

# **NORTHLANDER**

## **NORTH COUNTRY REGION PORSCHE CLUB OF AMERICA**

Volume 41

Number 3

April

2018



### **IN THIS ISSUE:**

ALL ABOUT PREP FOR DE  
PCA WERKS AT AMELIA ISLAND  
AMELIA ISLAND CONCOURS  
SEBRING 2018

AND ... MUCH MORE

Luftgekühlt™

## Luft 5 - Torrance, CA - 4/22/18

Luftgekühlt 5 will take place Sunday, April 22nd in the city of Torrance, CA. LAX and Long Beach Airports are the closest airports to our location, and info on our partner hotel is below. We will be releasing further details on ticket sales and car registration process in the coming days.

## Luft x Fairmont Miramar

We've partnered with the [Fairmont Miramar Hotel & Bungalows in Santa Monica](#) to act as official host hotel for the weekend and have arranged a block of discounted rooms. Out-of-towners who would like to take advantage of the Fairmont's property and center-of-it-all location can book discounted room rates on Ocean View rooms, One-Bedroom Palisades Suites or Signature Bungaloes



## Luft x Petersen - Friday 4/20/18

Serving as the official kickoff to #Luft5, and celebrating the 30th anniversary of the Porsche 964 Debut at the Frankfurt Auto Show in 1988 (89-94), and the recent opening of The Porsche Effect exhibition, the Petersen Automotive Museum will host a VIP event on Friday, April 20 with live entertainment, food and drink, a panel discussion, and a cruise-in gallery of significant air-cooled cars.

This indoor/outdoor event will feature a concourse of air-cooled Porsches, a projection wall, DJ, curated photo opportunities, food and beverage, and an exclusive gift package. VIP's will be treated to an exclusive experience in the Rooftop penthouse, which includes access to the panelists, special alcohol tastings, and more.

Interested owners can submit details of their cars for consideration in a special display gallery within the event at [964@petersen.org](mailto:964@petersen.org).

Tickets are very limited and will be on sale soon. Stay tuned!



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**NORTHLANDER**  
**NORTH COUNTRY REGION**  
**PORSCHE CLUB OF AMERICA**

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**Statement of Policy**

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The regular article and Advertising closing date for the Northlander is the 1<sup>st</sup> of the month preceding the publication month. See page 40 for advertising rates.

**Upcoming Events**

- April 20 - 22                      DE Season Opener at NHMS
  - April 28                              NCR Autocross Season Opener
- See provisional 2018 calendar on the NCR web site

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The photos above are linked to their respective pages.

**On the Cover**

Mike and Biff Gratton went to Amelia Island for the PCA WerKS and did a shoot for *Northlander*. Some wonderful cars and some excellent photographs ... see page 13

Photograph by Mike Gratton.

## BOARD

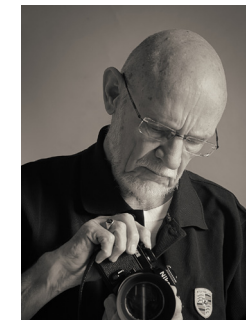
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## EDITORS' DESK



It is mid-March as I begin to outline this editorial and we have just had a whopper snow storm. I am looking out at a winter wonderland (sic) white scene. Not a daffodil in sight. But surely winter is almost done and by the time you read these lines we will be in April ... and the dafs will be up.

Mentioning *Northlander* "publish dates" reminds me to give you a heads up here. The May *Northlander* will not go on line until perhaps the fifth of May ... the paper version will have the traditional later delivery. The reason for this is my trip to the UK from April 18 - 30. I did, briefly, consider asking Ivy or Tracey to take on the magazine's final two weeks but such a hand off is tough on my two esteemed colleagues. Better, by far, that I ask our ardent readers to hang in for a few days.

This trip to the UK is mainly to join friends in giving a proper and sentimental send off to a dear friend of many years who passed a few months ago. While I am over there I hope to meet up with Anthony Keiller (see *Northlander* Jan/Feb issue) to talk Porsche and motor sports. But as luck would have it Anthony may be heading out to Australia about that time. I am sure I will find something of interest in the UK to bring back and to share.

And in this issue? Last month the April cupboard looked bare. PCA Werks, Amelia Concours and Sebring all happen in March ... we have coverage. Although Hank and Ivy did not go this year, nor did Miriam, or moi ... but NCR's Mike and Biff Gratton were there, Skip Wareham was there, and for Amelia our PCA Florida Crown colleague Rusty Russ passed us some of his excellent photography. You might remember Rusty's 911 "Orange Crush" ... on our cover April 2014 from our Amelia trip.

I was pleasantly surprised one morning to have a email arrive from a reader/member who was moved by Danielle Badler's *They're Passing One By One* ... after reading Martin's email I asked him to write us a page for this issue. I met

two interesting engineers in March and we have a story on their plans.

April ... season openers for Autocross and for DE. I will miss both. And I will miss Luftgekühlt. Before I depart to the UK I will arrange with NCR colleagues to cover our NCR events. But Luftgekühlt is a bit more difficult unless someone from NCR is going to LA. Maybe we will all have to wait for the *Flat Sixes* coverage.

And as I conclude here it is March 20 and, officially, spring. And still not a daffodil to be seen anywhere.



Ed's farm stand in Stratham NH. Ed has tomatoes, soap, veggies, flowers ... no dafs yet ... and the best native honey you can find.

## MEMBERSHIP



Kristin Allen

### New Members:

Bruce Erickson  
Portsmouth, NH – 1997 911 Carrera Cabriolet  
Transfer from Northeast – Joined PCA 5/8/2008

Paul Musto  
Hampton, NH – 2015 911 Carrera 4S Cabriolet

Stephen Pereira  
Bedford, NH – 2017 Macan S

### April Member Anniversaries:

#### 1 Year

Joseph T Byrne  
Alton Bay, NH – 2006 Cayenne Turbo S

Scott MacNevin  
Hampton, NH – 2017 718 Boxster

Tom McIlvain  
North Sandwich, NH – 2017 Macan

JP Peguri  
Auburn, NH – 2004 911 Carrera Cabriolet

Kevin Simmons  
Dover, NH – 1983 911 SC

William Toohey  
Keilor Lodge, VIC – 2014 Cayman S

#### 2 Year

Timothy Antaya  
Holly MacDougall  
Kittery, ME – 2014 Panamera 4S

Ron Bottom  
Hampton, NH – 2001 911 Turbo

John Gauvin  
Gilsum, NH – 1999 Boxster

Alan Kirby  
Pamela Kirby  
Hollis, NH – 2017 911 Carrera

Jim Lintner  
Franklin, NH – 1977 911S

John Ruby  
Hampton, NH – 2002 911 Carrera 4S

Robert Wilson  
Bristol, NH – 2002 911 Carrera Cabriolet

#### 5 Year

Nicholas Ciarleglio  
Hopkinton, NH – 2015 911 GT3

Dave Doran  
Michael Doran  
Deerfield, NH – 2013 911 Carrera

Stan Holz  
Sandra Holz  
Whitefield, NH – 2013 911 Carrera S

#### 10 Year

Jeff Stillson  
Kim Kojak  
Merrimack, NH – 2002 Boxster

#### 15 Year

Ollie Lucier  
Audra Tella  
Rindge, NH – 1998 Boxster

#### 20 Year

Antonino Iorfino  
Chocorua, NH – 2003 911 Turbo

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

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## PRESIDENT



**Jeff Torrey - Just around the corner...**

As the new driving season begins I am reminded that this is the last year for me as President of NCR.

NCR has just entered into its 40th year of operation. Something we should both celebrate and not take for granted. It has been the result of many people and their efforts over those years that make this club what it is today. In order to be successful we must always plan for the future. I can assure you that there are officers and staff in place to step up and take my place. It is however a club that is governed by the members, and it is a club that depends on volunteers to move forward and continue to evolve.

As a boy when I was very young my father owned a few "sporting cars". There was a Jaguar, an Austin Healey, and I remember a Corvette. The cars were something that he enjoyed very much. As a young boy his mother died of rheumatic fever, and his father gave him up to an aunt and uncle. As the result he wasn't close to his father at all and I expect he resented his father on a certain level. My father had many children, there were seven of us. It was his mission in life to shower us with his love and to support his family at all cost. So he sold the cars.

To this day I cherish the memories of my father and the joy that owning those cars brought him. The work that I do related to my car hobby is my tribute to him, and keeps his spirit alive inside me. I invite you to become involved and volunteer a small amount of your time to NCR. I can assure you that your efforts will be greatly appreciated and you will be welcomed with open arms.

I am looking forward to the new year. The efforts of the board and staff are making for a very promising driving season. Please come out early and often to take advantage of their efforts. If you see that your efforts could make NCR better, please don't hesitate to step up. If you are new to the club please come see me and introduce yourself. I am interested in your story and I am a good listener.

Regards,

Jeff Torrey 2018 President NCR-PCA



Dad, in his Jaguar.



# DE

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See our "Free Stuff" ad in this issue

[DE-Chair@ncr-pca.org](mailto:DE-Chair@ncr-pca.org)

Our season opener is Friday April 20 - 22 at NHMS in Loudon NH. Friday is for Red, Black and White run groups only.

