

NORTHLANDER

NORTH COUNTRY REGION
PORSCHE CLUB OF AMERICA

Volume 41

Number 5

June

2018

IN THIS ISSUE:

FIRST 2018 RALLY
AUTOCROSS 2
MEETING IAN WAGSTAFF

AND ... MUCH MORE

MASSACHUSETTS
362 BC3
The Spirit of America



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NORTHLANDER

NORTH COUNTRY REGION PORSCHE CLUB OF AMERICA

Volume 41 Number 5
June 2018

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The regular article and Advertising closing date for the Northlander is the 1st of the month preceding the publication month. See page 32 for advertising rates.

Upcoming Events

- June 9 Porsche 70 year celebrations at Porsche of Stratham and Porsche of Nashua
- June 10 NCR Autocross 3
- June 15 - 17 Spring Get-A-Way Rally
- June 25 - 26 NCR-PCA Lime Rock Park Fun Days
- June 26 Great Race Intersect ... see page 14

See provisional 2018 calendar on the NCR web site

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On the Cover

NCR Autocross 2, May 20 was a mixed weather sort of day. For photographers it was a black and white sort of day.

See pages 16 - 18

Photograph by David Churcher.



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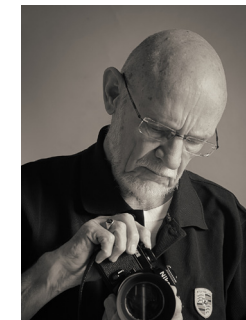
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EDITORS' DESK



May has been a difficult month and it is not over yet. Perhaps I tried to stuff too much into it but then what fun is it to not try and run at 110% some of the time? That extra 10% in my patch is usually *Northlander*.

In this issue you will find two articles written by your editor on his recent UK trip. These two articles have once again underlined for me the need for astute proof readers. Ian Wagstaff had asked me to allow him to proof my draft but mainly because he had been subjected to errors and exaggerations in the past. I think I gave him a couple of errors to fix. I was amazed at how I confused a few salient points. Anything I write as an article I pass to my friend Tracey Levasseur for proofing. Not only for the corrections I will get to make my spelling and punctuation "American" but also because it gets a round of the humor and giggles we shared while Tracey was co-editor of *Northlander*. Every month when I think *Northlander* is ready for bed I scan it in the morning, I scan it in the evening, I scan it over coffee ... and then I send it to Nancy Broadhead for proofing. Always I make a bet with myself on how many items Nancy will find and she always finds many more. Invaluable fresh and sharp eyes.

So, where am I going with this proof reader topic? I would like to propose a **International Appreciation of Proofreaders Day**. I propose May 19 be the day. Why May 19? Because, as I write, it is May 19 and *Northlander* is almost ready for bed. It is also the wedding day for Harry and Meghan. And, it is my little sister's birthday. Auspicious.

Changing the subject a little: do you like Porsches? Do you like a nice magazine? Of course you do ... otherwise you would not be reading here. A friend recently passed me a recommendation to an Australian Porsche magazine called *Duck and Whale*. Perhaps I am biased but I do think it is a real beaut (Aus-speak for excellent) ... check out <https://duckandwhalemag.com/>... you can see a few samples and download a PDF of a recent issue.



MEMBERSHIP



Kristin Allen

New Members May 2018:

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

Transfers:

Bruce Erickson
Portsmouth, NH - 1997 911 Carrera
Transfer From: Northeast (NE) – Joined PCA 5/8/2008

Michael Gagnon
Amherst, NH - 2012 911 Carrera S Cabriolet
Transfer From: Northeast (NE) – Joined PCA 04/11/2017

May Member Anniversaries:

