

NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 40 Number 5

June 2017

IN THIS ISSUE:
DE Season Opener At Palmer
Luftgekühlt 4
And Much Much More...



SAVE THE DATE – AUGUST 6th 2017

North Country Region and Porsche of Stratham's Annual Car Show to benefit the Make-A-Wish Foundation of New Hampshire



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Volume 40

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June 2017

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TBD

Website

www.ncr-pca.org

Upcoming Events

June 11	Autocross #2
June 13	Board Meeting
June 17	Ice Cream Run
June 17 - 18	Le Mans
June 23-25	Rally #2
July 15	Porsches In The Park (see page 18)

Statement of Policy

Northlander is the official publication of the North Country Region (NCR), Porsche Club of America (PCA). Opinions expressed herein are purely those of the writer and are not to be construed as an endorsement or guarantee of the product or services by the Board of Directors of NCR. The editor reserves the right to edit all material submitted for publication. Material may be reprinted by PCA Regions without permission provided credit is given to the Northlander and the author.

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

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On the Cover

Rally #1 was held May 20 with excellent weather and a fine time was had by all. A full report will be in our July issue.

Photography by Alan Kirby.



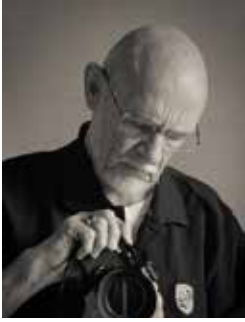
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May has become a very busy month and I have four or so items rattling around in my head which I must get into at least a draft of this editorial, in mid-May, or else I will get a bit wobbly.

The first item is Luftgekühlt 4. It is behind me by a week but I cannot stop reflecting on what a terrific event it was and what a bag full of photographs I made. I took over 1200 in total and culled over half within a few days. But the survivors of the culling keep reminding me of a super few days. This event is one to put in your bucket list.

The second item is prompted by re-reading the Luftgekühlt 4 article in this issue. In the article I make several references to Helmi and I realized not every reader of *Northlander* will know this is my daughter. I am prompted to clarify this too because of a not unusual event which took place at our dinner in Pasadena. Our hostess had been chatting with us and when she brought our pot of tea at the end of the meal she said: "May I ask ... what is the relationship between you two?" We chuckled and simultaneously said: "My dad." "My daughter." We have been asked before. You see, I am lucky to have a daughter who shares most of my passions. We have traveled all over the world together, share a love of books, art, wine, food ... and, Helmi knows the difference between a 911 Long Hood and a 911 G-body.



It's not all about the cars. Photos taken at Denner vineyard with my daughter Helmi on the Luftgekühlt 4 trip.

The third item is Le Mans. I am going for a third time. In 2014 I was there with our colleague Jack Saunders, and mon ami Olivier ... I thought then once in a life time was very fortunate. Before that trip Prescott Kelly had told me of his trip some years previous and told me of his wife's distress over the toilet facilities. He was not wrong. In 2015 Olivier and I camped out at the Porsche Curves for most of the week and by race day those facilities were really a bit sketchy. And for 2017 we plan to spend most of the week in the same area but we have plans for being better prepared. We will get close to the track, near the Danish camp, fly a French Tricolour and a Aussie Southern Cross. It will be a terrific event — un événement spectaculaire. Am I afraid of going to France? No. Afraid of terrorists? No. Afraid of running out of le papier toilette? Mais oui!

And the fourth item? *Northlander*. By the time you read these lines Dick Demaine will have posted the *Northlander* survey. **Please, please, please ... take the survey.**

Northlander thanks you for your support.

David





Laura Futterer

New Members:

David Carter
Lisa Beaudry
Lancaster, MA – 1973 911E
Transfer from Northeast – Joined PCA 01/01/1981

Tom McIlvain
North Sandwich, NH – 2017 Macan

Scott MacNevin
Hampton, NH – 2017 718 Boxster

JP Peguri
Auburn, NH – 2004 911 Carrera

Kevin Simmons
Dover, NH – 1983 911 SC

June Member Anniversaries:

