that channel the memory of the one, the only, Chris Economaki. Remember him? His signature question; “what's it like out there?”

Please.

To my mind, a lot changed with the documentary “Senna.” For once, we got a glimpse into the legend, the personality. His relationship with Ron Dennis and McLaren. What actually goes on at a drivers meeting. His life off the track. The film made him come alive ... posthumously.

And now comes “Drive to Survive.” Which, finally, peels back the curtain on the traveling circus in ways we've just never seen before. Because the film is all about the “everyone else” teams, the midfield runners and back-markers, the best of the rest.

My understanding is that Ferrari decided not to participate. So Mercedes didn't participate, either. That's too bad. But it sent the filmmakers to teams that never really get their due. It's hard to run midfield, with little chance of a win, much less of a podium finish. And, in this film, it shows. It really shows.

There's Daniel Ricciardo. He's asked, if he had Lewis Hamilton's car, would he beat Louis. He smiles that big grin and says yes. There's Ricciardo's mother, watching her son race in Australia. She's shown fidgeting, biting her nails. Then the race ends, and you can clearly see her exhale.

There's Carlos Sainz, Jr. He's shown dining with his father, a living legend in Spain from his rallying days. Trying to gain his father's, and the world's, respect.

There's Claire Williams. She's shown trying to wrestle with her father's legacy ... and her team's ... and keep from falling into financial ruin.

There's Lance Stroll. Obviously under the thumb of his billionaire father. Trying to justify his seat by dint of his own performance.

There's Esteban Ocon. Trying to hang on to his own seat, against the big-time funding for Sergio Perez that's coming from Mexican billionaire Carlos Slim.

There's Cyril Abiteboul, Managing Director of Renault Sport F1. At one moment, he says "if you don't perform, you're fired." He shrugs, and moves on.

There's Guenther Steiner, Team Principal for Haas F1. Who says he convinced Gene Haas to go F1 racing. He's shown, maybe too many times, trying to motivate his team. And he's shown on the phone with Haas, giving him the bad news about how both cars dropped out of a race, because of the same pit stop errors on both cars.

There's Christian Horner, Team Principal for Red Bull. He talks about how they won four world championships, but that's all in the past; now they need to win races, challenge the big teams.

You get the idea. There's more, a lot more.

I understand that Ferrari may actually participate in this year's documentary series. And, if so, Mercedes may as well. But, then again, based on Ferrari's tumult to date, I have my doubts.

No matter. Sure, there are plenty of scenes of crashes. With the visuals slowed down, so you can watch the carbon fiber shreds scatter like buckshot. But the footage, overall, is another level up from what you see on Sundays. And so are the stories. They're real. They really do pull back the curtain. In ways we've never seen before. Ever. Go see for yourself.

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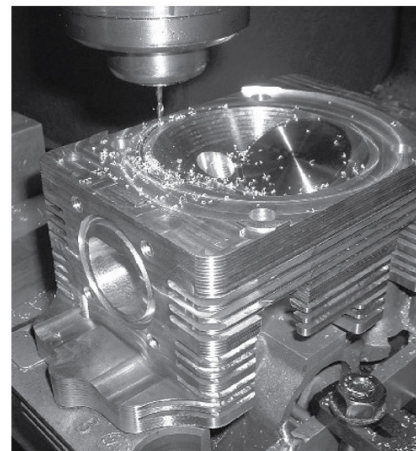
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BTW



Above: Ray Deschenes studying a micro-brewery list and showing his '59 Corvette in San Diego.

The Rally Challenge answers (Left to Right):

Top: Westbound on Kancamagus Highway; Lowe's, North Conway; Mt. Washington Cog Railway Base Station

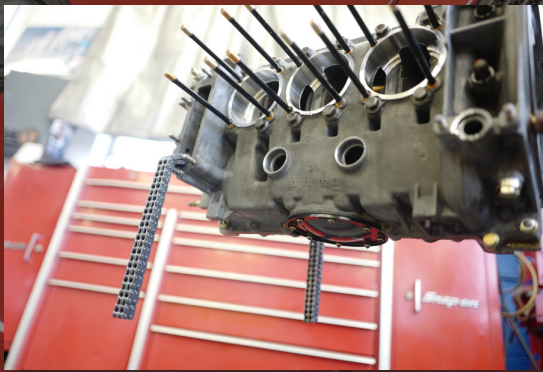
Bottom: Northbound I-93 South of Franconia Notch; Lowe's, North Conway

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