We expect at least two and a half hours of track time for each group.

Saturday and Sunday are open to all run groups.

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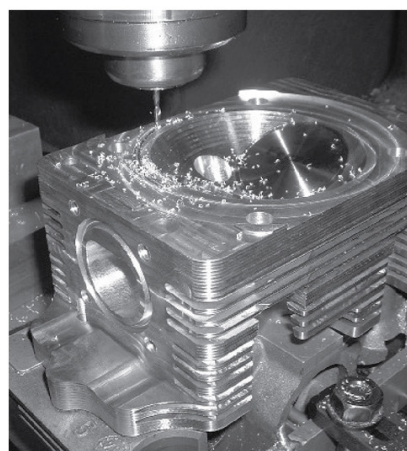
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# Rally Corner

By The Rally Team

We successfully transitioned to MotorsportReg.com for NCR Rally/Tour registrations, so events listed on the NCR calendar will now redirect you there. Two advantages to this change: we no longer need to handle cash during PCA Waiver signing, and we can collect for events that involve pre-paid items (e.g., entry fees, buffet lunches, etc.). If you are not yet familiar with MotorsportReg, rest assured using it is an easy process; you will be prompted to set up your free account when attempting your first registration, and at the end of the process you will be able to pay with your credit card.

We have three rally events currently open for registration on MotorsportReg: #1 – Hildene and Manchester, VT, #2 – Spring Get-A-Way, and #5 – Fall Get-A-Way. See the NCR web-site calendar and Rally email blasts for details. In the meantime, make your hotel reservations as our Get-A-Way destinations are popular and hotel space fills quickly.

Soon to open for registration is our one-day Bonus Event to intersect The Great Race, a 9-day TSD rally running from Buffalo, NY to Halifax, NS. While enjoying lunch options beside Mt Washington, we will have an opportunity to view 120 vintage cars in the running, chat with crews, and soak up the race atmosphere. Come join us.

## NCR Rally / Tour Event Calendar for 2018

Rally Event #	Date(s)	Description	Status
1	May 12	Hildene and Manchester, VT Tour w/ overnight option. Enjoy Hildene (estate of Robert Todd Lincoln); village shops; Skyline Drive; Orvis Flagship Store, etc.	Register on MotorsportReg
2	June 15-17	Spring Get-A-Way to Saratoga Springs, NY Driving tour w/ stop at Saratoga Nat. Historic Park; group lunch and dinner. Make your hotel reservations now.	Register on MotorsportReg
Bonus	June 26	The Great Race Intersect Short driving tour ending at Mt Washington Auto Road to view vintage Great Race Cars and meet crews. Lunch at local venues. <a href="http://www.greatrace.com/">http://www.greatrace.com/</a>	Planning
3	July 14	TBD	TBD
4	Aug 18	TBD	TBD
5	September 15-17	Fall Get-A-Way Return to Lake Placid, NY Driving Tour w/ group lunch and dinner. Options: Lake Placid cruise; Adirondack Museum; Olympic facilities.	Register on MotorsportReg
6	Oct 14	TBD	TBD



Hildene: A roadster to envy.  
Photo by Bill White.



Hildene: Estate house & gardens.  
Photo by Bill White.

# PCA WERKS 2018

## AMELIA ISLAND 2018

Northlander's usual WERKS coverage by Hank and Ivy, and last year's cover by Miriam Dunster, did not get repeated this year but we were very fortunate to have Mike and Biff Gratton there this year. Skip Wareham from NCR was there too. And our colleague Rusty Russ from PCA Florida Crown shared his Amelia Concours photographs with us.



The particular car you see on the cover of this issue is a 1969 908/2 Spyder that belongs to Richard Griot, of Griot's Garage fame, just beautiful, they actually started it - sounded amazing.

In the pics is a polished aluminum, current hand built Runge- Porsche RS Spl Spyder 1959. Not a true Porsche, but absolutely beautiful workmanship. This vehicle and a similar coupe version are the subject of the latest "Jay Leno's Garage" You Tube show (worth the time to watch). For more on the Runge cars go to [www.rungecars.com](http://www.rungecars.com)

Other "Outlaws" of interest :

The Rod Emory cars - the silver number 46, is a restoration of the original Porsche that was the first Porsche to win its class at Le Mans. There was also Emory built iconic black 356 Coupe, that is very modified and considered to be one of the hottest 356s with its 911 four cylinder engine putting out 200 hp, it also has a 911 rear suspension.

One car I found particularly interesting was a 356 Outlaw, known as the "Kustom Karrera" that was previously owned by Dean Jeffries in 1956. If you were a car kid in that time period and read "Car Craft" or "Hot Rod" you knew Dean as a custom car guy who did some very wild cars (had his own shop but started out with George Barris), it is said that Dean's 356 inspired Gary Emory to develop his 356 Outlaws.





Photographs on page 13 by Biff Graton  
 Photographs on page 14 & 15 by Mike Graton

In addition all varieties of Porsche cars were represented. You name it, it was there (approximately 600 registered cars this year). 935s were represented by a Jagermeister K3 Porsche Kremer, also an original "Blue Coral" G-Force sponsored car, very impressive to hear.

There was every type of 911 from early long hoods to a 4.0 RS and all the more current P-cars. Boxsters / Caymans of all years and versions. 914s , 944s, 968s. As I noted: for the most part if it was Porsche it was there.

The crowd (show is free to view) was constant all day and everyone, participants and on- lookers were treated to a spectacular display and a beautiful day.

Mike Graton

continued on page 16...



Photograph by Skip Wareham

The 2nd annual Werks Reunion Amelia Island was held on March 9, 2018 at the Omni Amelia Island Plantation Resort and was hosted by the Florida Crown Region (Zone 12). Werks Reunion was created by the Porsche Club of America as an event to celebrate both the Porsche Marque as well as the camaraderie of being an enthusiast. It is not a contest of who has removed dust from the deepest crevices in their Porsche but rather a judged show that rewards a Porsche that has been lovingly maintained and presents itself well on the field.

There was a stunning array of Porsches from rare classics to current models. 356 Outlaws were the featured model in the Corral.

The most special of the cars on display was the 356 SL Gmund Coupe which was the first Porsche to take a class win at Le Mans and it has been recently restored by Emory Motorsports. Emory also brought a 356 Outlaw with a 964 Carrera 4 drivetrain. Lori Shultz brought a 911 Speedster prototype that her dad designed and Griot's Garage brought a 908. John Oates from the band Hall and Oates was there to talk about how he became a lifelong Porsche owner.

Perfect Florida weather with sunny blue skies and a cooling sea breeze made the location the perfect venue for owners to showcase their Porsches.

Skip Wareham



Photographs above by Skip Wareham



Photographs below by Rusty Russ  
PCA Florida Crown



April 2018

# Not Just Another Woman Driver ...

By Pam Mascetta



This is an extraordinary story about an extraordinary woman. At the track, we are all aware of the knowledge and passion that Judy Hendrickson brings to our events, but not many are aware of the history of our "Club Historian". In years past, Judy and her husband Doug were instrumental in the original chartering of the North Country Region PCA Club. Together they produced the club newsletter for several years, winning the prestigious Paul Heinmiller Newsletter of the Year Award in 1994. They also chaired the National PCA Parade Concours in Lake Placid that year. Serving as NCR Membership Chair, VP in 1994 and President in 1995, it is not surprising that the National PCA organization called upon Judy. Then President of PCA, Judy Boles, asked her to serve as National Membership Chair, which she did from 1995-2003. She also served as PCA Treasurer from 2003-2005. Having achieved an iconic stature in PCA, both locally and nationally, Judy is now happy to be "just a member". We know her as NCR Historian, a DE instructor, and driving enthusiast extraordinaire, but there is so much more...

Judy's interest in road racing was sparked during her childhood years in Florida, first attending local stock car races with her family and later getting to experience Sebring during the days of the Rodriguez brothers and Ferrari domination. Except for a sporty 1971 Mustang, cars were put on a back burner as she attended college and embarked on an Air Force career. All this changed when she met Doug and his '71 914-6. Doug, who had raced SCCA for years, was happy for Judy to join him in his passion. They started autocrossing, but soon became involved in Concours and PCA National Parade. Judy's first real track experience was at Summit Point with their '79 911 Targa. She was not thrilled with the "happy tailed" 911, tossed Doug the keys and said, "You take it and I'll take the SIX!" From 1976 -1984, the Air Force took the couple from Utah to NH, to Washington D.C., and finally back to NH. Doug retired in 1987, Judy in 1989, at which time they "dove deeply into Porschedom." In the fall of 1994 the couple participated in the Zone 1 Treffen to Germany where they were able to buy the new 911 (993) at the factory and enjoy it on its home territory. Taking "Jelly Bean" to Lime Rock in April, Judy finally learned to be comfortable with a 911 on the track.