1 Year

James Breitmaier
Jordan Wissler
Rochester, NH – 2008 Boxster S

Jay Duffley
North Reading, MA – 1977 911S

Rickey Glover
Bedford, NH – 2001 Boxster S

Barrett Hamilton
Windham, NH – 2013 911 Carrera 4S

David Lawrence
Surry, NH – 1964 356 Cabriolet

Peter Lenz
Exeter, NH – 2000 Boxster

2 Year

Rachel Baker
Shirley, MA – 2008 Cayman S

Nigel Fenwick
Sue Fenwick
Duxbury, MA – 2008 Boxster S

Craig Longsderff
Manchester, NH – 2002 911 Carrera

5 Year

Thomas Herceg
Susan Herceg
Hendersonville, TN – 2011 Cayman

Walter Lunsman
Harvard, MA – 2009 911 Carrera

James O'Hare
Hingham, MA – 1979 911 SC

10 Year

David Claypool
Catherine Somma
Pelham, NH – 2007 Cayman

Charles Contarino
Anthony Contarino
Hampstead, NH – 2007 Cayman S

Philip Karp
Alison Wolf
Darien, CT – 2015 911 Carrera 4S / 2014 Cayenne

Henry Wallace
Lana Tsurikova
Framingham, MA – 1987 944

15 Year

Gerald Carter
Tracey Levasseur
Shapleigh, ME – 1983 944 / 1980 911 SC

Bob Giegerich
R.J. Giegerich
Londonderry, NH – 1989 911 Carrera / 1971 914

David Strahan
Dawn Strahan
West Swanzey, NH – 1984 911 Carrera / 1974 911

20 Year

Robert Kivela
Wanda Kivela
Piermont, NH – 1978 911 Turbo / 1978 911 Turbo

30 Year

Hugh Mason
Mimi Mason
Harrisville, NH – 1984 911 Carrera

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



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<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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NCR – Make A Wish Day-Saturday August 19th!



NHMS Laps for Charity

Charity Laps (Touring Group) (Rain or Shine)

Experience the **excitement** of driving the 12-turn road course during a mid-day session *in your own car!* (At reduced speeds, with no passing) No helmets are needed, and passengers, including children, are allowed. (Note parental waiver requirements below) This is a great opportunity to drive "parade laps" at NHMS in your daily driver or Porsche! Participants may 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 proper waivers.

Register and Tech Inspection 10:00 - 11:15am, Mandatory Driver's Meeting at 11:30am
On Track at approx 12:30pm. (Schedule on actual day of event may vary slightly)

Driver's Meeting - MANDATORY - August 19th, 2017 All drivers and passengers MUST attend a short Driver's Meeting. The Driver's Meeting will familiarize drivers with the track, the rules of the Parade Lap session, track terminology, safety flag definitions, and answer any and all questions.

Speeds not to exceed 60 MPH - or you will be asked to leave.-This will be enforced...see check box below

Check www.ncr-pca.org for updates and details on all these events.

REGISTRATION: Bring copy to the track on the day of the event !

Name _____ Add'l Drivers _____

Address _____

Phone (day) _____ Phone (evening) _____

PCA Region _____ PCA # _____ or, Guest of _____

Car Model _____ Year _____ Color _____

_____ Charity Laps Touring Group @ \$45.00 per car

_____ Long sleeve event Shirts @20.00 each – Size ___M ___L ___XL ___XXL___

_____ Donation only: \$_____ I read and understand the speed limitation: _____ initials here.

\$_____ Total Amount Enclosed (ALL Checks payable to NCR-PCA)

Bring a copy of this page and check (Payable to NCR-PCA) to the track. For any questions, contact Ivy Cowles, NCR Charity Chair, (603) 767-6461(cell) (603) 343-5258,day/work email charity@ncr-pca.org

Passengers under 18 ? BOTH parents/guardians must sign an additional waiver (We recommend to print and sign it prior to the event, and bring it along to registration) if both parents sign before event please have notarized.



Jeff Torrey - Just around the corner...

Well, the 2017 season is off and we are driving. Our autocross, drivers education, and rally programs have each had their season opener and all went well. Just yesterday I attended our Rally / Tour of South Central Vermont. The weather was perfect for driving. Bright sunshine, light breezes, and mild. Traffic was pretty light on VT Route 100 North. We were able to get some lightly spirited run ups and roll through the twisty bits. Lots of fun and exactly what I needed. Good to see some old friends and make some new ones. Bill White put together a great drive for the group. Yellow was the primary color on the day, and, Edgar looked quite comfortable in the GT3. With the new year there are some new cars and new faces. Proof positive that the program is going strong. Smiles all around the group all day long. Thanks to you the members for your participation and your continued support of our programs. Thanks go out to the people that work in detail to manage and produce these programs. It's a great club!

Jeff

A report from our Treasurer

Treasury Balance- January 2016		\$126,242.34
Income		
	Northlander	11,550.00
	Interest Earned	885.99
	PCA Region Subsidy	8,928.00
	PCA Special Rebates	2,870.00
	Events	177,887.00
Total Income		202,120.9
Expenses		
	Board	2,628.05
	Capital Expenses	1,057.19
	Equip Repairs and Maintenance	782.58
	Administrative	-836.74
	Events	160,287.18
	Charties	8,970.90
	Northlander	22,594.07
Total Expenses		195,483.2
Treasury Balance- December 2016		\$132,516.62

Any member interested in further information regarding the Club's finances should feel free to contact me any time.

