

NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 42 — Number 6

July 2019

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NCR RALLY #2

NCR AUTOCROSS #3

NOT JUST ANOTHER WOMAN DRIVER

24 HOURS OF LE MANS 2019





PANORAMA WEALTH

STRATEGIES

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European model shown. Some options may not be available in the U.S.



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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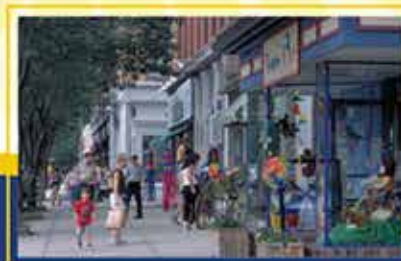


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Statement of Policy

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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 44 for advertising rates.

NORTHLANDER

NORTH COUNTRY REGION PORSCHE CLUB OF AMERICA

Volume 42 – Number 6

July 2019

Upcoming Events

NCR Rally #3, July 13

Porsches In The Park (Portland Me.) July 21

National PCA Parade July 21 - 27

NCR DE at Lime Rock July 22 - 23

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On the Cover

Le Mans 2019 ... photo by Presse Porsche – Florent Gooden.

Photograph of the #93 Porsche of Earl Bamber, Patrick Pilet, and Nick Tandy — taken on the Wednesday evening night practice.

For more on Le Mans see page 26 — and for more about this cover see page 33



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EDITOR'S DESK



June has arrived and seeing as it is another grey day as I write I will, again, begin with a weather comment. A grey day is good for a couple of things other than writing the first draft of an editorial. It is good for twisting the cap off a nice New Zealand Sauvignon Blanc and baking a few garlicky escargots from La France ... and finishing off the most recent good read.

My most recent good read: *The Driving Force* by Peter W. Schutz. A week or so back I noticed a NER invite to a lecture by Lori Schutz (daughter of Peter Schutz) and I was inspired to get the book. It is a fantastic read ... not about cars ... it is about management and people. Peter Schutz describes how his mixture of European and USA ethics and experiences led him to rescue Porsche in the 1980s. He reminds me of a similar person – another Peter of European and USA mix – Peter Drucker. [During the weeks since these lines were written Pam Mascetta has interviewed Lori Schutz. See page 24]

Peter Schutz believed a good story is necessary to get attention and deliver a message. The book is peppered with examples but one I must share here. It is similar to the story of Enzo meeting God and noting the house next to his modest house with Ferrari décor was covered with Porsche décor. When Enzo noted this God explained the Porsche house was not Doctor Porsche's house but His own.

The story: President Reagan was visiting the Vatican and noticed a gold telephone on the Pope's desk. Reagan asked about its significance. The Pope said it was a direct line to heaven. Reagan proposed he might make a call and was told he could – but it was \$25,000 a minute. Reagan declined. Later when visiting Professor Porsche in Zuffenhausen he noticed a similar phone on his desk and asked about the significance of the phone. Professor Porsche indicated it was a direct line to heaven. Reagan asked what the rate was and was told 25 cents a minute. Regan then commented on the rate from the Vatican. Professor Porsche responded: "Yes, but from here it is a local call."

Did you read Fernando was bumped from the Indy 500? Did you see Zak Brown's explanation? It was a candid explanation revealing the techies were tired and they had confused inch measurements with metric. What? Makes me ask if their rulers were in divisions of 1/16" or 1/32". Isn't it time we went metric – like the rest of the world?

As I continue here at a later date Le Mans practice is done and the race is a day away. I see Toyota did a 3 minutes 17 second lap. This after the track changes and car restrictions. Wow. Changed track, same drivers; must be the engineers who made the gain.

The photographs from Presse Porsche are always super. I usually look to see who made the photos. Some names, such as Juergen Tap, are regularly there but I just found a name new to me: Florent Gooden. His photos of Le Mans are spectacular – and a few are in this *Northlander*. See page 33.

Le Mans is over. It is like The Holidays and New Years rolled into one. Now we wait ... another year.

And, would you like to see more of my photographs from Luftgekühlt 6?

<https://indd.adobe.com/view/ff6adf98-f257-467e-b7b1-5f7fce33df53>

cheers

David

MEMBERSHIP



Kristin Allen

New Members

James Cooros; Manchester, NH – 1982 911 Turbo
Raymond Jeffs; Hampton, NH – 1971 914
Eli Oake-Libow; Lee, NH – 2000 911 Carrera 4
John Regan; Nashua, NH – 2014 Boxster S
Keaton Van Thof; Salem, NH – 2014 Cayman S

1 Year

Jonathan Barry; Manchester, NH – 1987 944
Wendell Butcher; Derry, NH – 2008 911 Carrera
Bastian de Byl; Windham, NH – 2009 Cayman S
Brian Greve; Mont Vernon, NH – 2006 911 Carrera
Joe Kearns; Merrimack, NH – 1978 911 SC
John Loring & Jesse Loring; Kensington, NH – 2006 Cayenne Turbo S
Aaron Penkacik & Neil Neveu; Hollis, NH – 2006 911 Carrera S
John Sennott; Nashua, NH – 2006 911 Carrera 4 Cabriolet
Anthony Soriente; Conway, NH – 1999 911 Carrera

2 Years

Mark Bessette; West Ossipee, NH – 2004 911 Carrera
Andrew Kennedy; Hampton, NH – 2015 Cayman S
Brian Larson; Madbury, NH – 2001 Boxster S
Charles Schneider & Nick Schneider; Hopkinton, NH – 2008 911 Carrera 4S

5 Years

Curtis & Erin Finney; St. Augustine, FL – 1985 911 Carrera
Ken Morley; West Lebanon, NH – 2001 911 Carrera 4 Cabriolet