A month later the Hendricksons' world took an unexpected turn. Doug was diagnosed with stage 3 esophageal cancer and was gone by December. Judy was confronted with many tough decisions. She attributes her independent and self-reliant nature to the example her mother set for her. These strong characteristics, along with the support of her friends helped her to get through her loss. As Judy put it, "NCR was and is a close knit family and thanks to them I was not allowed to withdraw into a black hole of despair." Returning to driving, she found that it took all of her concentration and forced her to set aside all thoughts other than braking, turn in and track out. The off track breaks at events were also helpful, as the comradery of the group was healing. She felt empowered by what she accomplished as she progressed through the driving levels until she reached the Black (Advanced) Group. She knew that if she could do this on her own, she could handle whatever else life threw at her. In 2002, Judy's dear friend Ellen Beck convinced her to go through the training program to become an instructor. She now finds great satisfaction in sharing the process of discovery and accomplishment with her students as they learn to become one with their car.

For ten years she drove her cars until she decided it was time for a track car. Her friends Matt Romanowski, Jay Gratton, and Mark Nadler helped her to find and prepare a 914/6 dedicated track car in 2006. A happy partnership was formed with Matt when he blew up his engine, and to this day you will see them racing around in Chiquita. And according to Matt, she just keeps getting faster and faster! They not only became track mates, but also family. "Auntie Judy" as she is known to the Romanowskis and Grattons is always a part of family celebrations and gatherings. Proof again, it's not just about the cars...it's the people.



BY DOUG NEILSON

# PREPARING FOR A DE EVENT



PHOTOS BY RANDY WEELS

Things to know before you go.

**THERE ARE LOTS** of ways for PCA members to enjoy their Porsches—driving tours, rallies, and concours, for instance. But for some, the pinnacle is spending a day on the track. You might feel slightly intimidated, and perhaps even a bit frightened, at the thought of driving your “baby” at speed on a racetrack. However, if you are up to the challenge, why not try a Driver’s Education (DE) event with your local PCA region?

Participating in a DE event will give you the opportunity to get onto

a racetrack in your own Porsche and may open up a whole new world to you. This column is meant to walk you through the preparations you will need to take before embarking on your first DE. It might take you well out of your comfort zone (at first, at least), but for many people, driving on a track is an experience they won’t soon forget—and want to repeat.

First things first, there are a number of things to do before you can hop into the driver’s seat. The

most important thing to remember is that everyone at the track, no matter how much previous experience they have, once had a first track day, too. One of the first things you will learn is that most everyone is accepting and extremely helpful to first-timers.

You will also need to prepare yourself mentally and physically for a DE track event. This type of activity requires your complete concentration; indeed, your senses will be overloaded from your first lap to

your last lap of the day. It is therefore extremely important to be well rested and hydrated prior to (and during) the event.

Are you going to need a helmet? Absolutely! Helmets are easy to rent, borrow, or purchase, but be sure to find one that is Snell approved: likely SA2010 or newer (check with your DE event organizer). For clothing, most events require long pants; no shorts are allowed due to the potential fire hazard. In addition, there are some events that require long shirtsleeves as well. For shoes, a good choice is a pair of thin-soled runners with smooth tread to ensure you have support, good pedal feel, and grip (closed-toe shoes are a must!). Within the guidelines, make sure you are comfortable for the given weather conditions and be sure to check the event’s specific rules prior to arriving at the track. Also, be sure to bring extra clothes, a hat, suntan lotion, drinks and snacks in a cooler, and a camera.

## PREPARING YOUR CAR FOR DE

Be sure that your car is in perfect running condition and that all of the fluid levels are topped up properly. Even the most minor mechanical ailment or leak should be attended to before the event. There is no doubt that being driven on a racetrack is harder on your car, so having it in perfect running order is the best way to protect it and the people with whom you are sharing the track. Note: you will “use” some extra brake pad material and rubber from your tires.

Find out from the organizers if you need to have your vehicle inspected by a certified mechanic beforehand, or if there is a pre-track inspection at the event first thing in the morning; be sure your vehicle is ready for such an inspection. No uninspected or unfit vehicles will be allowed on the track—period.

On your first track day, it is good practice to arrive with your tires inflated to the manufacturer’s speci-

cations. Also, check the torque of all wheel nuts—whether your wheels are 4-lug, 5-lug, or center lock—on site before going on track. Make sure you bring the correct tools and follow the manufacturer’s precise specifications and procedures.

Brakes are another area of primary importance for track preparation. You must pay special attention to your pads, rotors, and brake fluid. Be sure to check all brake pads to ensure they have at least 50%, and preferably 75% or more, of pad material from new. For brake rotors, be sure they have not worn below the manufacturer’s minimum thickness specification, and also check them for stress cracking. It is imperative that you have your brake fluid flushed and your hydraulic system bled prior to your track event. This accomplishes two things: First, it ensures that the brake fluid is fresh and has not absorbed too much water over time. Second, it purges air from the hydraulic system, which



## General Car Prep Checklist

- Engine oil level
- Engine coolant level
- Transmission oil level
- Inspect engine and transmission for leaks
- Inspect fan belt condition
- Inspect condition of driveshaft joints and seals
- Inspect exhaust system for leaks
- Brake fluid level (this should be full after your fluid flush and system bleed)
- Inspect brake pad thickness, minimum 50% wear
- Inspect brake disc condition
- Inspect brake hoses, pipes, and hydraulic units
- Check steering system for play
- Check shocks for leaks and condition
- Check security and condition of front and rear suspension
- Inspect front and rear wheel bearings for play
- Inspect tire condition and set pressures
- Inspect wheels for damage or stress cracks
- Check all wheel lugs for correct torque spec
- Check seat security and safety belts
- Check operation of all lights (if fitted)
- Clean and dry footwell floors and pedals
- Check battery for secure mounting
- Remove all cabin clutter

PANORAMA JANUARY 2018

With a little instruction and theory, you will gain the confidence to drive on a racetrack. Don’t worry; an instructor will be with you if you are a beginner.



## North Country 2018 Drivers' Education Incentives

We've put together a few promotions for the 2018 season. Registration is at [NCR-PCA.Motorsportsreg.com](http://NCR-PCA.Motorsportsreg.com)

### First Timers

Did you see Jeff Torrey's "Spring is a Long Time Coming" article in the November-December Northlander? He was a first timer last fall and for those of you who are considering driving your Porsche on the track, Jeff's words might have a ring of familiarity to them.

This spring the Driver's Education Team at NCR is looking for a few more First Timers. If you have never attended one of our Driver's Education events we are discounting your event fee by 50 percent when you register for your first event.

Come on out and see if you enjoy it as much as Jeff did.

### Are you feeling lucky?

We are adding an incentive for those of you that use these cold, dark days of winter to plan where you will spend the bright, light days of spring, summer and fall. Anyone who registers for our Spring Opener on March 1st will be entered into a drawing to be held at the drivers' meeting at NHMS on April 21st. One driver's name will be drawn from a helmet. The winning individual will attend the event free.

Let's repeat that. Register for our Spring Opener on March 1st, attend the drivers meeting, have your name drawn from the helmet, you attend the event for free!

### All In

Every one who registers for and attends all the days of our events in 2018 will receive a 10 percent discount. As the schedule below shows, that's a free day at the track in 2018.

### North Country Region Driver's Education 2018 Events

Season Opener – April 20 to April 22

Lime Rock Park Fun Days – June 25 and 26

Club Motorsports – September 7 to 9

Spring is a Long Time Coming – October 6 and 7

### Stay tuned

Look for additional promotions at each of our events in 2018 (we hear that there may even be a free lunch in the offering).

The DE Team

## CAR CONTROL CLINIC EXPANDED TO PROVIDE COMPLETE "FIRST TRACK DAY" EXPERIENCE

On April 21st North Country Region (NCR) will be holding an event of interest to those who have never attended a Driver's Education (DE) event. "First Track Day" will be held at New Hampshire Motor Speedway (NHMS). We are holding this First Track Day event only once this year, and although complete newcomers are welcome to any of our events, this day has a special focus for those with no experience. Unique to this event we will have special extended classroom sessions as well as a Car Control Clinic (CCC) including time on a skid pad and a braking exercise with emergency lane change maneuver. In the afternoon you will also be spending time on the NHMS 1.6 mile road course with a PCA instructor.

You can register for this event [here](#). Look for the Season Opener event and select the Purple Run Group.

The following provides a little more detail about the day and what you need to do to prepare.

Let us start by reiterating what a Driver's Education event is all about. DE events are held at racetracks, but are not races. There are no prizes or rankings, and how well you drive fast is much more important than how fast you are. The intent and focus of the event is to allow you to take your Porsche to the track and explore your own and the car's capabilities at speeds unobtainable on the street in a relatively safe environment and under the guidance of a PCA instructor.

Before you actually hit the track there is some stuff you should know and some pre-event procedures. You will receive an email with a link to the "Track Pack" several days before the event that will include a detailed schedule and additional instructions. For your convenience a few important facts you need to know are summarized below and includes a draft schedule:

**Tech Inspection:** Prior to arriving at the track your car will need to go through a tech inspection by an approved PCA inspector. The [form](#) must be completed (and stamped) by the mechanic. A [list of mechanics](#) can be found with the form.