1 Year

Martin Bourque
Webster, NH – 2000 Boxster S

Nicholas Crego
Dover, NH – 2001 911 Carrera 4

Richard Porter
Jericho, VT – 1974 914 1.8

Scott Robertson
Plaistow, NH – 1974 911S, 2006 Cayenne Turbo S, 1987 944S

Todd Sheffler
Concord, NH – 2015 Cayman GTS

David Sundman
Littleton, NH – 2017 Panamera 4S

2 Year

Gary Cole
West Ossipee, NH – 1964 356

Andrew Gallinaro
Manchester, NH – 2005 911 Carrera S

Mark Labrie
Glen, NH – 2013 911 Carrera S

Haleem Mediouni
Merrimack, NH – 1972 911T

Theodore Wroblewski
Kearsarge, NH – 2007 Boxster

5 Year

Michael Blackman
Kittery Point, ME – 2013 911 Carrera

Karen Crowell
Canaan, NH – 2013 Boxster S

Richard Gagnon
Biddeford, ME – 2004 Boxster S

Mark Geil
Rollinsford, NH – 1987 911 Carrera

Scott Knightly
Durham, NH – 2009 Boxster

Philip Lynch
Litchfield, NH – 2013 Boxster

Robert Sculley
Merrimack, NH – 2013 Boxster S

Willard White
Hollis, NH – 2013 911 Carrera 4S

10 Year

James Demers
Arlington, MA – 1992 968

William Matott
Manchester, NH – 1987 911 Turbo, 1964 356

15 Year

Gregory Osche
Acton, MA – 2001 Boxster S

35 Year

Robert James
Gardiner, ME – 1977 911

52 Years!

Richard Kruppa
Exeter, NH – 1988 944S

New Members June 2018:

Stephen Bobin
Cornish, NH – 2016 Boxster

Linda Girouard
Hudson, NH – 2015 Cayman S

Chris Hamilton
Gilsum, NH – 2000 Boxster S

Thanasi Iordanou
Portsmouth, NH – 2006 911 Carrera S

Thomas Kiley
North Hampton, NH – 1992 911 America Roadster

Mark McCauley
Greenland, NH – 2001 Boxster S

Elliot More
Deerfield, NH – 2006 911 Carrera S

Matthijs van der Meer
Hanover, NH – 1999 911 Carrera

Steve Wallace
Rochester, NH – 2006 911 Carrera 4S

Membership continued on page 8...

Transfers:

Dean Laughy
Franklin, NH - 2017 911 Targa 4S
Transfer From: Ohio Valley (OHV) – Joined PCA 1/26/2018

June Member Anniversaries:

1 Year

Mark Bodi
Portsmouth, NH – 1999 911 Carrera Cabriolet

David Eiche
Hollis, NH – 1996 911 Carrera 4

Richard Jenny
Center Harbor, NH – 1985 928S

2 Year

James Breitmaier
Rochester, NH – 2008 Boxster S

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

Joseph J Yablonski
Londonderry, NH – 1996 911 Carrera 4S

5 Year

Jeffrey Johnson
Bedford, NH – 2010 Panamera

John Peters
East Kingston, NH – 1989 911 Carrera

Jeff Torrey
Plaistow, NH – 2007 Cayman S

10 Year

Ernest Grasso
Chelmsford, MA – 2001 Boxster

Richard Maser
Pepperell, MA – 2007 Cayman S

15 Year

William Brawley
Etna, NH – 2000 911 Carrera

20 Year

Matthew Romanowski
Bedford, NH – 1965 356

25 Year

Dieter Kunath
Webster, NH – 1979 911 SC

35 Year

David Wieland
Gilford, NH – 1986 911 Carrera

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



Announcing the new NCR Goodie Store!

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

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



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PRESIDENT



Jeff Torrey - Just around the corner...

The 2018 driving season is well under way. Things are going well. Our season opener at New Hampshire Motor Speedway went well with many new members participating in the Car Control Clinic. The Autocross program has had two events to date. The first was a sell out and the weather co-operated for a great day of autocross. The second session was yesterday, I am anxious to hear back from the Autocross Team on the result of the day. The Rally program has had its season opener to Manchester, VT and the tour of Hildene (Robert Todd Lincoln estate). Next up is the Spring Get-A-Way to Saratoga Springs, NY.

Plans are being made for our NCR 40th anniversary fall banquet. Special invitations to be extended to many past Presidents and long term members. Please check your calendar and save the date. Our charity programs are in place to support NH Make-a-Wish through our car show at Porsche of Stratham, and Charity Laps at NHMS, and Loaves and Fishes through participants in our autocross programs. There are plenty of programs and opportunities for you our members to get out and enjoy the driving seasons. Hope to see you soon.

Jeff Torrey, NCR President 2018



DE

DRIVER'S EDUCATION

Come join us for a late June DE at Lime Rock Park and check another iconic track off your bucket list.

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

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

On Monday afternoon kick back and relax with your fellow drivers to share the day's stories and experiences at a Timing Tower Beer and Wine social ... liar's lap times are an expected activity.

Lee Carpentier will be hosting Car Control sessions both days on Lime Rock's well developed and highly rated skid pad and autocross facility. A no worries let it all hang out facility that allows you to explore the limits of your mettle as well your car. Who knows, you may enjoy driving your car looking out the passenger window rather than the windshield. This is an activity that is beneficial to all ability levels.

The skidpad will use half hour blocks and be able to accommodate two drivers per half hour (using two cars/instructors). Drive time per half hour would be just over twenty minutes with a few minutes in reserve for discussion and people running late or just needing a few extra laps.