10 Years

Kenneth & Rhoda Goodman; Laconia, NH – 2005 911 Carrera
William & Penny Meyer; New Durham, NH – 1986 911 Carrera

16 Years

John Lussier & Christine Lesinski; Randolph, VT – 1985 911 Carrera

21 Years

Philip & Cynthia Mathews; Campton, NH – 1974 911

26 Years

David Percival & Penny Percival; Andover, ME – 1986 911 Carrera

27 Years

Gregory Fontaine & Michael Fontaine; Rye, NH – 2007 Boxster S
Albert Halle; Manchester, NH – 1998 Boxster

28 Years

Stephen & Kelly Kalenik; Hollis, NH – 1987 944

32 Years

Eric Nichols & Alison Watts; Newfields, NH – 1967 912

41 Years

Barry & Flora Bush; Ogunquit, ME – 1973 911E

42 Years

Allen & Ann Ward; N. Chatham, MA

50 Years!

Donald & Sandra Johnson; Wolfeboro, NH – 1989 911 Turbo

52 Years!

David & Arline France; Washington, NH – 1967 911



Porsche of the Week

Photo by Paul Musto. [North Country Region](#). "I've just recently bought my first Porsche 911 and could not be loving it more. I live near the coast in New Hampshire and drive the coastline quite frequently, stopping along the way to take in the views. This happens to be one of those spots where you get a beautiful view of the ocean, rocks, and now a gorgeous Porsche!"

BTW

Another photo win by NCR! Congratulations Paul.

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.



Spring Get-A-Way Weekend run up toward Smuggler's Notch. Photo by Pam Kirby.

RALLY CORNER

By The Rally Team

Our three-day Spring Get-A-Way Weekend to Northern Vermont at the end of May/beginning of June attracted 15 cars with 29 people. Lodging at the Hampton Inn in the friendly town of St Albans with dinners at The Old Foundry and at Jeff's Maine Seafood complemented our driving tour. A rest stop at Jay Peak, lunch at Picasso in Stowe, and Maple Creemees at Vermont Maple Outlet punctuated twisty roads and scenic vistas along a route that included Smuggler's Notch ... along with an unexpected detour around a cow parade at the Vermont Dairy festival.

July will bring a Lake Shores & Hinterlands Tour starting in Concord, NH and ending in West Ossipee for a late lunch. Following that ... the NCR Magical Mystery Tour Sunday, Aug 18th, launches from Lorden Plaza at the intersection of Routes 101 and 101A in Milford NH. Directions will be given out at the driver's meeting. Destination lunch spot will be in southern NH convenient to major highways. Door prizes to be awarded via raffle ticket.

September's three-day Fall Get-A-Way Weekend will feature low-traffic roads in the Catskill and Shawangunk Mountains where Porsches will 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	Magical Mystery Tour
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)



Photo above by Alan Kirby

Photos below by Pam Kirby

2019 Spring Get-A-Way Weekend to Northern Vermont

By Bill White

Our second rally event of 2019 found us in the quaint, friendly town of St Albans, just 14 miles from the Canadian border in northern Vermont. This was a three-day get-a-way weekend that wrapped social hours and dinners around a drive of rural roads, complete with an unplanned detour to avoid a cow parade at the Vermont Dairy Festival (who would have guessed?). The officer manning the barricade at the parade route courteously offered precise turn-by-turn instructions over what proved to be a better Porsche route than originally planned. Thank You Sir!

As always, we quickly merged new friends with old, but what marked this group as unusual was the presence of three (!) of the relatively rare Porsche Boxster Spyders, complete with manual tops and gear boxes to match. The highlight of the tour was a drive through Smuggler's Notch, weaving along a narrow track between rugged boulders. Not a fast drive, but scenic and interesting nevertheless. The most vexing aspect of the outing was choosing between a Maple Creemee cone or a Maple Sundae (maple creemee ice cream plus maple syrup with maple sugar sprinkled on top).



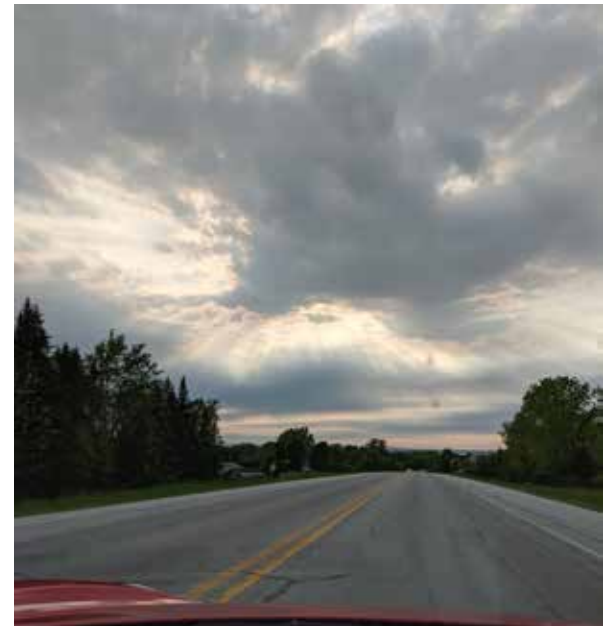
continued on page 12 ...



ABOVE ROW: A drive thru Smuggler's Notch by Kathy White.



MIDDLE ROW & BOTTOM LEFT: Photos of the tour by Eddie Galvez.



