

NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 41

Number 6

July

2018



IN THIS ISSUE:

PORSCHE 70th CELEBRATION

AUTOCROSS 3

RALLY 2

PORSCHE AT LE MANS 2018

AND ... MUCH MORE

NCR's 2018 Annual Banquet Celebrating 40 Years.

Save the date!!

November 10, 2018

Londonderry Country
Club – Londonderry N^H

More info to follow in
the next issue..

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NORTHLANDER

**NORTH COUNTRY REGION
PORSCHE CLUB OF AMERICA**

Volume 41

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Upcoming Events

- July 8 Porsche Parade begins
- July 14 NCR Rally 3 - Three States Along The Connecticut River

See provisional 2018 calendar on the NCR web site

Save the date ... November 10 ... NCR Banquet 2018

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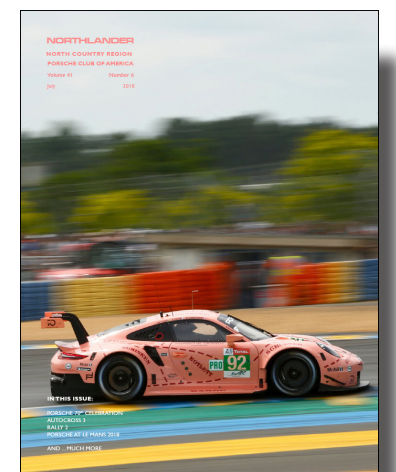
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WHEN PIGS CAN FLY ... PINK PIG AT LE MANS

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Photograph by PRESSE PORSCHE



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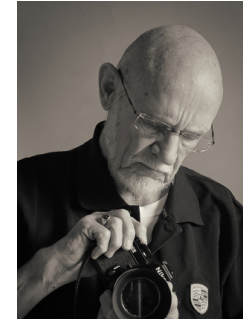
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EDITORS' DESK



There is a problem with writing editorials. It is the peculiar sensation of sitting down to comment on a few things and find once again you are reflecting on recent events and looking at nearby coming events. This month, as you read these lines, we will have Le Mans behind us and PCA Parade a week or so away.

This year I will not be at Parade and I will have missed Le Mans for the second time in four years. That sounds a bit selfish I am sure. My attempt to be funny really ... I actually spent most of my first 60 years as a Porsche fan planning to go one day to Le Mans. But I was lucky, very lucky, when my friend Olivier returned to France to get married and live again in France. Jack Saunders and I went in 2014 and Olivier and Marion became our guides and hosts. In 2015 Ollie and I camped out at the Porsche Curves. In 2016 I missed the race and Porsche's last minute win. That was due to my health issues of 2016. Last year Ollie and I did a repeat of the 2015 and I wondered how Porsche would plan their 20th win in 2018. They dropped out of WEC a year early. Damn. So the race is left to Toyota as the only Hybrid and facing some tough LMP1 competition. Can Toyota get the overall win? Oh, they deserve it. But will it be a hollow sort of victory without Porsche being there? In a week I will know the answer. When you read here you will already know. Will I go in 2019? I hope so ... just for the sentiment of what used to be a great race ... and to see Ollie and Marion's Arthur. I gave Arthur a 911 model for his first birthday ... I have to check if my influence on him is working.

Mid June has been and gone. We have had the Porsche 70th year celebrations and Autocross 3 in recent days. Porsche of Stratham celebrated with NCR members and many enthusiasts there to help. Autocross 3 was smooth and successful. And we had another super rally. What a month ... see the details in this issue of *Northlander*.

A nice surprise email arrived on your editor's desk this month. Michelle Wooding is a English teacher at Londonderry High School (NH) and a friend of the Gratton family for many years. Michelle and her husband Mike are NCR members ... they really enjoy their 1977 911 and shared their enthusiasm with us. See the story and Michelle's beautiful iPhone photographs on page 26.

Have you ever noticed the usual first question you get about your Porsche is: "What year is it?" Our Membership Chair, Kristin, has pulled together some really interesting statistics and graphs ... in this issue of *Northlander* we have Kristin's list of members vs. Porsche year. Interesting stuff.

But back to Le Mans: How about those Toyotas!

And next ... on to Parade.