Respectfully Submitted
 Tracy Hutchens
 2017 Treasurer



Judy Hendrickson **The Way It Was**

David Churcher's photos and commentary on the 2017 Sebring 12 Hours race AND the fact that we've come full circle with the start of the Looking Back series (began in 2007) got me thinking . . . instead of rehashing 40, 30, and 20 years back (previously covered in 2007) why not dig through old racing slides of my late husband, Doug, and "wax nostalgic" about how racing used to look. Where possible, David and I will collaborate on some "then and now" at various venues. First up – Sebring 1964. See April 2017 *Northlander* for David's photos of the 2017 Sebring 12 Hours.

Doug was part of the SCCA flag and comm teams working the race in 1964, a position that came with credentials giving him access to areas not always open to the general public. Ironically I was at the 1964 race, then a senior in high school, although Doug's and my paths were not to cross until 1972 when we were both stationed at Hill AFB in Utah. We often commented how small a world it was and pondered what role destiny had played in our lives. I hope you will enjoy this look back. Safety was primitive in 1964: snow fencing to keep the spectators back and hay bales to "protect" the drivers and cars.

If any of you also have old racing photos you'd like to share in this column, please don't hesitate to contact me at jh993@comcast.net. For publication purposes we need scans of slides or photos preferably in TIFF format although we can work with jpeg's but they must be scanned at high resolution in order to do the clean up for publication where needed.

1964 Sebring 12 Hours

Overall Winner: Mike Parkes/Umberto Maglione	Ferrari 275 P	214 Laps
Best Porsche Finish & Prototype GT 3000 Winner: Lake Underwood/Briggs Cunningham	Porsche 904 GTS	194 Laps

2017 Sebring 12 Hours

Overall Winner: Jordan Taylor/Ricky Talyor/Alex Lynn	Cadillac DPi	348 Laps
Best Porsche Finish (GTLM): Patrick Pilet/Dirk Werner/Frédéric Makowiecki	Porsche 911 RSR	334 Laps

Note: The track in 2017 is substantially shorter than in 1964 (3.74 miles vs 5.2 miles).

Photos: Doug Hendrickson. Special thanks to Bill White for scanning the slides into digital format for publication. A little Photoshop enhancement by David Churcher.

Want to see some actual footage from the 1964 race? Go to:

<https://www.youtube.com/watch?v=BeDdXceXH0M>

1964 Photos by Doug Hendrickson.



In the Porsche Garage.

#37 904 GTS , Drivers: Lake Underwood / Briggs Cunningham, finished 9th overall, 1st Prototype GT 3000.

#42 356B 2000 GS GT, Drivers: Don Wester / Bruce Jennings, finished 19th overall.

#43 356B 2000 GS GT, Drivers: Ben Pon / Joe Buzzetta, finished 11th overall, 1st GT 2000.



#41, The Grossmütter, Porsche 718 RS Spyder.

Drivers: Edgar Barth / Herbert Linge, finished 20th overall.

Note the mechanic's cigar and its proximity to the intakes.



#36 904 GTS.

Drivers: Richie Ginther / Ronnie Bucknum. finished 36th overall.



Traffic jam at the hairpin turn. Note the spectator on the improvised platform on the pole at far upper right.

Left to Right: #12 Shelby Cobra Roadster, Drivers: Bob Bondurant / Lew Spencer, finished 5th overall.

#39 Porsche 904 GTS, Drivers: Jack Ryan / Bill Bencker, finished 31st overall.

#30 Ferrari 250 GTO/64, Drivers: David Piper / Mike Gammino / Pedro Rodriguez, finished 7th overall.



SCCA flaggers on front straight before pit lane.



Sunset on the front straight.



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Rally Corner

By The Rally Team

Our rally season kicked off on Saturday, May 20, with Event #1, a drive of the hills and curving roads of south-central Vermont. For Event #2, our Spring Getaway, June 23-25, we will drive beside world-famous trout streams on back roads of the Catskill Mountains, ending with a late lunch at the Old Rhinebeck Aerodrome for an airshow of vintage aircraft. Lodging is at the Hotel Vienna in Windham, NY. Lodging and restaurant details are on the NCR web site, along with the important RSVP button.

Event #3 on July 23 will take us on Porsche-friendly roads of west-central New Hampshire with a stop at the Saint-Gaudens National Historic Site, the New Hampshire home of famed sculptor Augustus Saint-Gaudens and display site for many second castings of his most famous pieces ... including the Adams Memorial, a haunting piece whose meaning is not fully understood. A late lunch at the Harpoon Brewery at Artisans Village in Windsor, VT will complete the event. See NCR web site for details and RSVP button.