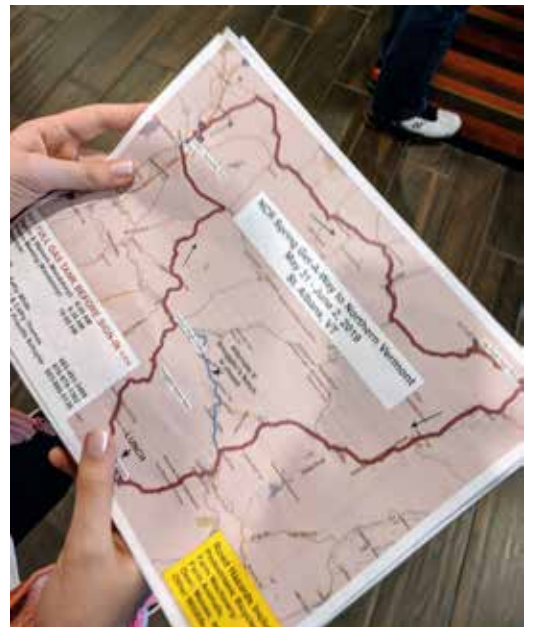
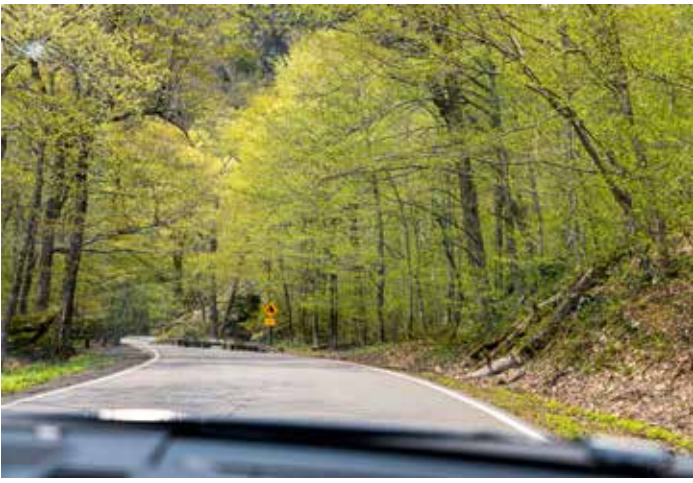


PHOTO AT RIGHT:

Porsche noses by Alan Kirby.





AUTOCROSS 3 — NICE, AND SUNNY TOO

NCR-Autocross 3 was held on a nice sunny day. A contrast to the two previous events. As *Northlander* goes to bed with this issue we do not have any text from NCR-Autocross team. So we must fill the reserved pages with more photographs than planned and leave it to the observations of the editor that it was a great day and a great course designed by Ollie and Justin ... at least that is what I overheard ... :-)





continued on page 16 ...

AUTOCROSS 3



Photographs in top row by David Churcher.
Photographs the two rows below by Anker Berg-Sonne.







NCR PROFILE: NIGEL FENWICK

By David Churcher

Preface:

A few years ago while attending Autocross I noticed a Boxster with two crimson helmets resting on the deck. One of the helmets had a stenciled silver facsimile of the Union Jack ... this had to be Brits in USA . NCR does have a diverse and interesting membership and I am sure many interesting stories can be told. When I learned these helmets belonged to the Fenwicks and that Nigel is not only a excellent autocross driver but also a writer and photographer I just had to ask him to share his story.

DC : So, Nigel ... please explain the helmets. You are a Brit?

NF : Yes, though my friends on the other side of the Atlantic think I sound American, and since my American friends affirm I still have a British accent, I guess my accent is mid-Atlantic. I'm now a British American ... or maybe an American Brit. That is, I now have dual citizenship.

Sue, my co-driver, best friend and life partner – also my wife – is a true Massachusetts born and bred American, which is why her helmet isn't adorned with a Union Jack, but rather a Hibiscus flower from Hawaii (but that's another story).

DC : Can you give us a brief story on what inspired you to move to the USA?

NF : I first visited the USA on a business trip to Reebok while working for Reebok in the UK. The two companies were quite independent at the time. I stayed in Cohasset over a perfect fall weekend and simply fell in love with New England. I remember saying to myself "I could live here".

Two years later I emigrated to the USA in 1992 when Reebok USA bought the UK company and offered me a job here. I thought "why not" and moved out with no intention of ever moving back. I figure if I move again I'll just keep going west following in the footsteps of my ancestor, Captain James Cook. The world's a big place.

DC : I understand you are a professional writer. I recall Sir Winston once saying the Brits and the USA are two nations separated by a common language. And I think it was he who also said English is a language the US has not used in 200 years. How do you deal with the language differences?

NF : I won't lie – the first ten years were really hard! But now I'm fully bilingual actually a lot of the time I forget which is which. I now casually refer to the trunk and hood like a true American and even pronounce yogurt incorrectly. And after 25 years, I've almost mastered Aluminum too! I even speak American with an English accent ... how cool is that? (Not that cool my two daughters tell me).

I've always loved writing – I drafted my first screenplay when I was eleven ... I'm quite sure it was as terrible as we might imagine. I'm not a writer in the sense of being a book author, though I do have several book drafts and outlines on the go, and I've penned a few poems over the years. As part of my job, I write business research papers on subjects like digital transformation and innovation, so in that sense I'm a professional writer. Maybe one day I'll get to writing my first book, after I retire from business.

DC : So do you add, or do not use, spaces before and after a em-dash? Where is your full stop [period] when using () ? Do you have to pause before eliminating the "u" in colour?

NF : My company insists we write in American English, even though our research is published worldwide, so that was hard to get used to at first. I have to thank Microsoft for having a spell checker which effectively trained me not only in American spelling but also our rather odd use of what we quaintly refer to here as correct grammar! For the most part

I'm fully Americanized – though Sue will tell you I still come out with the odd Britishism. I do miss using some terms like fortnight and plonker though. And who doesn't like a good argy bargy? But I suspect that if I told Ed Moschella his GT4 is the dog's bollocks, he might get the wrong idea!

DC : And photography? I know from my own experience this is a disease. How did you catch it?