**Arrive On Time:** On the day of the event please get to the track on time. The gates open at 7am. The track is located at:

### New Hampshire Motor Speedway

1122 Route 106 North

Loudon, NH 03307

GPS Coordinates: 43.359298, -71.465277

When you arrive, you will need to check in at the main gate window first with the NCR team and then with the NHMS representative. In each case you will have to sign a waiver and will receive a wristband (NCR) and either stamp or wristband (NHMS). Please bring your license and PCA card to the NCR window.

**On-Site Tech:** after checking in find a place to unload your vehicle before going to the tech inspection. Follow the flow of cars into the "infield paddock" and choose a spot that suits you. The only exception will be the garages. Unload everything that is not bolted down from your car. This includes tool kits, floor mats, radar detectors, and cell phones. Your trunk should also be completely empty. Be sure to apply the number you were assigned in the Track Pack. Blue painter's tape or white shoe polish are great ways to temporarily apply numbers to your rear side windows or doors. Next you need to take your car to tech inspection. Tech inspection typically occurs at the end of the garage nearest the track entrance (near garage #1). There will be announcements over the PA system directing you where to go. Tech will ensure that your lug nuts are properly torqued, everything is removed from your car, and the your assigned numbers are affixed. Be sure to bring both your helmet (loaner helmets are available for this event) and tech form.

At your first event you will be assigned to the Purple Run Group and you will be assigned an instructor who will be with you on the track. The instructor's task is to introduce you to the principles of high performance driving on a one-on-one basis. S/he will talk to you, demonstrate, and then guide you through the skills of getting the most out of your Porsche and understanding

vehicle dynamics. Prior to the event you will be given your instructor's name and email address. Instructors will meet the First Track Day participants during the afternoon drivers' lunch/meeting prior to the on-track session—see below.

To help you in understanding the principles of performance driving you will be asked to attend both a drivers' meeting and a classroom prior to your first "run" of the day. The drivers' meeting will be with all of the other Drivers' Education participants. The classroom session will be confined to just the First Track Day participants. The meetings will cover a lot of information about flags, passing zones, passing protocols as well as talking about "the line" (the most effective way to negotiate any given corner) and many other terms specific to performance driving. Before and while on the track your instructor will remind and reinforce these concepts.

The morning will focus on the Car Control Clinic. At the clinic you will be instructed and participate in the activities discussed above. The objective of the clinic is to start to learn the basics of vehicle dynamics, get a feel for the limits of your car and to start to apply some of the lessons discussed in your classroom session.

In the afternoon you will be out for one 30 minute track session. Your instructor will be with you the entire time. Your instructor will drive your car for a couple of laps to show you the way around and to demonstrate "the line." Your instructor will not pressure you to do things you are not comfortable doing – we want you driving well long before we want you driving quickly. Safety is always the first consideration at a Drivers' Education event. We are sure you will have a great time and learn lessons that you can carry back into your daily driving.

### Appendix: Draft First Track Day/CCC schedule

Time	Activity	Description
7:00	Arrival/Check-in	Arrive at track and check-in with PCA and NHMS officials
7:00-8:00	Tech inspection	Empty car and go through tech inspection. Bring tech form and helmet.
8:00-8:45	Drivers meeting, media center	Drivers meeting will provide essential information for the day
8:45-9:15	CCC classroom session	Review of CCC exercises, goals, schedule, and procedures
9:15-9:30	Transfer	Transfer from track to CCC parking lot
9:30-10:30	CCC session 1	Group A to skid pad and group B to Braking/Lane change course (note groups will be assigned in morning classroom session)
10:30-10:45	Break and Transition	Groups A&B switch stations
10:45-11:45	CCC session 2	Group B to skid pad and group A to Braking/Lane change course
11:45-12:00	Transfer	Transfer from parking lot to track paddock
12:00-13:00	Lunch, pre-track drivers meeting	Meet in garage 1 for lunch and drivers meeting. Debrief morning activities and review objectives/plans for on-track session. Instructors-students meet.
13:00-TBD	Down time	Down time before Purple Run Group session
TBD— TBD+0:15	Staging	Purple Run Group students and instructors meet and proceed to staging area
TBD+0:15— TBD+45	Purple run group on-track session	Instructors and students on-track. Instructors begin driving and switch placed after a few laps
TBD+0:45— Finish	Debrief, Transfer, and CCC station tear-down	Following on-track session receive debrief from instructor, transfer back to CCC parking lot, and tear-down CCC stations.

# BOB IS BACK!

## NCR's Paddock Reporter: What is Driver's Education and what is your focus on the NCR DE Mission?

**Bob Tucker:** Driver's Education allows drivers to learn how to drive their cars on real race tracks and apply that knowledge to everyday driving situations. My focus is safety to make sure students are learning and having fun.

## NCR's Paddock Reporter: What does the Chief Instructor do (before, during and after an event)?

**Bob Tucker:** Before each event I review the student and instructor lists and make the best matchup for person/car so the students have the best experience possible. Prior to the event I notify instructors to contact their students before each event in case they have questions. The morning of each event I lead the instructor meeting reviewing track conditions, passing zones, safety procedures and answer any questions. During the event I am instructing students, handling student promotions, checkout rides and instructor development activities. After events I will lead track walks to give students detailed insight to braking, turn-in and track-out points as well as defining the line.

## NCR's Paddock Reporter: I understand you were our Chief Instructor in 2007. What do you see has changed in the last 10 years?

**Bob Tucker:** Probably the biggest change is that today's cars have more technology, horsepower, safety; pretty much everything has evolved. I have been instructing during all those years and one thing that has not changed is the level of enthusiasm of everyone I meet at all the tracks we visit!

## NCR's Paddock Reporter: What tools does the Chief Instructor use?

**Bob Tucker:** Besides a torque wrench and laptop I use student instructor matching program built into the registration site that is very helpful and easier than the old spreadsheet method.

## NCR's Paddock Reporter: I understand that you compete in the ITE class with SCCA. How does that relate to your role as Chief Instructor?

**Bob Tucker:** It gives me insight into different driving lines that different cars and drivers use. North Country driver education events now allow any car marque to participate so knowing how different cars work is important knowledge that I can transfer to students and other instructors. In 15 years of racing in SCCA I have seen many situations and that experience allows me to feel students' cars behavior and give feedback to students.

## NCR's Paddock Reporter: What do you do when you are not at the track?

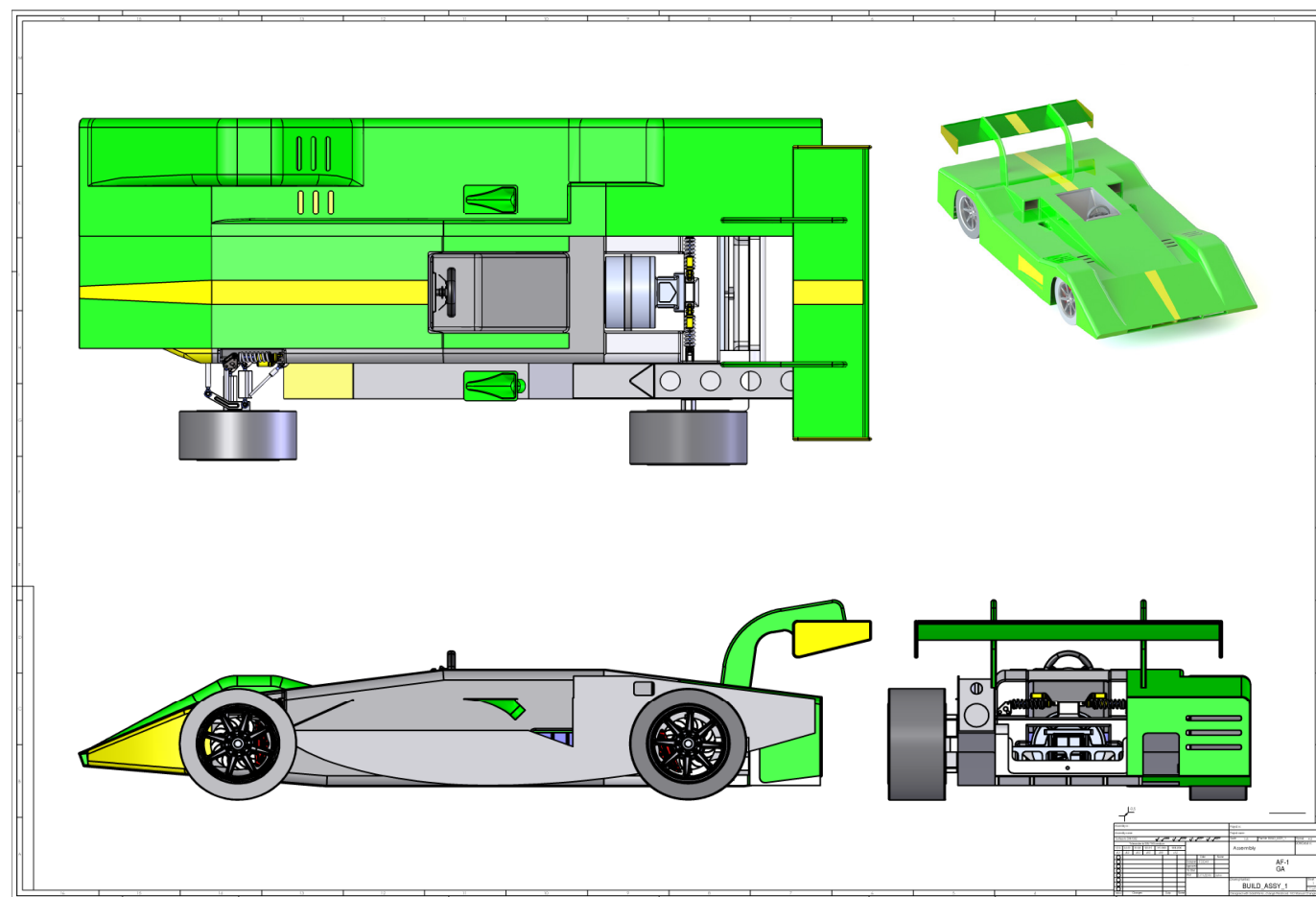
**Bob Tucker:** I enjoy working on the car in the winter, I do all my own work so there are many items to keep up with: brakes, suspension and engine updates and upgrades. I have long been a swimmer and workout with the masters group at the Portsmouth pool. I have always been interested in music so a year ago I picked up an electric guitar and enjoy learning about music and playing in my "spare time".