Event #4 — NH Notches and Waterfalls Tour — will take us from Ashland, NH over the Kancamagus Highway, through Bear Notch, Pinkham Notch, and Evans Notch. Along the way, we will stop at Jackson Falls and Glenn Ellis Falls, ending with lunch at Two Black Dogs Country Pub in Fryeburg, ME. Watch NCR calendar and e-mails for more details.

Just released — new PCA Minimum Driving Tour Standards for 2017. All those who plan to participate in PCA-sanctioned (and insured) driving events on public roads need to read this document. A copy can be found by going to the NCR web-site Home page > Activities > Rallies and Rambles. Immediately above the bold text **“Upcoming Rally Events”** find the text “Please review the Driving Tour Minimum Standards at this link.”

Our events will only be as good as you make them, so we invite contributions of ideas and assistance in planning NCR rallies and getaways. It is not too soon to think about events for 2018. Your thoughts?

2017 NCR Rally Schedule

Rally #1	May 20, 2017	Roads of South-Central Vermont
Rally #2 / Spring Getaway	June 23-25	Catskill Mtns / Old Rhinebeck Aerodrome
Rally #3	July 23	Saint-Gaudens National Historic Site
Rally #4	August 26	NH Notches and Waterfalls Tour
Rally #5 / Fall Getaway	September 8-10	Stay Tuned for Details to Come
Rally #6	October 15	Planner’s Choice (Maybe a Gimmick Rally?)

To defray expenses, we have instituted a \$5 per person charge for each event.



Hanriot Aircraft
(with permission, Old Rhinebeck Aerodrome)



Adams Memorial
Saint-Gaudens National Historic Site

DE Season Opener At Palmer Motor Sports Park ... April 30, 2017

By Pat Maloney

The DE season is off to a great start! The team worked hard in the off-season planning, coordinating, and arranging several events that should appeal to all levels of HPDE. Much effort is put forth building a schedule and planning these events that include handling registrations, track logistics, safety, technical inspections, student/instructor pairings, professional coaching, and the list goes on and on. We also try to balance all of this by providing a social aspect to what we do by arranging garage parties, dinners or some other gathering at every event. These gatherings give us the ability to review the day's events, compare notes with our fellow drivers, and just continue the fun! Much thanks to the entire team for all they do!

In our first event held on April 15th, NCR in conjunction with NER hosted an all day workshop with Ross Bentley. Ross is a performance coach, race car driver, author, and speaker. His performance coaching spans executive/business coaching to sports. The workshop was titled "BEING AN EVEN BETTER INSTRUCTOR". Over eighty current and future instructors were in attendance.

As always, Ross delivered a thought provoking session covering the mental and physical aspects of driving and its application to how our instructors coach, teach, and instruct. Ross stresses that as an instructor, you are a Communicator, Focus-er, Feedback-Giver, Strategizer, Learning Manager, Awareness-Builder along with many other functions of teaching.

One long time instructor noted: "I liked the format he used to constantly ask questions of the audience. It made the program sound more relevant and it kept people engaged. But, more importantly, I think there was a lot of value to this type of program with the group that attended. I think we will all be even better instructors going forward." This quote speaks to the dedication of the Instructor Corp to constantly improve but also the realization of an ever-evolving learning curve for us all. We cannot do what we do without these dedicated men and women. We thank them all.

Special thanks to Tim Kachel from Kachel Motor Company for sponsoring this event and to David Peterman for providing a delicious breakfast from Panera.

Our "Season Opener" for driving was held at Whiskey Hill Raceway in Palmer Mass. on April 28-30. The event was well attended and started Friday with an advanced driving day for Red, Black, and White Run Groups. The weather was hot and so was the track! The format for Advanced Driver days is exciting with only two run groups and ultimately open track for much of the day. There is nothing like tons of track time to get the cobwebs out.

Saturday morning the masses rolled in to start the rest of the weekend. We had many newcomers along with many veterans returning to another beautiful day at the track. It was your typical very busy morning with tech inspections, students and instructors trying to locate each other, driver and instructor meetings etc. Our professional driving coach for the weekend was Lee Carpentier. Lee provided classroom instruction and instructor and driver coaching throughout the weekend. All participants had an enjoyable day culminating with a Garage Party under the tent. The group enjoyed some libations and snacks while reliving the challenges and successes of the day.

Sunday started out nice and easy with everyone back to routine. While the group enjoyed good weather in the morning, the afternoon brought rain. This did not dampen many spirits as many took advantage of improving their driving skills in the wet environment which is always encouraged if safe. The event wound down with many smiles and gratification for a great weekend!

We look forward to the rest of the season that includes two days at Lime Rock on June 26/27, a Car Control Clinic on August 5th, our annual Make a Wish weekend at NHMS August 18-20, and the closer at NHMS on October 9 and 10. Please visit <http://ncr-pca.org/index.php/club-activities/driver-education> for a schedule of all events and updates as the season rolls along.