NF : I've always liked photography – the artistic gene runs in the family I guess – I had an Uncle who was a professional photographer and I have a nephew who's a surf photographer. As a kid, I used to love browsing my Dad's 35mm slides. I took photography night classes in my twenties after I got my first SLR. We did all the darkroom stuff as well as learning about composition. I love trying to compose unusual shots that evoke an emotional response, especially if there's a way to accentuate light and shadow. But like everyone, I also take lots of snaps for the memories too. Sue and I recently shared a photography experience day on Santorini and we had a blast. There's always something new to learn.

DC : And motorsports? Another disease of sorts.

NF : Growing up in the UK, Motorsports is in the DNA – a bit like football (sorry soccer). While I was never into football, I loved Motorsports. I was always watching rallies and F1. A friend of mine had a kart but we never did more than drive it around his very large yard. I learned to drive my dad's car in and out of the driveway well before I was legally allowed to learn. I passed my driving test two weeks after my seventeenth birthday (the UK has a real driving test ... not like the thing that passes for a test my kids did here). My first car was a little red Mini (a Mk. III, stick shift), which I loved to drive on the winding country roads looking for just the right apexes. In hindsight, I think driving fast on UK country roads (most had a 70mph limit in those days) helped me to Autocross pretty quickly. I only discovered Autocross in 2014 and I immediately fell in love. In my life I've found there are few things I truly love to do. Sailing was first, then water skiing, skiing and hiking (orienteering) but when I discovered Autocross, it felt amazing on another level. It felt like I was a kid again. I still feel that way every Autocross weekend. I've done a few track days too. They're fun, make no mistake. But what I love about autocross is the ability to connect with the car at the limit of tire grip; learning to dance the car around the course. When it clicks, it's a feeling like nothing else.

DC : Why Porsche?

NF : My older brother always had the cool cars. He had a 911 when I was still a teenager. Porsche was a brand I'd always felt out of my reach, so I'd never really considered owning a Porsche. We started autocrossing in our BMW Z4 and for the first season it was tremendous fun. But when we started autocrossing with SCCA we found our Z4 woefully under-classed vs other cars in the same class. I decided to upgrade to a Z4M Roadster and even had one picked out at a Porsche dealership. Before pulling the trigger I asked to take out a similar aged Boxster for comparison. There was no comparison. The Boxster drove like it was on rails. I was hooked but still not sure I could justify it in my mind. Sue came to my rescue – she reminded me that the Porsche was a car I had always dreamed of driving, and that owning one would put a smile on my face every time I picked up the keys. We eventually found a gently used 08 RS-60 Spyder with 50k miles on it and snapped it up. Even though we also Autocross a 2017 BMW M2, "Porchy" is still our favorite car to Autocross. And Sue was right, it makes me so happy to drive it I even registered it "HAPY". Every time I get in the car, I'm reminded of how wonderful life is and how fortunate I am to have the experience of driving such a great car. And that exhaust note! Purrrfect.



Touch The Sky

Photographs by Nigel Fenwick



Bar Harbor



DRIVERS ED

By The Drivers Ed Team

So far the season is off to a great start! I had a chance to attend two of the three-day events down at Thompson and I am happy to report that the events went off without a hitch.

It seems that the green run group gets faster and faster. I'm not sure if it's the cars or the fact that so many green drivers have watched "at speed footage" of the tracks on YouTube. I've met novices who can rattle off the turn numbers better than the instructors!

I'm a big fan of Thompson. The pavement is tight and smooth which goes easy on the tire wear. The course is technical to drive and is designed with enough run-off area in most turns to eliminate contact if you fall off. I'm a big fan of good design. Shortly after Thompson, NER hosted an event at Palmer and still another at Lime Rock Park. We have a club of great opportunity.

Coming up very shortly, NCR will kick into gear with our first event down at Lime Rock Park. On Monday and Tuesday, July 22 and 23, we will have our "Lime Rock Fun Days" event. If you've never run at Lime Rock, you should consider it. This is home to the Skip Barber School and has a history of hosting just about every type of road race event. If you have family, the track can be safely walked around during the event and a great amount of the track can be seen from the spectator hill which overlooks the straight, famous Big Bend, and two more turns before the cars disappear into the uphill. A walk to the uphill section offers views of some of the faster cars actually leaving the ground briefly. It's a thrill to watch and a thrill to drive. The facility has gorgeous landscaping. For those not interested in the sport, the area has a lot to offer. Great Barrington is a gem with quaint shopping opportunities, a great vibe and a decent night life.

At the time of this writing, we still have openings at this Lime Rock event, so please join us! You'll be glad you did.

August 1st we will co-host a day at NHIS which will include two "Vintage" run groups. This is an attempt to pair cars according to speed potential and keep the owners of the older and slower cars from driving with one eye on their mirror. Yes we will also accommodate newer cars in regular run groups. No one will miss out here. NER has had great success with this concept in the past so we've signed up to give it a go.

September and October will find us at Club Motorsports in Tamworth, NH. If you've driven it, I know we will see you there. If you haven't been there you've got to go! The September event will include our Make a Wish festivities. October will be our closer for the season. This will be the first time in memory of our club hosting "Spring is a Long Time Coming" at any track other than NHMS. We just could not score the dates at NHMS and interest has been swinging to Club Motorsports. We have some trepidation about offering two events at the same club so closely together, but early reservations for the events seem strong.

If you've read this far and have not tried a day on the track, you owe it to yourself to try it for a day. We are a fraction of the cost of a commercial drivers school, have an outstanding record of sending our participants home with their cars unscratched and offer one of the most life changing experiences you can buy out-of-pocket. You can even insure your car for any event with as little as a 10% deductible. When you see the low cost of the track insurance, you will understand how good our accident record is. C'mon, you know you want to and we'd love to have you.

See you at the track!