This program is first come first serve. Interested drivers should contact Lee at LEE@AdvanceMotorSports.racing To confirm your session prepayment will be required by check or through Paypal.

Simon Kirby will be available for on track coaching sessions.



<https://www.motorsportreg.com/events/ncr-pca-lime-rock-fun-days-park-north-country-drivers-education-638545>





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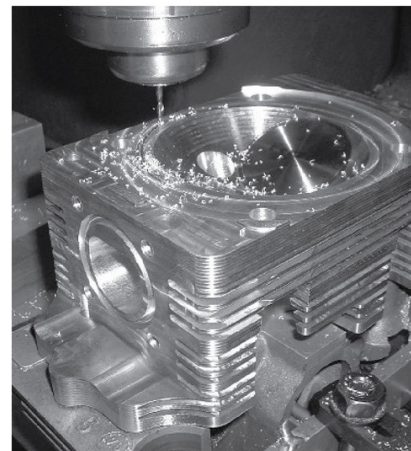
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Rally Corner

By The Rally Team

Rally Event #1 to Hildene and Manchester, VT was a great success. We drove from Keene, NH to Chester, VT for lunch at the Fullerton Inn, then on to Manchester where participants chose between an extended driving loop into NY State or a direct drive to Hildene, the home of Robert Todd Lincoln, son of Abraham and Mary. About 70% of participants exercised an overnight-stay option to enjoy a group dinner and further explore the area. Three of our ladies took a glassblowing class at Hot Glass Studio to round out the adventure. Hard to beat Porsche driving and great comradery.

Our Spring Get-A-Way to Saratoga Springs, NY is up next, June 15-17, followed shortly thereafter by The Great Race Intersect to see vintage cars on June 26. Join us to find out what the NCR Rally Program is all about.

As of June 1, four rally events are open for registration on MotorsportReg: #2 – Spring Get-A-Way to Saratoga Springs, NY; a Bonus Event – The Great Race Intersect at Mt Washington Auto Road; #3 – Three States Along the Connecticut River; and #5 – Fall Get-A-Way to Lake Placid, NY. 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.

NCR Rally / Tour Event Calendar for 2018

| Rally Event # | Date(s) | Description | Status |
|---------------|-----------------|--|---------------------------|
| 1 | May 12 | Hildene and Manchester, VT Tour w/ overnight option. | Completed |
| 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. http://www.greTRACE.com/ | Register on MotorsportReg |
| 3 | July 14 | Three States Along the Connecticut River Explore byways of the Connecticut River Valley and historic towns of New Hampshire, Vermont, and Massachusetts. | Register on MotorsportReg |
| 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 |



Interior of the Pullman Palace Rail Car at Hildene. Photo by Alan Kirby.



Pam Kirby forming her work of glass art at Hot Glass Studio. Photo by Bill White.



Top photo: Formal gardens at Hildene. Photo by Harv Ames.

Bottom left: Concentration and teamwork as Kathy White and master glassblower Andrew Weill form hot glass. Photo by Bill White.

Bottom center: Kathy White and Doreen Ames at drivers meeting. Photo by Harv Ames.

Bottom right: Bill Meyer and Jens Griem at drivers meeting (upper). Marsha Morgan, Geno Kievit, and Neil Robinson enjoy lunch at the Fullerton Inn (lower). Photos by Harv Ames.

NCR Autocross 2

May 20, 2018

Autocross 2 was quite an event ... the **NCR Autocross Weather Committee** organized for great cloud patterns to thrill the photographers. We needed sun block and at times we looked for our rain gear.

The weather threats did not handicap the schedule ... someone dumped a load of antifreeze on the track (it was **not** a Porsche!) and that did slow things up for a bit. The **NCR Autocross Clean Up Committee** handled it in fine form and we got back to business ASAP.

Next month we have Autocross 3 and the promise of an article written by one of our Autocross participants.

Photographs by
David Churcher



Akira races the rain ... he won.

Amriel congratulates Elizabeth on her win.

Photographs at far right:

It's not about the size of your prize but about how much fun you had.



NCR Autocross 2

May 20, 2018

Photographs by
Amriél Lucier



It's not just the cars



It's the people





Photograph on page 20: Anthony Keiller and author Ian Wagstaff in deep conversation while the photographer captured the moment. And their topic was ... ? See the article. Photograph above: The Old Red Lion in Tetsworth ... about 50 kilometres south of Oxford.

Meeting with Ian Wagstaff

By David Churcher

Being basically a sentimental sort, once I had confirmed I would be going to the UK in April, I contacted Anthony Keiller to see if perhaps we could meet up for the first time since we were both in Melbourne during 2009. Anthony replied he might be moving house at the time of my visit but we would see what unfolded. Fortunately, for me, the house move was delayed a few weeks and we made our plans.