Kristin Allen

New Members:

Kenn Archibald
Bedford, NH – 1983 911 SC Cabriolet

Justin Searles
Pelham, NH – 2008 911 Carrera S Cabriolet

Stephen Silvestro
Hollis, NH – 2003 911 Turbo

Terry Vital
Windham, NH – 2015 Cayman

J Whalley
Bow, NH – 2001 911 Carrera Cabriolet

Transfers:

Gerard Gonzalez
Portsmouth, NH
2007 911 Carrera
Transfer From: War Bonnet (WB) – Joined PCA 4/1/1997

Kurt Smith
Justin Smith
Bedford, MA
1970 911T
1982 911 SC
Transfer From: Northeast (NE) – Joined PCA 6/1/2002

July Member Anniversaries:

1 Year

Andrew Kennedy
Hampton, NH – 2015 Cayman S

Brian Larson
Madbury, NH – 2001 Boxster S

Charles Schneider
Hopkinton, NH – 2008 911 Carrera 4S

2 Years

Diane Burch
Rye Beach, NH – 2000 911 Carrera Cabriolet

William Starner
Nancy Starner
Windham, NH – 2004 911 Carrera 4 Cabriolet

Travis Warren
Amherst, NH 2015 – 911 Targa 4

5 Years

Jerrold Arons
Paula Arons
Hampton, NH – 2014 Boxster

Paul Myron
Martha Myron
Contoocook, NH – 2011 911 Carrera

15 Years

John Lussier
Christine Lesinski
Randolph, VT – 1985 911 Carrera

20 Years

Philip Mathews
Cynthia Mathews
Campton, NH – 1974 911

25 Years

David Percival
Penny Percival
Andover, ME – 1986 911 Carrera

40 Years

Barry Bush
Flora Bush
Ogunquit, ME – 1973 911E

41 Years

Allen Ward
Ann Ward
N. Chatham, MA

49 Years

Donald Johnson
Sandra Johnson
Wolfeboro, NH – 1989 911 Turbo

51 Years

David France
Arline France
Washington, NH – 1967 911

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

Membership continued on page 8...

BTW

Have you ever wondered which Porsche model year was the most popular in NCR? The table below lists the year and the car count for that year ... 1986 being most popular and 1959 the least. Keep in mind these figures were compiled from what members had when they joined PCA and may have changed since that sign-up date.

1986	38	1989	17	2017	9	1976	4
2001	33	1983	17	1977	8	1962	4
2004	30	1995	17	1978	8	1980	4
2006	29	1988	16	1965	8	1954	3
2007	27	2013	16	2012	8	1994	3
2000	25	2014	16	1964	8	1981	3
1999	22	2005	15	1971	8	1963	3
2003	22	2016	15	1992	7	1956	3
2009	22	1996	14	1998	7	1975	2
1985	22	1973	13	1993	7	1958	2
2008	21	1970	12	1997	7	1966	2
2011	21	1974	12	2018	6	1957	2
2015	21	1979	11	1967	6	1961	2
2002	21	1972	9	1982	6	1969	2
1987	21	2010	9	1991	5	1959	1
1984	18	1990	9	1968	5		



Membership has its benefits!

What's in your garage?

The stables of the North Country region offer a wide range of the best Porsche has to offer--from early 356's to the very latest high-powered machines (often with old and new sharing garage space together).

There is most certainly another member who knows how to find the elusive trip odometer reset button in your 944 or where to source a modern, genuine Porsche replacement for your cracked '84 911 Carrera dashboard.

If you've added to your collection, be sure to email Kristin Allen at membership@ncr-pca.org or update your profile on pca.org (Member Log-In > Edit > Membership > Porsche Vehicles) so we can plan events that will make the most of what is in your garage.

PRESIDENT



Jeff Torrey - Just around the corner...

This past weekend I was away in Saratoga Springs with the NCR Rally Program. We spent some time driving the scenic roads, over hills, through farmlands around Saratoga NY. We stopped at the Saratoga National Historic park and viewed the Battle of Saratoga site. The site of a very important battle during the Revolutionary war. From there we continued on stopping for lunch at the Burger Den in Cambridge, NY. After lunch we continued on for ice cream and back to the hotel for a rest until our dinner. We had a great time together. Roads were basically empty once we got outside of Saratoga Springs. Very pretty area with great driving roads. The weather was perfect.

Coming up in July there is another Tour / Rally called Three States along the CT River. Starting in Dublin, NH on Saturday July 14th.

Down East Region has a car show to raise money for folks battling cancer called Porsches in the Park. That date is July 21st, in South Portland, ME.