Can't wait to see you at the track!



A wet season opener at Palmer. DE Committee used the same Weather Gods as Autocross used in April. Photograph by Pat Maloney.



Above left: Matt consults his laptop and the data from his many sensors on Chiquita. Above right: Elizabeth and Ollie stay warm and dry on a bleak day. Photographs by Nancy Broadhead.



Porsches In The Park

Down East Region Porsche Club of America
Fundraiser to Benefit The Dempsey Center

Come and join us on Saturday, July 15th at Bug Light State Park from 11 AM to 2 PM, as over 100 Porsches will gather along the magnificent rocky coast of Maine in an all Porsche car show to benefit the Dempsey Center. The Dempsey Center provides free support services to anyone impacted by cancer.

There will be Porsches from all over the northeast with models ranging from the classic 1960's model 356, to the latest Porsche 911's, Panamera's, and SUV's. Air-cooled, water-cooled, rear-engine, front-engine and mid-engine. They'll all be there! This is the first time since 1986 that there has been an all-Porsche car show in Maine.

This will be car enthusiast heaven. Most people will never have the opportunity to see so many iconic cars in one place. And all money raised will go to the Dempsey Center. Food will be available for purchase from various food trucks and there will be opportunities to buy Porsche memorabilia as well as to talk cars with the people who own them.

The fee for exhibiting is \$20 per car if you register before June 30, and \$25 per car after July 1. To register, click here. <https://clubregistration.net/events/signUp.cfm/event/8354>.

This event is open for viewing by the public with a requested donation of \$5 per attendee. Children are welcome and those under 12 are free. Join us for what promises to be Maine's car community's most exciting car show of the summer. And all to benefit the Dempsey Center.



Luftgekühlt 4

By David Churcher

It used to be that I would make 80% of our travel plans and Helmi would make 20%. But for our Luftgekühlt 4 adventure Helmi made 80% and I made 20%. There is a name for this ratio: Pareto ratio. I like it.

For this adventure we had a few days in California Wine Country near Paso Robles before going to San Pedro for Luftgekühlt 4. Helmi had organized a B&B in a vineyard with tastings, two other vineyard tours with tastings, a bistro for lunch and an excellent French restaurant for dinner (Bistro Laurent) in Paso Robles. Her navigation took us via the James Dean memorial sites on Route 46 and into San Pedro to a hotel with a garage full of Porsches and just five minutes from the event site. Life is good. For my travel to and from LAX she had arranged my first Uber ride in place of the previously used not-so-super-shuttle. Danielle Badler is correct (see Northlander May issue) — Uber is the way a taxi ride should be — clean car, nice driver, good conversation, tip included.

The wines at J&J Wines and Denner are excellent. Our hostess at Denner was a French lady who knew wine and also gave us a tour of their barrel room. The French restaurant in Paso Robles was excellent (champagne, Vouvray wine, shrimp risotto) and then we were on the road again.

Plan A was to check into our hotel Saturday, check the event parking, and then lunch on the Queen Mary. Plan A was quickly changed for Plan B. The hotel was surrounded by Porsches and the atmosphere was crackling with Porsche anticipation. We met a gentleman in the elevator who was wearing a PCA Werkz shirt ... he had just arrived after a six-hour drive from Phoenix — in his 911. He too was off to check the site.

Patrick Long, and his colleague Howie Idelson, had our attention immediately. They had organized the site around a micro brewery (Brouwerij West) and a couple of massive parking lots. I could see Porsches being staged and asked the parking attendant if we could get in there. He told us



Above: Patrick Long working on Saturday.

Jeff Zwart helping Patrick on Saturday.

Previous page: Jeff Zwart's Carrera 6.

where to park and how to get around the fence — and we were in!

The first person I saw was a ginger top with a two way radio and he was busy! Pat Long. I asked if they were making him work all day and he replied he was working the next 40 plus hours. Shortly thereafter I was busy shooting Porsches when I heard Helmi call: "Hey, Churcher!" I was busy so I ignored her. Then I heard her say to someone: "I will get him out of the way." A tap on my shoulder and I realized I was in the way ... the gentleman looked familiar so I asked him if he was Jeff. Yes. And we shook hands. Jeff Zwart — you know, Pikes Peak, Rally meister, and not a bad photographer. Famous people. Nice people. Porsche people.

Lunch at the Queen Mary was now forgotten but we had the brewery. While I got the beers Helmi got the pulled pork sandwiches. Excellent. But not as excellent as a Judy Hendrickson pulled pork sandwich!