Just before leaving the USA I searched for a typical Brit pub near Anthony's house and found **The Old Red Lion** in Tetsworth. It was just a couple of kilometres off the M40 so it would be easy for friend Steph to drop me off as she headed to Heathrow. I did a Google satellite search of the area before leaving and I was sure I had found the typical Brit pub. And, I had.

Could things become even more interesting? Yes. Anthony emailed to confirm our meeting time just before I left Wales. He suggested bringing along Ian Wagstaff to join us. I am dropping names here but I presume *Northlander* readers know Anthony from previous articles and, of course, they would know Ian Wagstaff ... if not from general knowledge then surely by two book reviews in *Northlander* on Ian's 917 books. What a treat it would be to meet/interview Ian. I said yes, please.

I arrived at The Old Red Lion an hour or so before our planned meeting in the bar. What to do? Have a local beer and chat to the locals. If you have never been to a small town typical Brit pub you must put it on your bucket list. Friendly people, albeit with a strong accent requiring several "beg your pardon" and repeats, super local beer, and decor to convince you this was the UK and not the USA.

Anthony arrived and nine years disappeared in a flash. Even though he is originally a Brit his many years in Australia dictated how we would greet: a brief hand shake and "give us a cuddle, mate". Aussies do that.

Ian arrived shortly after. I recognized him as he opened the door ... even though I only had his dust jacket photos as a clue. I had earlier wondered how I would collect information for this article. I had decided not to have a list of questions, take notes, nor a tape recorder. It was a good plan because the conversation began immediately with very relaxed and informal exchanges about Porsches, travels, a round of the local beer, and our orders for fish and chips placed. I figured I better bag a few photos before the food arrived so I began to organize my flash and my D810. Oopsa ... no flash ... why? ... Oh, dear ... the batteries were in my room. Disaster? No. Available light would do.

While I was fussing with my camera and taking several shots I noted Anthony and Ian were engaged in conversation and laughing. No directions required from the photographer. Natural subjects. I figured they were deep into Porsche topics. Later I found they were actually discussing the sad event of the grid girls being removed from F1.

My lack of a list of questions to ask was not a problem. We dove into an exchange which was interesting and detailed and went on for nearly three hours. Could I remember all of this late at night and jot notes?

How many books has Ian written? I had known of him for years for his books and his magazine articles. I did not realize until this conversation he has written 15 books. That is a lot of research and a lot of writing. How does one gather the needed material? By being there. And knowing the characters personally.

Characters? Oh, yes. The drivers we know of as famous people are often characters and have stories not always published. For example: Vic Elford liked his smokes. However, Gordon Spice, C2 World Champion in the days when the Porsche 956s were dominating C1, had a top left pocket for a packet of fags. He would start practice with that pocket holding a packet ... just in case the car broke down. On one occasion at Le Mans, he was found after such a break down sitting nearby enjoying a fag.

continued on page 22...

No names mentioned in this recount: the 917 was initially a beast of a car and terrified some drivers. One of the drivers was about to drive a 917 at Spa-Francorchamps, a colleague described the crying of his wife they had heard in their adjacent room. Another no names mentioned story is that after Ricardo Rodriguez had been killed another driver made a move on his widow, incurring brother Pedro's wrath. Shades of the *Le Mans* movie.

And what about cars? There is a current flurry of activity in refurbishing "famous" cars. There is a lot of money to be made in this game these days. There is a lot of confusion too, and, not a lot of rules. For example: two D-Type Jags have a claim to be the same Le Mans winner. Both were restored from the same wreck. By the rules, or lack of them, a few parts can be original and can be used to claim fame ... chassis number plates do not seem to be the final word.

But back to Ian: He has written 15 books, as I mentioned, and if you check with [Amazon](#) you will find a selection available here in USA. It also lists the 956 and 962 Owners' Workshop Manual as being an Ian Wagstaff book. It is not. Ian was commissioned to write it but had to drop out due to pressure of work and it was actually written by Nick Garton ... *Amazon* seems to have ignored the email to clarify this point. This book is reviewed in this issue of *Northlander*.

And what is the current project? Ian is writing the story of John Woolfe and the recreation of the 917 he drove at Le Mans in 1969. The story is a tragic one ... Woolfe crashed at Maison Blanche on lap one and died as a result of his injuries. This crash, and the protest by Jacky Ickx by walking to his car at the start, and being last away, put an end to the traditional Le Mans start. The rights to the 917 were retained by *John Woolfe Racing*, a company still active importing US car parts into the UK, before being recently sold. His 917 has now been recreated by Will Kauhsen Racing, the new car first appearing at a Valencia test session earlier this year, driven on that occasion by Derek Bell.