On July 22nd NCR members have an invitation to view the Richie Clyne car collection in Wolfeboro, NH. Meeting at 11:00 am.

Check out our website calendar for all the details and to register for upcoming events. www.NCR-PCA.org

Jeff Torrey - NCR President 2018



Judy Hendrickson **Looking Back**

I have begun the process of downsizing. For me that begins with finding a home for some of the Porsche and PCA memorabilia collected over the past 45 years. Towards that end I contacted the PCA Historian to see if he had any interest in some of the Parade memorabilia I had – Goodie Bags, Notebooks, Entry Lists, Results, Trophies, shirts, etc. Good news, he was interested. Seems PCA's early Historians focused more on Porsche history and neglected PCA's own history. So I have found a home for 11 boxes of stuff! On advice of the "boys" (Matt and Jay), I have kept the Concours trophies associated with the cars I have to add to their provenance when it comes time to sell and sell they must if I am to reach my goal of moving to a smaller abode by 2021. It will be a long process, but one I have at least begun.

While going through some of the Parade notebooks before packing them for shipment I came across notes from several tech sessions I attended at Parades. In reading thru them it occurred to me they might make an interesting article to share with you all. They cover the major areas of Parade competition – competitive driving/autocross, rally and car care/concours. I'll see how long the first one is (driving) and if need be continue the narration on the other two topics next month.

Driving Tips/Autocross

These notes came from a tech session held at the 1981 Parade in Asheville, NC and were geared toward helping you improve your driving in a competitive and specifically autocross environment.

A 205/60 tire equals a 185/70 tire to achieve the same speedometer reading.

Renowned autocrosser, Dick Turner (1940-2010), was cited as a good source for AX expertise. His video series can now be found in 11 parts on YouTube starting with part I at this link:

<https://www.youtube.com/watch?v=pRhTUf9iaG4>

Key is Smoothness

Hands – 10 and 2 – no, 9 and 3 – yes. Move hands on wheel, let it slide, get to top of wheel while in the straight, move slowly – no quick hand moves.

Feet – No stomping the gas, slowly push accelerator; Brakes – slow squeeze

Butt – Get all the way back in the seat, get seat belt as tight as possible.

Head – Keep upright and steady.

Run just under the braking limit (slightly).

Be sensitive to grade and winds when walking the course.

Higher tire pressure in front than rear produces oversteer but you will go faster.

To reduce the amount of roll on tires add air pressure. ¼ inch of roll = 2 lbs of air. Chalk or use white shoe polish to mark the sidewall of the tire, run, measure amount of roll and adjust as necessary. You should only have a ¼ inch of roll on the sidewall. Goal is to have all tires scrub the same. Scrub marks will vary with pressure and temperature. 10 degrees F = 1 lb on a cold tire. Tires can naturally leak 1 lb/month. Check air pressures at least every month for optimum wear.

When autocrossing the inside tread should be hottest area. To get it you usually need about 4 degrees of negative camber and 6 degrees of positive caster.

The diameter of a sway bar increases strength by R⁴.

The most important motion is braking, brakes are 3 times stronger than engine acceleration.

Tracking – work for neutral tracking, that is rear is nearly the same track as front track.

Braking – left foot braking – brake while still on accelerator.

Don't correct for patches in pavement.

Rain – if you can still see texture of pavement, leave tire pressures alone, if you can't see texture of pavement add 3-4 pounds.

Sunny day – park facing or away, never sideways of sun. Parking sideways of sun results in unbalances of tire temperature and pressure.

Changing handling and relative cost:

Street Car:

Air – free, affects understeer/oversteer

Alignment – about \$150 max (note 1981 figure)

Sway Bars – small changes

Race Car:

Shocks – adjustable

Springs – most expensive and hardest to change

Rally

Correction Factor (F) = Your ODO reading divided by the official mileage

CAST x F = the corrected CAST where CAST is Change Average Speed To

Mileage: Official Mileage x F = your mileage

If ODO is higher than Official – drive faster

If ODO is lower – drive slower

I'll save the notes on Car Care for next month. I hope you find these notes helpful in your driving and rallying endeavors.