## NCR's Paddock Reporter: Do you maintain your track car? Why?

**Bob Tucker:** Yes, I was an auto tech some years ago and still enjoy working in the shop on the car, it gives me a great satisfaction maintaining a race car. It also gives me the confidence that everything is set up just right, I have gotten to know every nut, bolt, feel and sound.

## NCR's Paddock Reporter: How did you get started with Driver's Education?

**Bob Tucker:** After many years of working on many different cars I really liked the design, sound and feel of Porsche and was lucky enough to purchase an early 911 and soon after joined the PCA and met so many great people from whom I learned about driver's education. In 1995 made my way to Lime Rock Park for my first track day and was hooked for life!



## A VERY INTERESTING CONVERSATION

By David Churcher

On a snowy Sunday afternoon in March I decided to get away from my desk and go out to my favorite Exeter watering hole for a libation. When I entered the basement bar I noticed my favorite corner table was occupied by two gentleman, very deep in conversation, but otherwise the place was empty. The TV was showing football. Mike, the bar tender, knows my preferences do not include football and asked if I wanted a different channel. I asked for motorsport but knew very well we would not find any motorsport so we settled on a channel covering Curling from Maine.

The two gentlemen paused when I mentioned motorsport but then continued their conversation in accented English. I tried to place each accent but could not be sure of either. As they conversed they shared notes and doodles in a spiral bound note book and also shared a calculator. Every once in a while they would rummage in a pile of folded sheets and pull out one for examination ... usually followed seconds later by an enthusiastic "Ah ha!"

My curiosity kept me glancing back to their table between sips of my glass of red. I still could not figure their accents but I did notice one opened sheet was a ISO A0 drawing and it looked like a GA [General Arrangement] for a car. Hmmm. And at that moment one of the gentlemen said he had heard me mention motorsports and asked if perhaps I would like to join their conversation.

We began with introductions. Gustav Odin is Swedish and began his engineering career in the food machine industry and later moved into automotive plastics molding. John Tangent is Irish ... his engineering career started in cranes, later he developed aircraft flap mechanisms which are now patented. The accents were now explained.

And the drawings? The drawings were mark-ups of a prototype being made ready for the next pre-production version of their car. The car was no longer "top secret" so our discussion became quite candid and open. The story behind the design and the marketing plan is quite intriguing. As they explained: the market for a small, not too expensive, autocross and track car was appealing and the gap in the market left by Radical and Cougar needed filling. The recent rise of electric vehicles and Formula E indicates perhaps there is a market for such a chassis but with electric motor drive. We continued the conversation looking over a few salient points and features.

The car is predominately a modern approach to chassis and suspension design, with an eye towards modern aerodynamics, but the design also retains some "sentimental" features of cars of a few years back.

Essentially: The core of the chassis is a double wall carbon fiber tub filled between the walls with foam and honeycomb. The body panels surrounding the tub are thermoformed plastic and they are shaped to follow the curves determined by CFD studies. The "sentimental" features are: the nose inherits a bit of the Porsche 956/962, the rear deck has inlets adjacent to the cockpit reminiscent of the Lotus 19 and Lola T-70.

And what about air flow and CFD? The inlets adjacent to the cockpit take in air which is then divided into two paths ... one to the motors and the other to the rear brakes. The NACA duct just forward of these two inlets takes in air to cool the batteries. Under the body panels there is a ground effects tunnel, one on each side of the tub, with its curve taken from the Grottingen 500 airfoil. The bottom face of the wing has the same curve. Sloped body panels and rear cut-off follow Kamm aerodynamics principles.

Pretty clever stuff.

And the suspension? The original plan for the front was to have a single keel design but this meant the inboard connections of the lower wishbones caused the floor to be high enough to place the driver's heels some 125 mm above his backside ... not a happy position ... so a compromise was made and the connections are on the side of the tub. The upper wishbones are shorter and angled to place the roll center 50mm above ground. Coil-overs are nestled into the tub and they are operated by push rod and bellcrank. Similar components are used to dampen the rear suspension. The rear geometry is set by the low-pivot De Dion tube to place the roll center at 125 mm above ground. But De Dion? Weight? Not a problem ... it is carbon fiber and it is located by a Watt's Linkage ... keeps the rear tires parallel to the ground during squat (acceleration) and cornering. Perhaps compromised in "bump" on one side but this is not really a bad compromise for a vehicle usually on a flat surface. The steering is rack and pinion with the links at the hubs being interchangeable so as to have a choice of pro or anti Ackerman geometry.

By now John and Gustav really had my attention. What brakes are used? And the motors? The brakes are AP Racing attached to uprights machined on a 5-axis machine from a 6061 billet. The motors are a yokeless segmented armature design. The two motors share a common shaft and can run with only one, or both, motors powered. The transmission is a two speed and although shifting might help getting off the line or coming out of a corner the massive torque available makes this unnecessary. The lower gear would usually be used for tootling up to the start line.

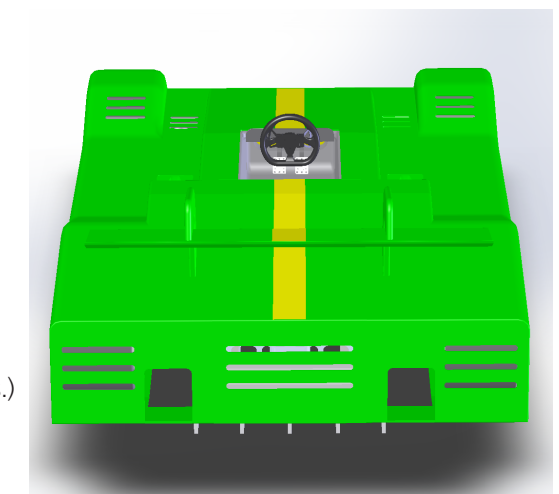
And the batteries? Two TESLA batteries ... perhaps the next model will have three. Not only for the additional storage but to bring the center of gravity further forward. Right now it is a 40 - 60 front-rear distribution. How long between charges? With the two batteries about 50 km range ... a portable generator can charge up in about 30 minutes but if a 800 volt charger is available ... less than five minutes.

Now I was really impressed but the best was to come. Manufacturing facilities have been secured in New Hampshire and mid-2018 will see the first of the production vehicles coming off the build table. Then John and Gustav revealed they plan to run the prototype "at a club event on a track not far from Exeter ..." Really? Yes, April 22 ... they said. I replied: My goodness gracious ... I think I know who you refer to. I will be in the UK that weekend but when you get to the track be sure to look up Jeff ... he's the man in charge.

Do we have any photos or drawings we can share? Oh, yes ... several.

### Specifications for the prototype:

Length:	3875 mm	
Width:	1810 mm	
Height (top of wing):	1025 mm	(top of firewall): 680 mm
Track (front):	1475 mm	
Track (rear):	1499 mm	
Wheelbase:	2133 mm	
Wheels:	16 x 10 front and 16 x 11 rear	
Power:	2 x 200 kW (~2 x 230 hp) Torque 2 x 790 Nm (~2 x 580 ft. lbs.)	
Weight:	~ 600 kg	





## IMSA WeatherTech SportsCar Championship, round 2, 12 Hours of Sebring, USA

### Victory and third place for Porsche at Sebring

TEXT AND PHOTOGRAPHY BY PRESSE PORSCHE

The Porsche 911 RSR has scored its first win of the IMSA SportsCar Championship season at the Sebring International Raceway in Florida. At the 12 Hours of Sebring, the oldest and toughest sports car race in the USA, Patrick Pilet (France), Nick Tandy (Great Britain) and Frédéric Makowiecki (France) won the GTLM class with the 510 hp race car from Weissach after a heart-stopping finale on Saturday. At the wheel of the second 911 RSR fielded by the Porsche GT Team, Earl Bamber (New Zealand), Laurens Vanthoor (Belgium) and Gianmaria Bruni (Italy) swept over the finish line in third place after 328 laps on the famously bumpy airfield circuit. Thus, they crowned Porsche's success in the race that also counts towards the North American Endurance Cup. Florida proves to be a good hunting ground for the iconic 911 sports car: Only a week ago, the 911 GT3 R won both rounds of the World Challenge season-opener on the St. Petersburg street circuit.