I could write a very long paragraph here by listing the numerous awards Ian has received but you can find them on dust jacket notes, or online, easily enough. Suffice to say it is an impressive list and includes awards for his *The British At Le Mans* and *The British At Indianapolis*. Such a busy writer must have no spare time ... you would think ... but Ian is a musician (French Horn) and, in the past, has also written about music. He is also an avid photographer (Nikon D5) and contributes his photographs ... including some in the Nick Garton 956 & 962 book. My copy of this book came as a gift from Ian as we said our goodbyes outside the Old Red Lion in Tetsworth.

Thank you, Anthony. Thank you, Ian. What a super evening!



A "full English breakfast" at The Old Red Lion in Tetsworth.

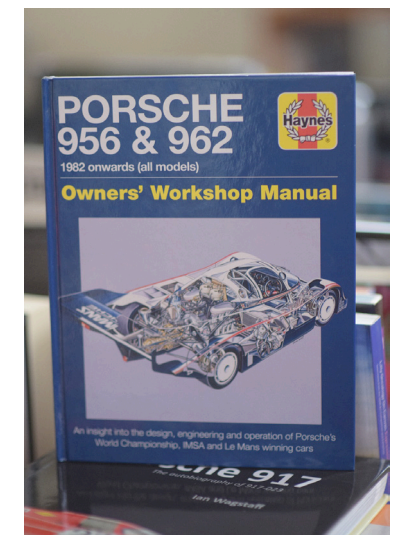
With a breakfast like this you don't need lunch.



Anthony has his shop not too far from Tetsworth where he builds replica Porsche 908s. Meanwhile his father and brother in Melbourne build 906 and 917 replicas.

The 956 & 962 Owners' Workshop Manual

Book review by David Churcher



There is another article in this *Northlander* issue describing my evening with Anthony Keiller and Ian Wagstaff. It was at the end of our evening chat Ian said: I have a small gift for you in my car. And as we said our goodbyes he passed me a copy of *Porsche 956 & 962 Owners' Workshop Manual*. I of course asked if he had written it (he had written the similar Haynes volume on the 917) hoping my gift would become an autographed copy. But, no, Ian had not written it ... Nick Garton had. AMAZON does list this book as being written by Ian but the confusion is perhaps caused by Ian being commissioned to write it ... but he had declined due to his workload at the time.

Nick Garton has written a really fantastic book which is, as ever, one I could not put down. His writing style is fluid, engaging, and full of humor and facts. Even a 917 fan of my type can't help but have the same respect for the 956 and 962. But being an astute 917 fan I note, with pleasure, the author points out the basic proportions of the 956 were taken from the 917 and the windshield is a 917 part.

The organization of the chapters is set up to first introduce the development of the 956 and the politics which prompted its development. This is followed by a sequence of chapters describing the races the 956 and 962 took part in, a brief description of several of the most notable drivers, a list of specifications, points of view from the drivers, chassis numbers and history (and confusion), a point of view of several teams, restoring or buying an example, and a very detailed appendix listing 956 and 962 wins.

Reading the book I found many pieces of information "interesting" and sometimes a complement to other pieces I have read. In the following paragraphs I will share a few of these points.

A first example would be the mention of ground effects. The first really "modern" use of the effects using an inverted wing section was the Lotus 79 designed by Peter Wright. But Porsche was aware of the effects back in the 1930s and there is reason to believe the fatal crash of Bernd Rosemeyer was caused by the loss of the effects which allowed the car to become unstuck. Norbert Singer's approach and experiments for the 956 are well documented. The development schedule for the 956 was extremely short and only achieved with great cooperation between the engineers.

The detailed descriptions of the engineering is a treat. If you have read Adrian Newey's book *How To Build a Car* you will be aware of his time at March and the Porsche powered March 83G which ran in IMSA. It gets a favorable mention here too. Other designers and builders made variations on Norbert Singer's single skin monocoque tub by using double skin and honeycomb, billet machined bulkheads, a longitudinal rib through the chassis, and some early use of composites. It is interesting to note the non-Porsche developments and the sharing between the factory and the privateers. Some of the names mentioned are: Nigel Stroud, Dave Klym, Richard Yagami, Al Holbert, Fabcar ... names from the 1980s. Australian Vern Schuppan is mentioned not only as a Porsche factory driver but also for his attempt to make a road going 962CR super car.

Details of the flat six's development and the changes to one massive turbo on the 962 are covered in great detail. Equally, the PDK development is given coverage in detail.