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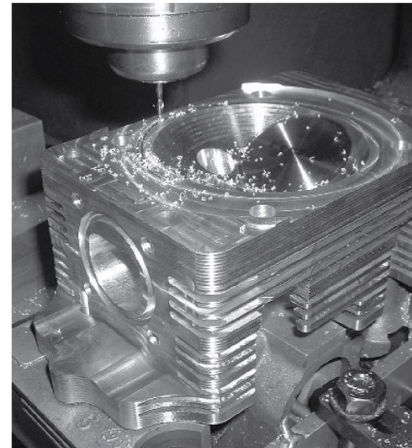
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Porsche of Stratham Celebration of Porsche's 70th Anniversary

June 19, 2018



A beautiful day to celebrate and admire Porsches at Porsche of Stratham.

Hank Cowles and Dave Doran observe Ivy's putting.

Kristin Allen and Dave Doran explaining the benefits of membership in NCR to Bryan RuDusky ... Bryan has just ordered a special orange 718 GTS and plans to join NCR.



Top row: Anniversary 356 cake. Anniversary cupcakes.

Middle row left: Anniversary 356 cake ... Oh no!
Photo by Ivy Cowles.

Middle row right: Jamie Chisholm of Porsche of Stratham cuts the anniversary 356 cake.

Bottom row: A new Porsche enthusiast. You have to catch them young.
Photo by Kristin Allen.



Autocross #3 June 10th – Never Trust a Weather Forecast

by Nigel Fenwick & Joe Kraetsch

Having to attend a wake in Toronto meant I missed out on our third event of the year; and from what Joe tells me, I missed a great one!

Because the early forecast had rain likely, registrations were relatively light. But this is New England. You'd think people would understand the weather forecast is really more like the Pirate's Code – more a set of guidelines for what might happen on any given day. I suspect everyone who decided to skip registering because of the rain forecast were not so pleased when it turned out to be a beautiful sunny day – a picture perfect autocross day.

We are rotating course designers this year and many drivers have commented how they love the variety. This time Chris Darminio set a course for us that was fun for everyone but still challenging for the most advanced drivers. With just 65 drivers at the event there was plenty of opportunity for driving fast (in second gear). Five morning runs combined with five afternoon runs for a total of ten for the day plus a 45 minute lunch break. With no timing issue and only a few reruns everything was wrapped up by 4:00 PM, ready for handing out trophies to the class winners and runners-up. Complete results are posted on the NCR website. Congratulations to Rob MacAlpine for Fastest Raw Time of the Day, to Walt Lunsmann for Top Driver of the Day and to all our class winners.

Autocross #2 May 20th (looking back) – Storm in a Teacup

by Nigel Fenwick

As many experienced autocrossers do, I check the weather forecast for Ayer daily on the week leading up to the event. For event #2 on May 20th, the forecast looked like it was going to be perfect, cloudy with sunny intervals and not too hot. But by the time I woke up at 5:00am to get to the site early enough to check everyone in, the forecast is already looking questionable, with rain and maybe thunder forecast for mid-morning. Personally, I look forward to honing my driving skills in the rain; it's when you really learn to balance the car – every input has to be smooth. But thunder is challenging For some reason our esteemed leaders don't like workers standing around an open field holding up umbrellas in the middle of a lightning storm (wimps).

By the time Sue and I get to the site around 6:30am, the weather forecast is not improving any. Check-in starts off slow as usual, but then everyone decides to arrive at the same time around 7:30am and the check-in line snakes all the way down the hill. (If you want to avoid the line, my advice is be early).

continued on page 18 ...



NCR Autocross 3 - June 10, 2018

Photographs by Amriel Lucier



NCR Autocross welcomes marques other than Porsche ... this includes Miatas and Muscle Cars.

continued from page 17 ...

Thanks to the weather forecast, we had fewer drivers running (72), which means more runs if all goes well (which it didn't of course). Midway through the first run group a car sprang a radiator leak and spewed antifreeze over half the course ... the subsequent extensive cleanup took an hour – it would have been even longer if so many people had not pitched in to help, so thanks to everyone who helped out.

While a good rainstorm might have helped clean up the track, it never materialized. We had one or two sprinkles, but nothing to wet the surface enough to make a difference. In total we had 3 runs in the morning and, once we could see no thunderstorms were going to cause more delays, we put in five good runs in the afternoon. The course layout was a classic, lots of fast flowing turns and just enough technical sections to sort the faster drivers into their places. And with the new "champions" class eliminating all of last year's class winners from the open classes, there was a lot more competition to be had all around.