Dave Porter

DE Co-Chair

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



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Not Just Another Woman Driver

By Pam Mascetta



Lori Schutz

Some of you may have attended the NER dinner at the Palmer DE June 7th and heard Lori Schutz's fascinating presentation. The main topic of her talk was her father's time and accomplishments at Porsche in Stuttgart as President and CEO. She gave us some background of the history of Porsche in the 80's and how it was her father's insight and leadership that resulted in the continued production of the 911 to this day. It was Lori's dad, Peter Schutz, that led to many exciting innovations including a redesign of the 936, making it the Porsche to win at Le Mans in 1981, followed by the highly successful 956. If you are interested to learn more, don't hesitate to get a copy of his book "*The Driving Force*".

Being the daughter of Peter Schutz led to many interesting and exciting moments for Lori, but she is a "driving force" in her own right. In 1983 she attended her first Parade at Lake of the Ozarks, where she met her future husband Rick Riley, a long time PCA member. Falling in love and marrying resulted in a move to Grand Rapids, Michigan and membership in the Western Michigan Region PCA. With Rick as her instructor, Lori drove her first DE event at Road America in 1984. By 1987 she began instructing at tracks around the Midwest. In 1995 the two parted ways, but have remained best friends. Over the years, as Lori travelled and moved, she remained involved in PCA DE, Autocross and social events in various regions including Orange Coast (Zone 8), Arizona (Zone8), First Settlers (Zone 2) and Maverick (Zone 5), where she served for years as the overall DE Chair. She currently lives in Waterford, MI with her 2 kitties, Hurley and Danica, and is a member of the Southeast Michigan Region.

In 2013, Lori joined the PCA Club Race National Staff as a Scrutineer. She generally works four or five races a year in various parts of the country. This year she was at the California Festival of Speed in March and will work events at the Canadian Tire Motorsports Park (Ontario) in August and Buttonwillow (CA) in November. In January 2018, Lori accepted the position of Zone 4 Representative at the request of then PCA President Caren Cooper. As such, she represents 12 regions in Michigan, Indiana, Ohio, and parts of Kentucky and Pennsylvania. In 2018, Lori also undertook the challenge of the Historic Display at the Porsche Parade Concours D'Elegance. The theme for 2019 is "Racing Through the Years" with a special tribute to the 50th anniversary of the 914. Those of you attending the Parade in Boca Raton be sure to check it out!

Today, Lori tracks a 2005 Boxster distinctively adorned by the Pink Ribbon symbolizing the Susan G. Komen Foundation. To honor her mom, a 22 year survivor of breast cancer, she has participated in a Komen 3-Day/60-Mile Walk, every year in a different city, since 2006. The car number 480, is in her memory, as her nickname was 'Adie'.

Thanks Lori, for being a great role model, mentor and advocate for all of us women!



Photo above:
Lori about to take a ride in a
Porsche 959

Photo at right:
And a ride with Derek Bell in
the 1981 Le Mans winning
Porsche 936.

Photos on adjacent page:
Lori out to dinner with her
famous father, Peter Schutz.
Lori's ride — a 2005 Boxster.



All photographs courtesy of
Lori Schutz.

24 HOURS OF LE MANS 2019

Text and photographs by Presse Porsche

Quadruple triumph in world championship: Porsche wins all GT titles

Stuttgart. The Porsche works drivers Michael Christensen and Kévin Estre have won the drivers' world crown in the FIA World Endurance Championship. The successful duo from Denmark and France, who shared driving duties in the No. 92 Porsche 911 RSR at the season finale at Le Mans with Belgian Laurens Vanthoor, scored enough points at the 24-hour race in France to clinch the title. Porsche had already claimed the manufacturers' title prior to the endurance classic. The Project 1 customer squad won the drivers' and team championship titles in the GTE-Am class of the FIA WEC.

At the 87th edition of the 24 Hours of Le Mans, all four Porsche 911 RSR maintained an impressive pace in front of 252,500 spectators. The best result was achieved by Gianmaria Bruni (Italy), Richard Lietz (Austria) and Frédéric Makowiecki in the ca. 510 hp No. 91 nine-eleven with second place. Earl Bamber (New Zealand), Patrick Pilet (France) and Nick Tandy from Great Britain yielded a double podium result for the Porsche GT Team, clinching third in the number 93 car. Both Porsche 911 RSR vehicles crossed the finish line less than 70 seconds behind the class winner. This margin resulted from being hampered by bad luck in the safety car phases.

Last year's winners in the lead until the early morning:

Over long stretches of the race, the vehicle of the new world champions, Christensen and Estre as well as Vanthoor, was on course to repeat last year's victory. After five hours, the No. 92 car had swept into the lead of the GTE-Pro class to hold a convincing lead during the night. The decisive setback struck in the early hours of the morning at 3.47am. Repairs to a defect exhaust system threw the winning Le Mans trio of 2018 back six laps. In the end, the car crossed the finish line in tenth place – enough to win the drivers' title in the FIA WEC.

The Le Mans debut of Mathieu Jaminet (France) and Dennis Olsen (Norway) concluded with eighth place in the GTE-Pro category. The two Porsche Young Professionals, who shared the No. 94 car with works driver Sven Müller (Germany), suffered several setbacks over the course of the world's toughest endurance race. Bad luck with the safety car interventions and repairs to the data systems prescribed by the FIA WEC cost a lot of time. As a result, half way through the race, the vehicle was relegated from the front far down the field.

Sensational debut season for the Project 1 customer team:

In the GTE-Am class, the Porsche customer team Project 1 secured the team and drivers' titles at its first FIA WEC season after moving up from the Porsche one-make cups. Works driver Jörg Bergmeister (Germany), the American Patrick Lindsey and Egidio Perfetti (Norway) ended the 24 Hours of Le Mans in second place in the No. 56 Porsche 911 RSR. Last year's class winners, however, were very unlucky. The No. 77 car fielded by Porsche Young Professional Matt Campbell (Australia), Porsche Junior Julien Andlauer (France) and Christian Ried from Germany led the race over long stretches, but were thrown down the field with a defect on the underbody. The three drivers finished the season finale of the FIA WEC in fifth place.