The afternoon was spent shooting the staging and feasting on the sight of so many Porsches. As we were leaving I met the owner of a green and orange long hood and we chatted. We agreed it was a beautiful sight to see so many Porsches, all the same ... sorta ... but all different. We both figured Saturday staging was a good time to shoot and perhaps more convenient than the crowded Sunday we expected.

Crowded Sunday. OMG! We were on site at 07h15 and the crowd was pouring in. And the rain was pouring too — Pat and Howie had arranged for New Hampshire weather to be delivered. Very nice, and, made for nice reflection pools. Breakfast was our first priority ... back to the brewery for beer and pizza. The breakfast of champions!

By lunch time I needed to sit for a bit while Helmi went in search of nibbles. I sat at a table with three other persons who were engaged in conversation. My two Nikons were noticed and I received a smile and a nod. I noticed the gentleman was wearing a Monza T-shirt and the lady was wearing a Le Mans shirt ... and a jacket labeled "Porsche Club of Western Australia." They had my attention right away. We engaged in conversation and I learned we had just met Margie Smith-Haas and her husband Paul. Margie has an amazing history as a driver which includes racing at Le Mans twice and she is a hands-on mechanic able to fix and re-jet her Webers. For a complete bio do a Google on her name and read the amazing story. Margie has a company called "Toys for Adults" which sells her "Porsche pillows." A cute little cuddly stuffed toy which looks like a 911. But some people call her number and get a surprise ... they are not looking for Porsche pillows. Margie does the lecture circuit and has spoken at Parade ... perhaps we can get Jay to have her at NCR for a tech session (?)

By mid afternoon the crowd was too large for any decent photography plans. I saw a couple of frustrated photographers losing their cool and I gave up on trying to shoot the two 917 Porsches. But then, do I need another 917 shot? Not really. Time to leave and get ready for dinner. As we were leaving I saw a young photographer with a Hasselblad 500c on a tripod and shooting film! You don't see this often these days! So we began a conversation. Miguel is a fine art photographer and usually shoots landscapes and portraits on a 4x5. He figured the 4x5 would not do well at a car show. He won't go wrong with a Hasselblad.

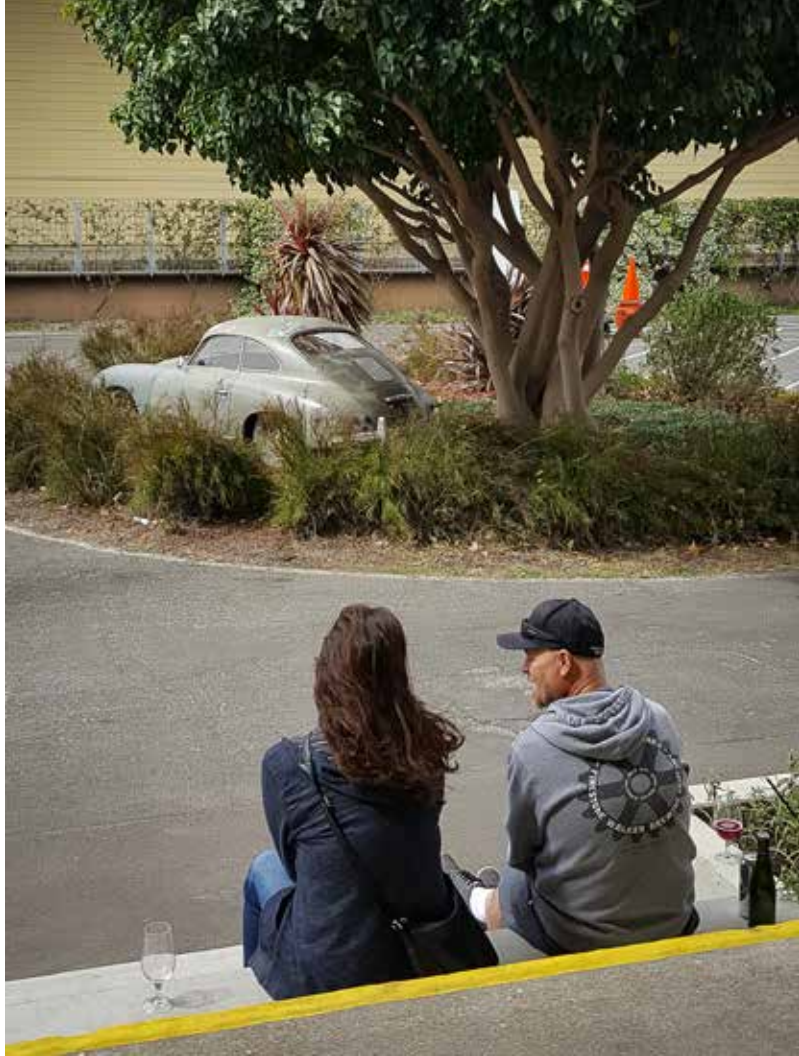
Dinner in Pasadena at Madeline Garden. We had been there before. French. Excellent. Why all this French restaurant preoccupation? I am practicing for June. Pourquoi? Les 24 Heures Du Mans ... est le prochain événement. Mais oui.