Perhaps of equal importance to aerodynamics, PDK, and chassis stiffness is fuel injection. When fuel economy became a criteria in European racing the Motronic injection system became critical ... we are treated to a detailed engineering description of the move from mechanical injectors to electronic injectors. If you are a real gearhead you will love the details revealed. And perhaps you will be amused at the politics which at first did not think well of electronics.

Politics. Oh yes. I must cite a reference Nick Garton makes to three gentlemen famous in the sport. If you have seen the movie *Senna* you will have noted the behavior of Jean-Marie Balestre. You probably know of Max Mosley and Bernie Ecclestone. Can you imagine these three working together? Amazing. Equally amazing and a shock to me was to learn just how much influence drug money had on racing in the 1980s ... in Europe and in USA.

So ... as you can tell this is a read I thoroughly recommend. Like Ian Wagstaff's 917 book it is not truly a "workshop manual" in the context it will give you fits, clearances, and timing notes, etc. It will give you intimate details of the development and spice it with some real Brit humor.



2nd Annual

Porsches In The Park

Down East Region Porsche Club of America

Fundraiser to Benefit The Dempsey Center

Come and join us on Saturday, July 21 at Bug Light State Park from 11 AM to 2 PM as Porsches 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. Last year 100 Porsches participated and this year we are expecting more than 150 cars.

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 will be the largest gathering of Porsches in Maine since 1986.

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 and love them.

The fee for exhibiting is \$30 per car if you pre-register and \$40 per car at the gate. To register, click here. <https://clubregistration.net/events/signUp.cfm/event/9010>.

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. Please join us for what has become Maine's car community's most exciting car show of the summer. And all to benefit the Dempsey Center.

The Life of Fabulously Rich Porschefiles

By Danielle Badler

Do you ever wonder what it would be like to be fabulously rich? Not famous, necessarily. Just rich. Really rich.

Let me put it this way. Do you ever wonder just who the people are, who are on the pre-sold list when the latest hyper car gets announced? Have you noticed that each car is always already spoken for? Do you think there's a list, right now, for the replacement for the 918, even though we peons can't even verify that one's in development?

Or, when you're at the magazine section at Barnes & Noble, and you've finished perusing Top Gear and Car and Evo and Octane, and you've even finished glancing through Architectural Digest, do you ever pick up Show Boat or Yachting?

Who are these people? Who buys these things? Well, I know one thing. I know what they hop aboard, when they put out to sea.

I caught a glimpse once, in St. Tropez. Ever been there? In some ways, it's more over the top than Monaco. The harbor's smaller. And, in summer, the yachts are lined up, perpendicular to the seawall, chock a block, one against the other, as far as the eye can see. They're all a minimum of 80+ feet long, up to I'd guess 150 or so, give or take, who's counting. The really, really big boats (is it ok to use the word boat in this context?) stay outside the harbor. They can't fit.

Once, and I swear this is true, I was walking along the quay at dusk, eating a genuine Ben & Jerry's ice cream cone. Pfish Food. God only knows whether the French actually understand the name. Although the saleslady said business was good.

Anyway, I was strolling along, admiring the preparations that were going on - picture candelabras being set as centerpieces for the al fresco dinners to come on the stern decks, I'm not kidding - and I could see, far off, a small crowd gathering around something.

As I got closer, I could see that the "something" was sitting just off the stern of what I guessed was a Sunseeker, at least 90 feet long, maybe more. And then I realized it was a car, a Ferrari, the latest mid-engine two-seat spyder.

I got up close, ice cream and all, and wormed my way to the front of the crowd. What did I see? A sign on the windshield, which said in French "To Jacques, happy birthday." Bon anniversaire, indeed.

So I was ready, recently, when I came across an article on the Motor Authority site about the latest Porsche Design creation. The GTT 165, built by Dynamiq.

This isn't the first yacht to emerge from Porsche Design. Oh no. Last year's model was a 115-foot GTT. But, at 165 feet, it is the largest. The stats are fascinating.

It's got a hydrofoil t-foil in the bow, and a hull vane in the stern, which reduce drag and provide "lift." And that enables the craft to cross the Atlantic at 17 knots... through a pair of V-8 MTU marine engines, each producing 1,250 hp.

Oh, according to the article, there's also a GTS version, which enables a speed of 25 knots, from a pair of V-16 engines, each generating 2,400 hp. Why am I not surprised?

Fuel? You ask about fuel? How about a capacity of 13,210 gallons?

Options? Out of curiosity, I went to the Dynamiq website. There I found, yes, it's true, a "Build your own" configurator. You can choose a five- or six-cabin layout. Plus five smaller cabins for a crew of nine. An aft sundeck, pool and sunpads run around \$60,000. An upper deck sky lounge will set you back around \$400,000.