In glorious spring weather, a total of 43 vehicles headed off on Saturday morning into the 66th edition of the tradition-steeped race, in which Porsche has made history since 1960 as the most successful manufacturer with 18 outright victories and now 71 class wins. In the cockpit of the #912 Porsche 911 RSR, Laurens Vanthoor took up the race from sixth place on the third grid row and promptly picked up two positions in the first lap. His teammate Nick Tandy, who lined up on the grid directly behind the Belgian in the second 911 RSR (#911), managed to make up three positions: An exemplary start in a hotly contested race that was interrupted in the 14th lap by the first of eleven safety car phases.

Thanks to perfect pit stops from the Porsche GT Team and a flawless performance from drivers, the 911 RSR was able to hold its own against tough competition from BMW, Chevrolet, Ferrari and Ford and settle in amongst the frontrunners. In lap 40, Laurens Vanthoor moved into the lead for the first time. After 2:30 hours, his teammate Gianmaria Bruni was running at the front of the GT field. Shortly before halftime, Nick Tandy also joined the list of frontrunners with his 911 RSR. During the second half of the race, his teammate Frédéric Makowiecki dominated the GT field for two hours, only relinquishing the lead spot when he came in for a scheduled pit stop after dark. However, the 911 RSR continued to put the leaders under pressure. Even a torn-off rear diffuser caused by a minor off-track excursion was replaced in record time, and the lost time was quickly regained.

The suspense at the Sebring International Raceway continued from the first to the last minute. Fans from all over the country were treated to plenty of gripping race action in all classes, with many fierce battles for positions and constant changes at the front. And the Porsche pilots continued to dazzle: After 10 hours and 10 minutes, in the 279th lap, Patrick Pilet took the lead for the first time in the #911 Porsche 911 RSR. Nick Tandy then defended this position with an inspired drive to the flag.

Thanks to this victory, Nick Tandy, Patrick Pilet and Frédéric Makowiecki move up to second place in the driver's classification. Porsche also advances to second in the manufacturer's championship.

Round three of the IMSA SportsCar Championship is the Long Beach street race in the US state of California on 14 April.

continued on page 30...



## Comments on the race

**Pascal Zurlinden, Director GT Factory Motorsports:** "It's a great achievement to score two podium spots at Sebring. The secret was our consistency and the fact that we didn't make one mistake. We may not have been the fastest over a lap, but over the distance the drivers and the entire team put in a perfect performance. Even when we had to repair the #912 car in the pits, we pulled out all stops to get the car back up the front. Today was a great day for Porsche. Thank you to all the employees at Weissach. They contributed as much to this success as our team here in Sebring."

**Patrick Pilet (911 RSR #911):** "This win was missing from my collection. It was a great team effort. The pit crew didn't make one mistake and our strategy was perfect. To celebrate this achievement with my friends Nick and Fred is incredible. After the qualifying, victory seemed a long way off. But when you're determined to achieve something and you go for it, you can do it. This race is proof of that."

**Nick Tandy (911 RSR #911):** "They say that the best victories come from the toughest races. Today was such a race. We didn't have the slightest problem over the entire distance and that was the key to our success. My last two stints were incredibly intense, especially the duels with the Ferrari and the BMW. We switched to new tyres during the last pit stop – after that, nothing could hold us back."

**Frédéric Makowiecki (911 RSR #911):** "That was one of my greatest successes. Sebring is my all-time favourite race in the USA and we knew that we'd only have a chance if we as a team didn't make any mistakes. It was a really tough race, but that makes this victory all the more special."

**Earl Bamber (911 RSR #912):** "This race was a real rollercoaster for us. A case in point is when another car blocked our pits and we lost twelve seconds and several positions. It was a banner day for Porsche. We've waited a long time for such a sense of achievement. Now we'll tackle the rest of the season feeling even more motivated."

**Laurens Vanthoor (911 RSR # 912):** "Victory and third place, what a great success for Porsche. The whole team has worked hard for this major race and they deserve this success."

**Gianmaria Bruni (911 RSR # 912):** "I'm proud to be a part of this squad. What they've achieved today is hard to describe in words. It's unbelievable how quickly the mechanics got our car back in the race after I left the circuit briefly towards the end and had to pit with a damaged diffuser."

## Race result

### GTLM class

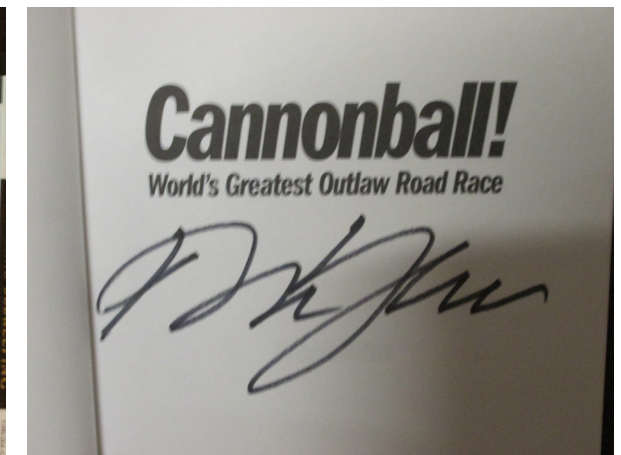
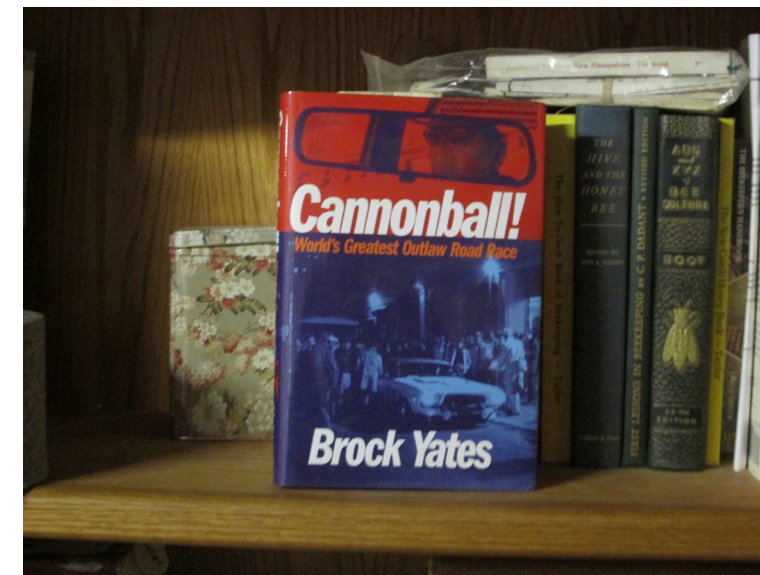
1. Tandy/Pilet/Makowiecki (GB/F/F), Porsche 911 RSR, 328 laps
2. Sims/de Phillippi/Auberlen (GB/USA/USA), BMW M8, 328
3. Vanthoor/Bamber/Bruni (B/NZ/I), Porsche 911 RSR, 328
4. Westbrook/Briscoe/Dixon (GB/USA/NZL), Ford GT, 328
5. Vilander/Pier Guidi/Calado (SF/I), Ferrari 488, 327
6. Gavin/Milner/Fässler (GB/USA/CH), Chevrolet Corvette, 327
7. Krohn/Edwards/Catsburg (SF/USA/NL), BMW M8, 296
8. Magnussen/Garcia/Rockenfeller (DK/E/D), Chevrolet Corvette, 283
9. Hand/Müller/Bourdais (USA/D/F), Ford GT, 277

### GTD class

1. Sellers/Snow/Lewis (USA/USA/USA), Lamborghini, 321 laps
2. Balzan/McNeil/Jeanette (I/USA/USA), Ferrari 488, 321
3. Keating/Bleekemolen/Stolz (USA/NL/D), Mercedes, 321
6. Long/Nielsen/Jaminet/Renauer (USA/DK/F/D), Porsche 911 GT3 R, 321
9. Bergmeister/Lindsey/Pappas (D/USA/A/USA), Porsche 911 GT3 R, 321

# Remembering Dan Gurney and the Cannonball Run!

By Martin Bourque



I enjoyed Ms. Badler's article about Mr. Gurney in the Jan-Feb 2018 Northlander. On one level it reminded me of his special place in the automotive world but it also brought forth many personal memories.

It was the summer of 1972 and I had been laid off, for the second time, from an aeronautical engineering job. In order to make ends meet, I took a job sweeping floors at a foreign auto repair shop. The same shop had been able to make my 1969 MGB run almost as well as older pre-smog control models.

Like most, if not all, foreign auto repair shops, the waiting room was stuffed with domestic and foreign auto magazines. I enjoyed reading about the drivers and cars, both past and present, and I found a kindred soul in the boss's son. Both of us were just out of our teen age years and crazy for quick and nimble roadsters and the people who drove them. But Dan Gurney was special. Here was a man who built, raced and won with any car, anywhere. He gave hope to every kid who ever re-built a carburetor at the kitchen table or changed a clutch in their parents' driveway.