Above: The first Le Mans Porsche

Margie Smith-Haas with her husband Paul and Helmi Churcher.

Right: Matt Hurrel's 356 and Jeff Zwart's Carrera 6





WEC 6 Hours of Spa 2017

By Presse Porsche

In the last race before the Le Mans 24-Hours, the Porsche 919 Hybrids finished third and fourth. At the six-hour race in Spa-Francorchamps, Belgium, both prototypes endured a troubled contest. The trio of Earl Bamber (NZ), Timo Bernhard (DE) and Brendon Hartley (NZ) lost time due to a slow puncture coming home third. The sister car of reigning world champion Neel Jani (CH), André Lotterer (DE) and Nick Tandy (GB) started from pole position but was unfortunate with the timing of two "Full Course Yellow" periods that neutralized the race. They finished just behind their team mates. Hartley had the consolation of setting the overall fastest race lap to underline the 919 Hybrid's potential. But in Spa, over the race distance, it was a pair of Toyotas that took the laurels.

Just like at the season's opening race in Silverstone, Porsche competed again in the Le Mans aerodynamic configuration. However, the lower downforce causes higher tyre wear. Toyota raced in two different aero specifications. The car in Le Mans configuration finished behind the Porsches.

Despite sunshine at the start, rain was predicted for the closing stages of the race but ultimately it stayed almost dry throughout. The organizers announced 61,000 spectators for the three-day event. After the second of nine rounds in the FIA World Endurance Championship (WEC), Porsche ranks second in the constructors' standings. In the drivers' world championship, the Porsche crews are currently second and third.

I Never Did Learn How to Pronounce His Name

By Danielle Badler

I'm talking about Ferdinand Piech. And, yes, I also have no idea how to add the two dots over the e. Use your imagination. Because that should no longer be a challenge. [editor's insert: Ferdinand Piëch]

As reported in Autoblog and a host of other media outlets, Piech has sold his holdings in Porsche SE, which owns 52.2 percent of the voting shares in VW, to his younger brother Hans Michel Piech. The estimated value of the stock is \$1 billion, give or take.

And here's the second shoe to drop. Porsche SE chairman Wolfgang Porsche told a German newspaper recently "That no family member is active in the operating business must apply to Porsche SE and the whole Volkswagen group."

So Piech is out. Out out. Financially and from any form of managerial role. As an enthusiast, I have mixed feelings about all this.

On the one hand, let's just tick off some of this man's accomplishments. The 906. The 917. Creating the modern Audi, and starting with the rally car that evolved into the four-wheel drive Audi Quattro.

Let's go on. Acquiring Lamborghini, and bringing some semblance of stability to the marque. Acquiring Bentley, and finding a place for the ill-fated Phaeton platform in the Continental. Bringing Bugatti back from the dead.

I mean, you can hardly imagine what it must have been like when he dropped by the office of some chief engineer, sat down and said something like "I want you to design for me a road car with 1,000 hp. And handling to match. Don't worry about the price point."

On the other hand.... It's not the first time that Porsche-Piech family members have been banned from active roles in the organization. The first exile occurred way back in 1972, when all family members were banned from working at what was then just Porsche. That's when Piech went to Audi, after a few years as a consultant. And when Butzi Porsche started Porsche Design as an independent organization.

Why has this happened, yet again? Well, Piech is a very complex man. His penchant to oust executives who do not perform to his standards is legendary. Let's name a few names. Pischetsrieder. Wiedeking. It backfired with Winterkorn.

It's his management approach. Maximum Bob Lutz wrote a column in Road and Track, about a year and a half ago, on Piech and his leadership style. I dug it up.

In it, Lutz came out and more or less just said that Piech was responsible for the VW diesel-emissions scandal.

"Whether he specifically asked for, tacitly approved, or was even aware of the company's use of software to deliberately fudge EPA emissions testing is immaterial," Lutz said.

What he did, Lutz noted, was lay down the gauntlet. Either you achieved the results he was looking for, or you were out. "The guy was absolutely brutal," Lutz stated. He called Piech's approach a reign of terror. And it created a culture where performance was driven by fear and intimidation.

Regarding Diesel-gate, Lutz opined that the VW engineering team probably came in and said, "We don't know how to pass the emissions test with the hardware we have." And Piech's reply was probably something like "You will pass! I demand it! Or I'll find someone who can do it!"

continued on page 24 ...