And, get this, while the standard YachtEye system provides a TV signal that can be distributed throughout the yacht, the Oculus system provides real-time position, along with distance to destination, estimated arrival time, current speed and so forth... for about \$22,000.

You want toys? How about a Castoldi 21-foot jet tender? In yacht colors. For \$160,000. A Sea-Doo SPARK jetski, the most compact on the market, for \$9,800. A Bowers and Wilkins high-end audio system for \$53,000.

Don't forget your crew. Nine sets of crew uniforms, by Loro Piana, for "evening and day service," run \$80,000.

Plus, the yacht will come to you. For \$230,000 they will deliver the craft from Genoa to Ft. Lauderdale.

The basic cost of the vehicle? Ahh, if you have to as Ok, sorry. It starts at \$30 million. The GTS version adds around \$770,000.

There's no word about reserving a slip in St. Tropez during the high summer season. But I'm sure someone can make room. It might help if you meet your craft in a matching color Porsche Turbo.



Nürburgring Win. Porsche 911 GT3 R Wins Long Distance Thriller.

Photographs and text by Presse Porsche

After an enthralling final phase, the No. 912 Manthey-Racing Porsche 911 GT3 R won the 24 Hours of Nürburgring. In pouring rain, the nine- eleven fielded by the Manthey-Racing team took the lead 70 minutes before the end of the race on the famous Nordschleife Circuit in the Eifel Mountains-region of Germany and held onto it to the checkered flag. This marks Porsche's first victory since 2011 on the legendary long-distance racetrack and hands the brand its twelfth victory in the history of the event.

The Porsche 911 GT3 R (No. 912) started the race on Saturday, May 12 in sunshine from sixth-place on the grid, but fell behind with a punctured tire. During the night, the driver line-up of Richard Lietz (Austria), Patrick Pilet (France), Frédéric Makowiecki (France) and Nick Tandy (Great Britain) caught up to the frontrunners and moved into second-place despite a time penalty. The race was temporarily red flagged for fog on Sunday but when restarted, Makowiecki snatched the lead with a masterful overtaking maneuver and crossed the finish line with the win after completing 135 laps on the 15.5-mile long circuit.

The Nürburgring 24-hour race is one of the largest motorsport events in the world with 2018 attendance estimated at 210,000 spectators. Porsche was the most strongly represented marque at the Eifel marathon in a field over 500 drivers in 148 cars.

Dr. Frank-Steffen Walliser, Vice President Motorsport and GT Cars.

"That was truly a race of the century. It was simply indescribable under the circumstances with the rain, the red flag and that incredible final spurt. At no other endurance race in the world do you get two drivers sprinting against each other for one and a half hours. Fred secured this triumph with his sensational overtaking maneuver. We hope that Dr. Wolfgang Porsche is pleased with this belated present for his 75th birthday."

Sebastian Golz, Project Manager 911 GT3 R.

"I'm simply speechless. That was 24 hours of highs and lows. There were problems, we had to fight our way through the field, but we never stopped believing we could do it. This attitude paid off in the end."

Patrick Pilet, Driver, No. 912 Manthey-Racing Porsche 911 GT3 R.

"It's unbelievable what we've achieved today. We started off with a puncture, fell far behind, but always believed in ourselves. Everyone pulled their weight. Only then is such a victory possible."

Nick Tandy, Driver, No. 912 Manthey-Racing Porsche 911 GT3 R.

"That was one of the most eventful races in my career. We experienced setbacks, but we knew that we had a winning car, a top team and top drivers. The restart towards the end played into our hands and Fred's final stint was indicative of the entire race. Whenever we needed to, the team, drivers and car delivered a perfect performance."

Richard Lietz, Driver, No. 912 Manthey-Racing Porsche 911 GT3 R.

"What a race. Everyone worked perfectly and it was a well-deserved victory for the Manthey team and Porsche. And when you think about the bad luck we had, you can say it was also a well-deserved win for us drivers. This victory is also a win for Mr. Porsche, who, as a huge motorsport fan, made it all possible."

Frédéric Makowiecki, Driver, No. 912 Manthey-Racing Porsche 911 GT3 R.

"That was a tough but completely fair fight for the lead and I'm very happy with this win. Our start with the puncture wasn't good, but we improved from lap to lap. The car was perfectly setup for dry and wet conditions, so we could push hard to the very end."



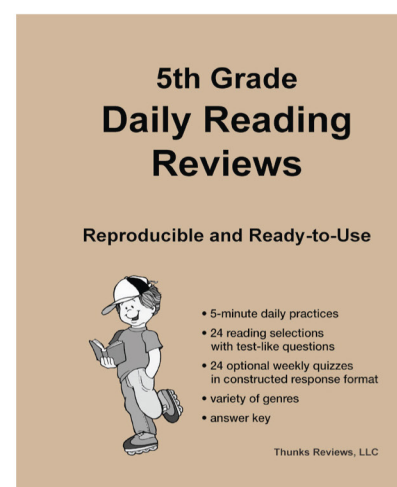
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BTW

Where's THE MART?