In the No. 78 nine-eleven, Louis Prette, Philippe Prette (both Italy) and the Frenchman Vincent Abril concluded their Le Mans debut in seventh place. Porsche Young Professional Thomas Preining (Austria) and his British teammates Michael Wainwright and Ben Barker brought their No. 86 Gulf Racing vehicle over the finish line in ninth. The Porsche 911 RSR with the starting number 88 retired early. Dempsey Proton Racing ultimately had to park the vehicle in the garage after 79 laps after Satoshi Hoshino was involved in several accidents. The Japanese driver shared the vehicle with Porsche Young Professional Matteo Cairoli (Italy) and Giorgio Roda (Italy).



The second place in GTE-Pro 911 RSR of Lietz/Bruni/Makowiecki - Photo by Presse Porsche.

Race result

GTE-Pro class

1. Pier Guidi/Calado/Serra (I/GB/BRA), Ferrari 488 GTE, 342 laps
2. Lietz/Bruni/Makowiecki (A/I/F), Porsche 911 RSR, 342 laps
3. Pilet/Bamber/Tandy (F/NZ/GB), Porsche 911 RSR, 342 laps
8. Müller/Jaminet/Olsen (D/F/N), Porsche 911 RSR, 339 laps
10. Christensen/Estre/Vanthoor (DK/F/B), Porsche 911 RSR, 337 lap

GTE-Am class

1. Keating/Bleekemolen/Fraga (USA/NL/BRA), Ford GT, 334 laps **
2. Bergmeister/Lindsey/Perfetti (D/USA/N), Porsche 911 RSR, 334 laps
3. Segal/Baptista/Lu (USA/BRA/CAN), Ferrari 488 GTE, 334 laps
5. Campbell/Ried/Andlauer (AUS/D/F), Porsche 911 RSR, 332 laps
7. Prette/Prette/Abril (I/I/F), Porsche 911 RSR, 332 laps
9. Wainwright/Barker/Preining (GB/GB/A), Porsche 911 RSR, 331 laps
- DNF. Hoshino/Roda/Cairolì (J/I/I), Porsche 911 RSR, 79 laps

** Car was disqualified in post race inspection – see following page



First place in GTE-Am 911 RSR of Bergmeister/Lindsey/Perfetti (D/USA/N) - Photo by Presse Porsche.

The Porsche customer team Project 1 has won the GTE-Am class at the 24 Hours of Le Mans (France). The No. 56 Porsche 911 RSR fielded by the squad from the German town of Lohne had initially crossed the finish line in second place at the 87th edition of the endurance classic. However, at the final scrutineering, the original No. 85 winning car was disqualified due to a technical infraction. As a result, the vehicle manned by Porsche works driver Jörg Bergmeister (Germany), Egidio Perfetti (Norway) and Patrick Lindsey (USA) moved up the classification to rank first in class.

Now with 108 class wins, Porsche has cemented its position as the most successful manufacturer in the history of Le Mans. For the Project 1 customer squad, the debut season in the FIA World Endurance Championship (WEC) concluded with a triumph in the GTE-Am class as well as with the drivers' and team championship titles. "Winning the 24 Hours of Le Mans is the perfect finish to our first FIA WEC season and makes our two titles even more precious," says Bergmeister.

Photographs on page 29 are by Presse Porsche – they are a collection taken during the pre-race practice sessions and during the 24 hour race.





Porsche cars ready for the 24 Hours. Text and photographs by Presse Porsche.

Nürburgring 24 Hours 2019

Porsche secures second and Pro-Am class win at the 24-hour marathon.

Porsche narrowly missed out on claiming its 13th overall victory after an almost flawless performance. The latest generation of the Porsche 911 GT3 R with the starting number 911 fielded by Manthey-Racing had held the lead for 105 of the 157 laps and ultimately had to settle for second place. Three hours before the end of the race, the nine-elfen lost the top spot after receiving a time penalty and was unable to make up lost ground despite setting the fastest pace in the field.

Right from the start, there was no doubt that the crew of the two newly crowned sports car world champions Kévin Estre (France) and Michael Christensen (Denmark) as well as Laurens Vanthoor (Belgium) and Earl Bamber (New Zealand) were determined to win the prestigious endurance race in the Eifel. After a sensational overtaking manoeuvre, Kévin Estre swept into the lead after a good five hours of racing, which he and his teammates then defended for two-thirds of the distance with faultless stints and a perfectly set up Porsche 911 GT3 R. Clocking a time of 8:17.745 minutes, Estre also turned the fastest race lap in his last stint. The brutal time penalty of 5:32 minutes due to an overlooked yellow flag dashed all hopes of winning.

There was great excitement with Manthey-Racing's second Porsche 911 GT3 R. The No. 12 vehicle secured fifth place overall, at the same time winning its class in the Pro-Am category. The two Porsche Young Professionals Matteo Cairoli (Italy) and Dennis Olsen (Norway) put in a spirited fight with the seasoned specialists Otto Klohs and Lars Kern (both Germany). A week earlier at the Le Mans 24 Hours, a Porsche team had claimed victory in the amateur category. The Iron Force by Ring Police squad with the two Germans Jan-Erik Slooten and Lucas Luhr as well as Steve Jans (Luxembourg) and Adrien de Leener (Belgium) brought the No. 8 Porsche 911 GT3 R home on twelfth place, which handed them fourth in the Pro-Am class.

However, not only the seven 911 GT3 R made an impression at the event. In the near-standard category, too, most of the vehicles that set the pace came from Stuttgart-Zuffenhausen. Eight of the 24 classes were won by Porsche teams.