It's a very dangerous approach. One in which you can get great short-term results, but also have a disastrous longer-term effect. Lutz likens it to the actions of a dictator. Because dictators can often wind up "by destroying the very countries they thought their omniscience and omnipotence would make great."

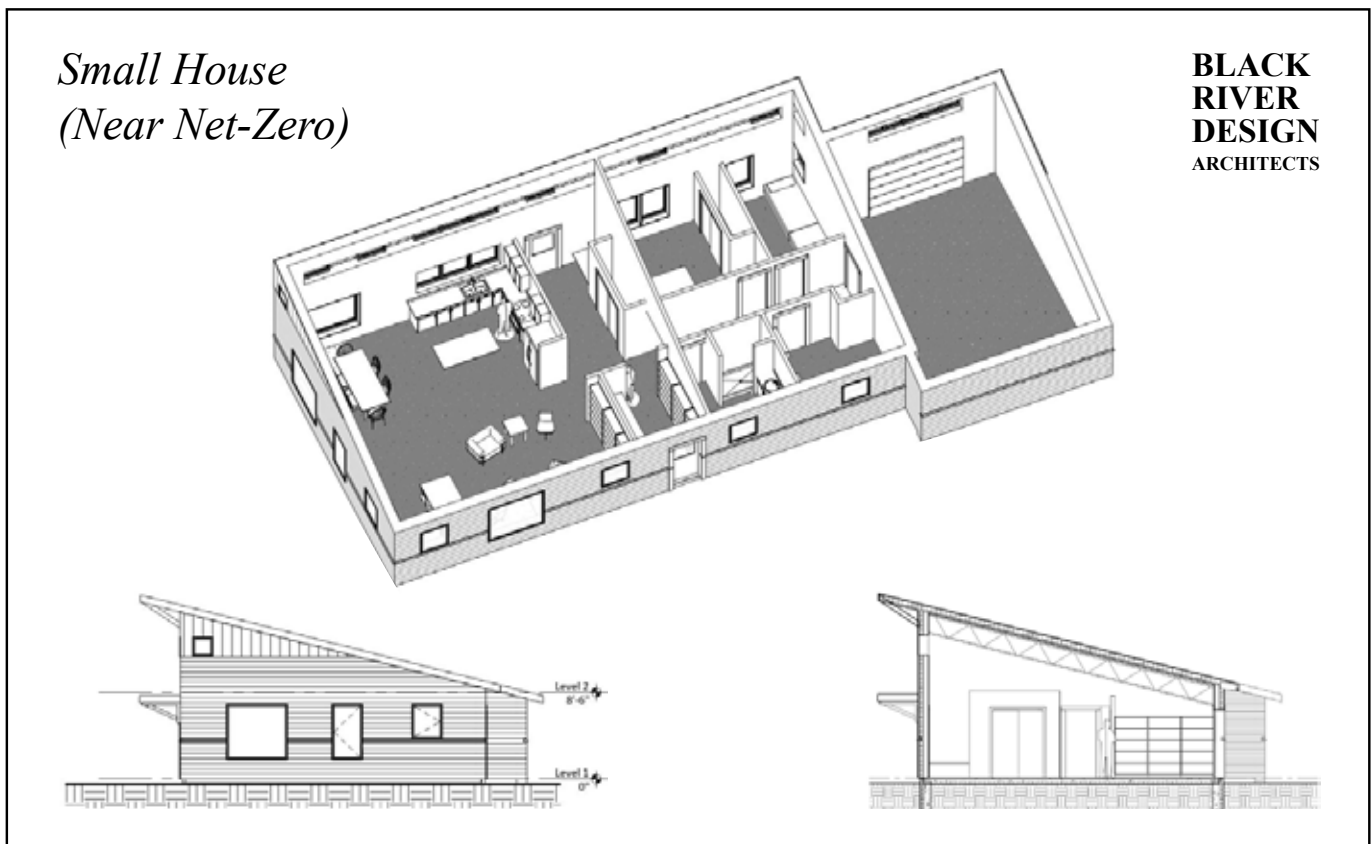
Then I came across an article in Autoweek, which covered a recent interview Reuters conducted with VW's head of human resources, Karlheinz Blessing. Blessing acknowledged that the way the company is run needs to change. But he said it will take time.

How much time? It's hard to say, he noted. Because the company's way of doing things is so embedded. The Piech way of doing things? That's the implication.

To which I sigh a huge "oh well." The article notes that VW reported a record total of 10.3 million cars delivered, worldwide, across all brands last year, and financial results that will go a long way to help recover from a cost of at least \$24 billion for the diesel crisis. It doesn't sound like the organization is going under, any time soon.

But, as an enthusiast, you do have to wonder, don't you? About just what Piech would have in mind, if he popped into your office nowadays ... what engineering, or marketing, or brand identity challenge he would lay down.

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Edgar Broadhead

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