And when we read about how Mr. Gurney competed in the November 1972 Cannonball Run ("At no time did we exceed 175 mph.") we decided that we had to prepare for the anticipated 1973 run. After all, Mr. Gurney had elevated the Cannonball Run from automobile satire to high art. What squirrely kids could not want to do the Cannonball? Long distances, speeding, and running with famous people was a huge attraction, if not a sensible one.

We didn't think it through very well, we thought all we needed was a car and a few bucks in our pockets. We figured it was a fantasy to think we could borrow his dad's E-type or his mom's 356B so we settled on a more practical Saab 96 V4. The 'race' was all he and I could talk about for several months but all of a sudden, all my friend's enthusiasm died. I didn't push for a reason and I never knew what happened. In hindsight, I feel that his parents probably saw the lack of good sense that we were exhibiting and pumped the brakes on the idea.

A year later, I was gone from the shop as I had decided it was time to go back to school and start working on my educational roots.

If there is a moral to this story, it is that if you encounter someone who has a frivolous idea for what to do with their cars and time, do not discourage them. You may be saving them from a short-term bout of craziness but you may also be denying them a seminal event in their life.

Enclosed are a few pictures of mementoes from that era. The book, Cannonball! By Brock Yates, published in 2003, is readily available in used, new or Kindle format. The vintage sticker on my tool box, an item I purchased in 1972, is now available on line in many different colors along with t-shirts and the like.

# Let Us All Salute the Captain

By Danielle Badler

Lo and behold, I recently opened a copy of The New York Times and could barely swallow my Special K as I read a piece entitled "At 81, Penske Still Speeds Along."

It's hard to believe, isn't it. Here's the Gray Lady, devoting three columns to the legend. Despite the challenge I have on many Mondays, to find out the winners of the IndyCar race the previous weekend ... in the same pages.

But it was an interesting piece. Roger compares his time spent in the pits with his IndyCar teams, with his Nascar teams and with his sports-car team as "my fishing trip and golf game on weekends."

When will he ever slow down? Penske says "My wife asks me that every weekend."

But the reality is more complex. Penske is driven (pardon the pun.) He always has been. And, today, that drive to win is a basic tenet of all his business interests.

"It's an asset we have among our 56,000 people," he's quoted in the article. "We create winners. We have a positive impact on our customers and our brand. As long as I'm able, I want to be connected with motor sports because it's something we know. We're in the transportation business."

I heard him say pretty much the same thing, in person, at a worldwide management meeting I attended in the late '80s.

Penske was a board member of the company I worked for, and he was invited to be the keynote speaker. As best as I can recall, his team had just won one of his 16 Indy 500s, with Rick Mears, and he talked at length about the benefits that come from dedication, focus, perseverance and the pursuit of perfection.

I remember thoroughly enjoying and identifying with his remarks. Listening to a legend, trying to identify with his racing stories. About what it takes to be a winner. But I also wondered how many of my colleagues ... and there were probably 300 or more of us in the audience ... really knew about him, about his history, his wins, his sacrifices.

I found out much later, as I climbed the corporate ladder, and as I performed a corporate transfer six times, including a year in Europe, I jetted off to exotic locales for meetings and more meetings, often missing important family occasions in the process. And as I tried to wrestle with an increasingly fragile family relationship at home.

Was it worth it? I don't think the question has an answer. It's not a life for everyone. But it's what you do if you're Roger Penske. It's what he's always done, better than any team owner in history. And, don't forget, in his 20s, he was a world class driver, too. He raced in Formula 1.

Throughout his career, Penske has searched for the winning edge. In business and in racing. And, judging by his success, he's been very, very good at it.

Remember the 917/30 racer? With that blue Sunoco livery, it was perhaps my favorite Porsche race car of all time. And it annihilated the competition. What was the quote from Mark Donahue at the time? That you could never have too much power? The car was a living example.

Then there was the 1994 win at Indy, with Al Unser, Jr. at the wheel. The power plant was the Mercedes-Benz 500I IndyCar engine. An engine developed specifically for one race, over a period of 10 months, in complete secrecy, to take advantage of a rules loophole that nobody else noticed.

After the win, the loophole was closed.

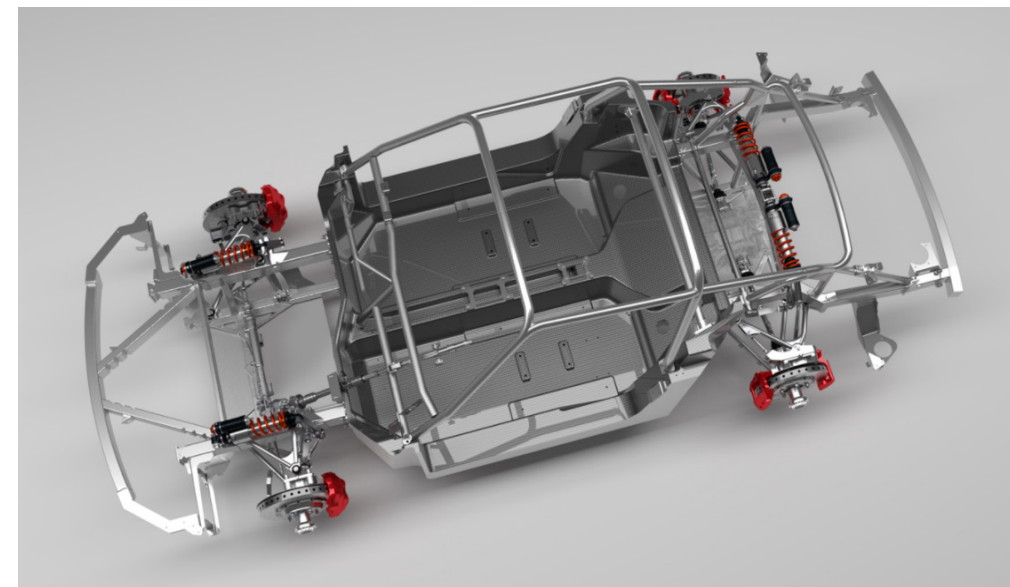
It's important to note, however, that Team Penske has won only one Indy 500 since 2009. "That's a serious drought," says the author of the Times piece. "So Penske will keep pushing because that is what he has always done. He likes racing because it's a good way to entertain customers, but he still badly wants to win."

Mark Miles, chief executive for Hulman & Company, which owns Indianapolis Motor Speedway and the IndyCar series, is quoted in the article. "His contributions to the sport over the years have been incredible. He demands perfection. That approach to racing really lifts the bar. It's a joy to see he's not lifting off the throttle."

The Times author notes how, during IndyCar races, Penske is in the pits of the Team Penske driver with the most longevity. That's now Will Power, 37. But, for this Indy 500, Roger will be in the pits with Helio Castroneves, who will be trying to join A.J. Foyt, Al Unser and Rick Mears with four Indy 500 wins.

Will Penske do it? I wouldn't bet against him.

BTW



A new 911?

Ah, no. This is a new RUF ... the SCR. Looks like a 911 but that is the only connection. This is a carbon fiber chassis and body with a RUF flat six NA engine. The package is 1250 kg, 510 HP and a top speed of 320 kph.



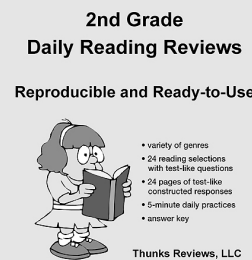
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continued from page 21...

## Extras to Bring on Your First Track Day

- Glass cleaner
- Paper towels
- Quart of oil
- Rags
- Blue painter's tape
- Tire gauge
- 12V air compressor (optional)
- Tarp (to put all the stuff on when you empty your car)
- Some basic tools



ensures a nice firm brake pedal.

Finally, if your car's paintwork is dear to you, you will want to protect the forward-facing surfaces from any damage due to sand, pebbles, rocks, or other debris that can be kicked up by moving vehicles on the track. Placing blue painter's tape or clear TrakTape on the front-facing areas is a simple and inexpensive

solution if you don't already have full-frontal clear film applied.

### AT THE EVENT

The DE event will start with some basic classroom instruction. Instructors will teach you the protocol for track entry and exit procedures, track etiquette, passing rules, basic cornering theory, and the fundamen-

tal "race" or "school" driving line for the track. This information will go a long way toward giving you the knowledge and confidence you need to enjoy your day.

You will be paired up with an in-car instructor for your on-track sessions when you are a beginner, or novice. Drive smoothly, within your comfort zone, and remember to look well down the track (keep your vision up!). As a student, no matter how experienced, the best advice is to be "all ears." You may not be able to perfect the most recent skill learned or discussed on that particular day, but at least you heard it, and you will remember it until you can finally do it correctly. After all, learning at the track is about repetition in a safe and closed environment. As they say: practice, practice, practice! Taking a PCA DE course will help you become a better daily driver, too. ☺



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## MART

**For Sale:** 2002 Carrera 4 (with Tiptronic) Cabriolet, silver with black top and interior, 69,500 miles. Has IMS bearing upgrade, ABS brakes (like new), Bose Surround Sound, GPS, and car cover. This "special edition" is much "younger" than its 69,500 miles because it was reconditioned, body-wise and mechanically, following a recent accident. Car looks and runs beautifully and has always been garaged. Documentation of repairs by shops are available. Asking \$22,800. Like Concours Show car – detailed by experts.