It was getting to be old and stale. No changes for a long time. One reader pointed out this was getting boring.

A previous editor had a rule: three months for an advert and then take it down.

The current editor decided to give it a rest. If new adverts come in of course will run them right away. If you feel your long running advert should be up ASAP you can drop a email to the editor.

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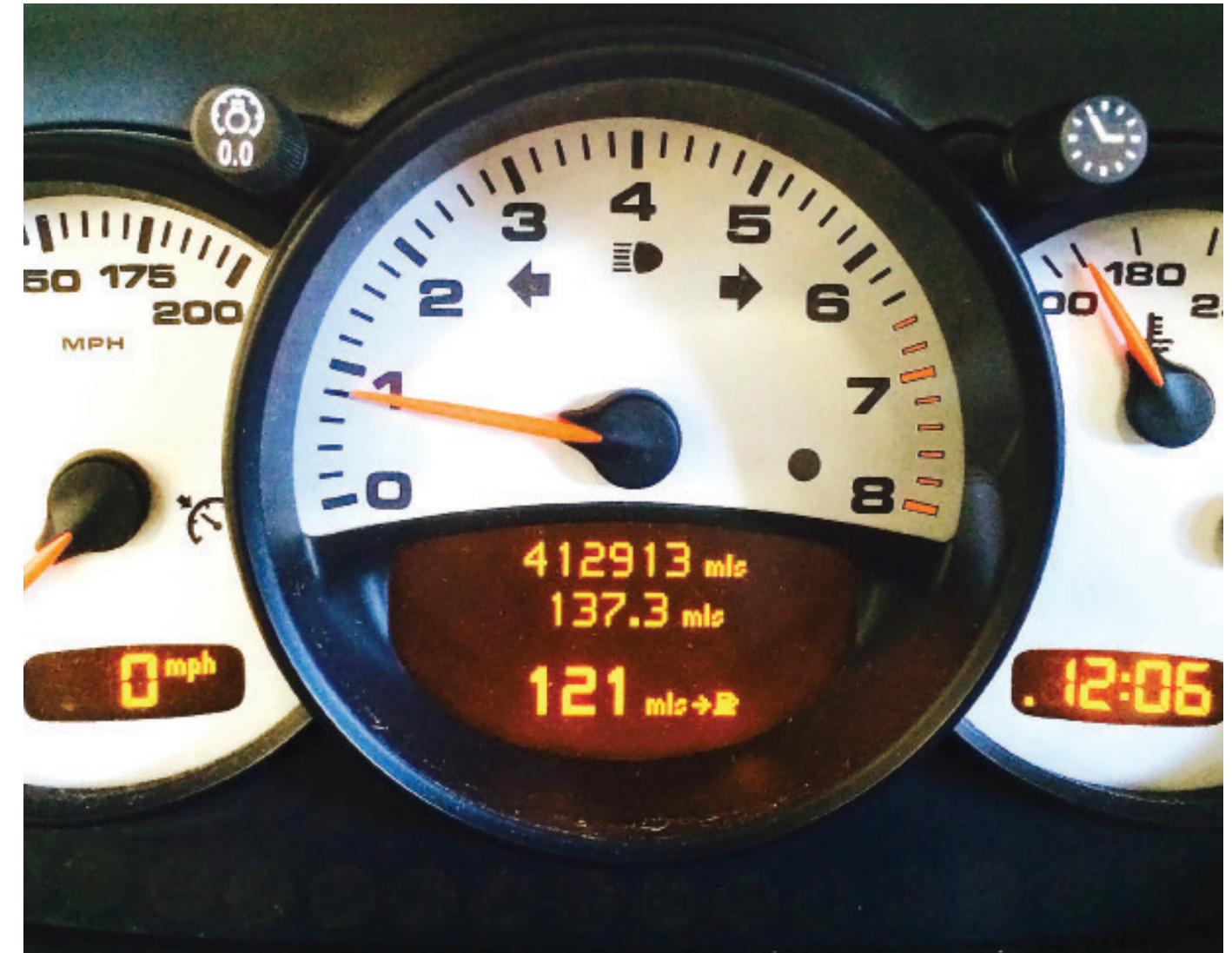
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These days, with Photoshop, CGI and the myriad of ways a photograph can be altered, we believe it is very important to occasionally take a moment and appreciate natural beauty...

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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