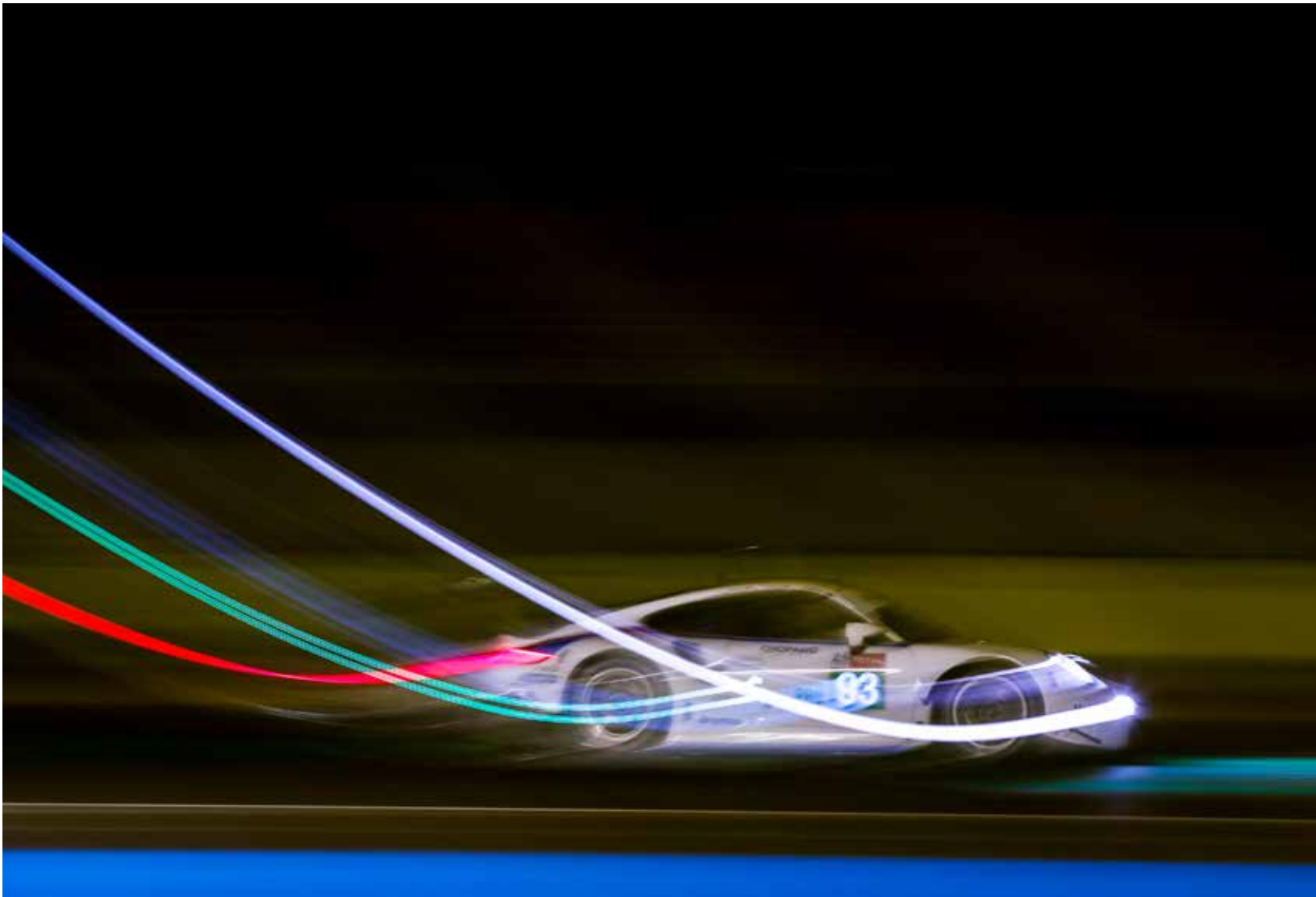
Result

1. Kaffer/Stippler/Vervish/Vanthoor (D/D/D/B), Audi R8 LMS, 157 laps
2. Bamber/Christensen/Estre/Vanthoor (NZ/DK/F/B), Porsche 911 GT3 R, 156 laps
3. Winkelhock/Haase/Fässler/Rast (D/D/CH/D), Audi R8 LMS, 156 laps
5. Klohs/Kern/Olsen/Cairolì (D/D/N/I), Porsche 911 GT3 R, 155 laps
12. Slooten/Luhr/De Leener/Jans (D/D/B/L), Porsche 911 GT3 R, 153 laps
17. Bachler/Bergmeister/Ragginger/Werner (A/D/A/D), Porsche 911 GT3 R, 145 laps
39. Abbelen/Müller/Renauer/Preining (D/D/D/A), Porsche 911 GT3 R, 135 laps
42. Dumas/Campbell/Müller/Jaminet) (F/AUS/D/F), Porsche 911 GT3 R, 134 laps
126. Lietz/Makowiecki/Pilet/Tandy (A/F/F/GB), Porsche 911 GT3 R, 61 laps

continued on page 32 ...



About The Cover ...



This month's cover has a story ...

Northlander's editor found the photograph in the Presse Porsche collection of Le Mans photographs taken by French photographer, Florent Gooden. The light streaks made it a dramatic photo and I had to figure out how they were made. I considered panning the camera but concluded they were a custom Photoshop brush. Further, I decided this would be our cover shot – but – the photo was framed “landscape” and would be marginalized by cropping. While contemplating this I looked at Florent's web site www.florentgooden.com and I was impressed by his travel pictures as much as I was by his motor racing photographs. So – I decided to write and ask how he made those stripes and see if I could modify his photographs to suit the “portrait” cover.