**For Sale:**  
1984 911 Rims and Tires - \$1600

4 Tires & Rims & Center Caps. Milla Miglia Cup 1 Rims. (5x130 Bolt pattern). All excellent condition! No curb Scuffs. Slight nicks. All straight. Fronts: 205/50Z17, 89y: 1/2 worn. (17x7.5 wheel). Rears: 255/40Z17, 94y: 5/8 Worn. (17x9 wheel). Bridgestone Potenza S03 Pole Position. Price is negotiable, buyer pays shipping.

Contact: Dan  
Exeter Motor Works, Exeter, NH  
T: (603) 772-3183  
ExeterMotorWorks@aol.com

**For Sale:** 1992 Carrera 2 Cabriolet 45,000

White with blue top new 2016, 51,000 miles stock 5 spd duel power leather seats, cabin cover, rear window pillow, never seen snow stored winters.

Robert Verge Gilford NH  
Cell 941-957-8933 robertverge57@gmail.com

### Wanted

Fifty-plus year PCAer seeks 1985-1991 944 or 1992-1995 968. Must be in exceptional condition. Manual transmission only. Other factors such as accessories, etc. unimportant beyond condition. Must be original, service records and history a plus, first or second owner a plus.

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



**For Sale:** 1960 Mercedes Benz 220SE Cabriolet. 76,000 miles, Black/red. Totally rust free, 50 years in Las Vegas & Santa Fe. New top, new leather seats, recent black lacquer respray; even the radio works! Class winner 2015 MAW show. \$125k or reasonable offer; 45 pix available or view & drive in person. 603-343-7575



**For Sale:** Set of 4 20" OZ Leggera HLT in Bright Race Grey. Fits 981 Cayman or Boxster- Comes with Porsche and OZ Center Caps and ships in original boxes. No Valve Stems or TPMS. Fronts: 20" x 8.5" Offset 55mm 22lbs Rears: 20" x 10." Offset 45mm Used for one summer on my 981 Cayman that i have recently sold. Excellent condition, no curb rash, dents, etc.. \$1,550.00 Contact Tom at Tder@harman.com



**For Sale:** FVD Brombacher Speed Yellow Gauge Face Set for 987.1 Cayman with Manual Transmission. High quality aftermarket gauge face set made in Germany. Brand New-Never installed. Sold my 987.1 prior to mounting. \$350.00 Contact Tom at Tder@harman.com



**For Sale:** 18" Moda by BSS Wheel Set for 987 Cayman or Boxster. I purchased these used as part of a snow tire package. They don't have offset widths (front and Rear wheels are same). 18 x 8.5" ET54, hubcentric Good choice/value for Track or Snow Tire Set. I ran standard 18" snow tires with staggered sizes with no problem. \$400.00 Contact Tom @ Tder@harman.com



**For Sale:** Chrome Roll Bar - \$375

Fits '74-'88 911-930 Coupe. Bolt in. Great condition!

contact Robert: r\_kivela@yahoo.com

**THE MART**  
Your For Sale Items here ... Be sure to send them in to: [northlander@ncr-pca.org](mailto:northlander@ncr-pca.org)

## AD INDEX

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## BTW

In case you did not know: those of us who grew up in the British Empire always considered April first as something sacred. One had to indulge. One had to enjoy. I have found over the years, and my travels, the Canadians love it, the French hang a paper fish on your jacket after mid day, my German friends looked puzzled but indulged. And here in the USA ... years ago a Hi Fi magazine made a fuss of April first for many years ... beautiful leg pulls. Technically almost believable.

So ... ? ... So, the article on page 26 is a leg pull. If you believed it all ... fine ... be aware now you have been inducted into the rest of the world humour (humor) for April first.

OK ... I know ... some close colleagues will frown upon me ... again. Sorry, no apologies. I take refuge in knowing my hero engineers would all chuckle. The article shows little respect for the dynamics of vehicles, about the same for vehicle aerodynamics, and none for Ohm, Faraday, and Nicolas Tesla.

## NEXT MONTH

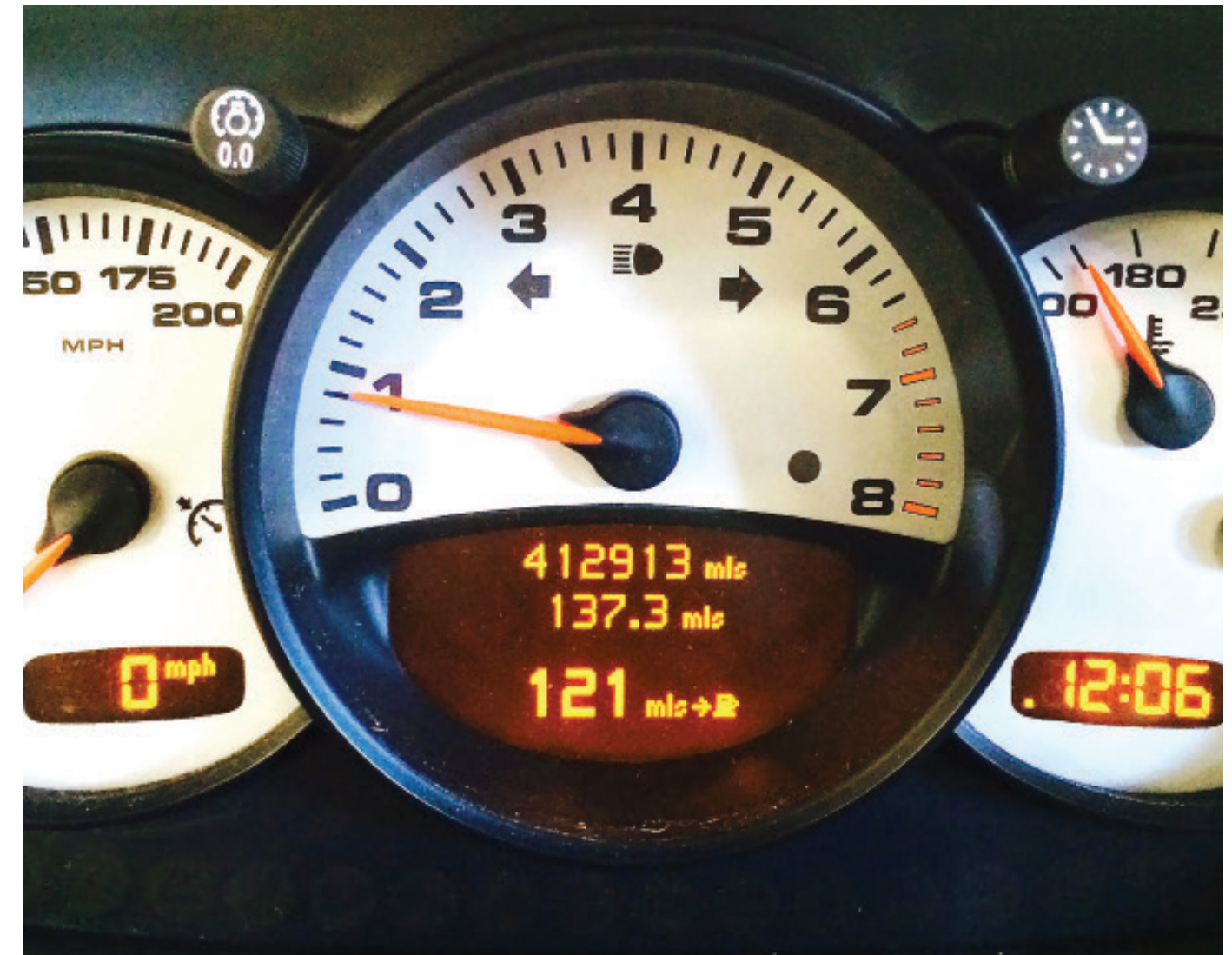
The May issue will be a little late. See the editor's desk on [page 5](#).

DE season opener and Autocross season opener will be our featured articles.

### ERRATUM:

After our print issue went to our printer we discovered a layout malfunction. The DE article on page 21 was actually three parts ... so ... in this online version of *Northlander* that article begins on page 20 and concludes on page 35. The **BOB IS BACK** moved from page 20 to page 25. The **THUNKS** advert moved from page 25 to page 34.

The Editor has been appropriately admonished!



These days, with Photoshop, CGI and the myriad of ways a photograph can be altered, we believe it is very important to occasionally take a moment and appreciate natural beauty...

The above photograph was taken while Tom's 2003 911 turbo was in for routine maintenance. European Performance Engineering has been caring for Tom's cars since 2009... oh, by the way,

Tom's wife's vehicle, a 2004 Cayenne turbo has traveled 310,000 miles... so far.

So, the next time your Porsche, car or truck needs maintenance be sure and give us a call.

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



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Volume 41

Number 3

April

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