Florent replied quickly and sent me the file from his collection. The stripes were made “in camera” by using a slow shutter and panning the camera. And I could adjust it for the cover. For the cover I added more black sky above the Porsche so as to have the complete car across the page and not to lose the context of the original night shot.

My request for a few words to publish in *Northlander* was also a “yes” so I expect we will have some interesting material for next month. As I write here it is just hours before this *Northlander* issue goes to bed. I don't expect Florent will be writing today because it is a busy day in Europe ... the 24 Hours of Nürburgring just finished and so did the French Grand Prix.

Which race do you think he would be at?



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WHAT'S IN YOUR COLLECTION?

By Danielle Badler

Not wallet, although it can be kinda the same thing, can't it. If you spend it wisely, on collector cars.

Just ask Jay Leno or Jerry Seinfeld.

In my peripatetic wanderings over the Internet, I recently came across two "listicals," of "50 cars in Jay Leno's collection" and "40 cars in Jerry Seinfeld's collection." I have no idea who assembled the lists. It doesn't say. And they're a bit of a misnomer, because a number of cars on Jerry's list are no longer in his possession. They've been sold at auction. Nonetheless, the lists are an interesting peek into what someone does when they're inveterate gearheads and they have the means to scratch their respective itches.

I seem to recall Leno saying two memorable lines about his collection. The first is something on the order of "you'd do the same thing if you were me." And the second is "this is what you do if you have more money than brains." I can't argue with either.

Leno's brood features a lot of weird stuff, many of which, like the jet motorcycle and souped-up Olds Toronado, have been documented many times. But how about the original "Back to the Future" DeLorean from the movie? A Tata Nano? An MG TD hot rod with 340 hp? A '63 Chrysler Turbine? I distinctly remember the turbine. A friend's father tried to get one. I thought they were just loaned out, sort of as a nascent test market sort of thing. But, then again, I'm not Jay Leno.

He also has a lot of brass cars. This category really leaves me flat. I've been wondering for years what people actually do with them. Dust them off for parades? Use them to test various dilutions of Noxon metal polish? I don't know.

Except there are a few that actually get my attention; the Stutz Bearcat and Mercer Raceabout. Right? They're the original sports cars. The latter is on the list. But a Stutz? I don't know. There's no mention. You listening, Jay?

I would, however, add Jay's '06 Stanley Steamer Vanderbilt Cup Racer. For sentimental reasons. I grew up on Long Island. And I remember spending quality time trying to visualize these beasts galavanting around potato fields that today are just so much suburban sprawl.

Oh, and Jay also owns a '34 Rolls-Royce Phantom II, with a Merlin V-12 that puts out 1,000 hp and 1,806 lb-ft of torque.

Along with two Miuras, an original 427 Cobra (blue with white racing stripe, of course,) a '17 Acura NSX, a '17 Ford GT, a '17 Audi R8, an '11 Morgan Plus 8 and a '69 Lotus Elan.

I don't think he owns a single Ferrari. But he does have a McLaren MP4-12C and a McLaren P1, which I've seen him wax poetic about, on his "Jay Leno's Garage" TV show.

But the crowning glory, to Leno, is the McLaren F1. According to the write-up, the '94 is now worth \$12 million. Jay says he doesn't have a favorite in the collection, but this is the first one he would save from imminent disaster, if he had to.

Who could argue with that? Maybe Jerry Seinfeld, if truth be told. Jerry's love of all things Porsche has been well-documented. But a 917-30? In Sunoco blue? It's one of six, and it was never raced. I had no idea. We are not worthy.

To me, that's the single most badass Porsche ever made. But Jerry doubles down, with his own 962, a 959, a '97 RSR and a '64 911 once owned by Ferry Porsche.

He sold his Speedster at Amelia Island for \$1.4 million a few years ago. Along with a '63 Carrera 2 Coupe, a '58 597 Jagdwagen, a Penske IROC RS (with "Revson" on the side,) a 550 RS and, wait for it, a 718 RSK Spyder ... 14 cars in all.

Ah well. Jerry still holds on to an Aston-Martin DB-5 (silver, of course, like in the movie) along with a Miura and a Countach (like Jay,) a Daytona (which started stumbling on an episode of "Comedians in Cars Getting Coffee," with Amy Schumer turning green, maybe from exhaust fumes,) a Healey 3000, a BMW 507 and a Beetle.

Like Jay, Jerry also has his numbnut cars, a Fiat 500, a Fiat Jolly, a BMW Isetta (you know, where the door is the whole front of the car,) a Karmann-Ghia (with a Porsche engine) and two (yes, two) VW buses, one converted to a camper.

Like Jay, Jerry also has a 300 SL and a Morgan. Although Jerry's is a Plus 4.

Fitzgerald famously said the rich are different from you and me. To which Hemingway allegedly added, yes, they have more money. My take has always been that this kind of crazy money allows one to indulge in whims of fancy that mere mortals can only dream about.

But dream we do, don't we. Gotta go, and buy a lottery ticket.

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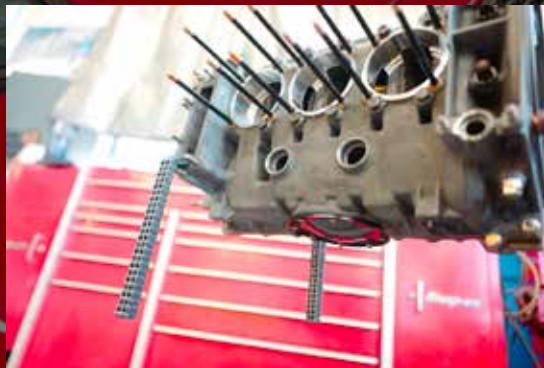
BTW ... as I was saying ...

NEXT MONTH

NCR Rally #3, July 13

NCR DE at Lime Rock July 22 - 23

and, perhaps, something special.



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