Congrats to all our winners. Complete results are posted on the NCR [website](#).



Rally Corner

By The Rally Team

Rally Event #2 to Saratoga Springs, NY was blessed with ideal Porsche driving conditions ... warm, sunny, and dry on good asphalt with virtually no traffic but lots of twists, turns, and elevation changes. New friendships were made and old ones rekindled at Friday night's Welcome Dinner. Saturday's drive led us onto rural roads east of Saratoga Springs with lunch at the Burger Den in Cambridge, NY, then mid-afternoon ice cream before returning to Saratoga Springs for dinner at Longfellows. Great comradery was the perfect complement to a most enjoyable Porsche driving experience.

The Great Race Intersect is up next, June 26, to view vintage cars on a 10-day TSD rally with a stop at the Mt Washington Auto Road. Join us to find out what the NCR Rally Program is all about.

As of July 1, four rally events are open for registration: the season's Bonus Event – The Great Race Intersect at Mt Washington Auto Road; #3 – Three States Along the Connecticut River; #4 – Roads, Laps, and Lunch Tour; and #5 – Fall Get-A-Way to Lake Placid, NY. See the NCR website calendar and Rally email blasts for details. In the meantime, make your Fall Get-A-Way hotel reservations as our Get-A-Way destination is very 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	Completed
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.greatrace.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	Roads, Laps, and Lunch Tour Beginning at Intervale Scenic Overlook, drive curvy roads of central NH, then enjoy Parade Laps on the challenging Club Motorsports track in Tamworth, followed by lunch nearby.	Register on MotorsportReg
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



Alan Kirby caught the speed and excitement of harness racing under the lights.



Saratoga Battle Field ... Photographs by Harv Ames.



Stretching our legs at Visitors Center in Saratoga National Historical Park.

Photo by Alan Kirby



Heated competition at the Saratoga Harness Track in Saratoga Springs.

Photo by Alan Kirby

List of Participants - Spring Get-A-Way 2018:

John Amarante, Audrey Amarante, Harv Ames, Doreen Ames, Geno Kievit, Ann-Christine Nelson, Alan Kirby, Pam Kirby, Bill Meyer, Penny Meyer, Walt Rankin, Sean Reilly, David Reilly, Dana Russian, Christine Russian, Jeff Torrey, Vicky Torrey, Bill White, Kathy White, Rich Willey, Marilyn Willey.

Photo in Rally Corner on page 20 (left to right):

Ann-Christine Nelson, Geno Kievit, Dana Russian (back to camera), John Amarante, Chris Russian, Audrey Amarante, Jeff Torrey, Bill Meyer, Penny Meyer.

continued on page 22...



"Saratoga Race Course" where thoroughbreds are raced from mid-July to the end of August each summer - behind the scenes.



Saratoga Sights.



Male bonding - Harv and The Captain. This photo must have been taken by Doreen Ames ...?



Porsches all in a row at the hotel.

Photographs on pages 22 and 23 by Harv Ames.



Not Just Another Woman Driver

By Pam Mascetta

“Patience..... Patience..... Patience..... NOW!!!!” These were Mary Schindler’s words to me at Watkins Glen International heading into Turn 10. It’s funny how certain things stick in your mind, but I can visualize that moment and remember Mary’s words like it was yesterday. “Patience” has become a part of my self-talk both on and off the track. That is what a good instructor does for you.

Steve, Mary’s husband, began driving at the track in 2008. Mary wasn’t interested at that time, but as their four kids got older and started driving with Steve, they tried to convince her that she would enjoy it too. Mary’s 25th Wedding Anniversary gift was a registration to NCR’s 2012 Spring Opener at Loudon. Having never been to the track, she had no idea what to expect. After riding with her instructor and Steve, who was by then an instructor himself, Mary was amazed at what he and her kids had been doing. As it turned out, she had two really good days.

She liked driving, but it was not love at first lap. Mary enjoyed the challenge and the necessity to focus, focus, focus. As a lifelong skier, she naturally had an understanding of the importance of smoothness and control. With each event, she had a growing sense of needing and wanting to drive more and more. She knew she wanted to be a better and faster driver, and that would take more seat time. After going to 7 tracks her first year, Mary knew she was hooked! In 2013, she was voted NCR DE Enthusiast of the Year. By 2016 she had advanced through the ranks to become an Instructor. Since then, she has had many students and also dedicated time to assisting Steve in his role as NCR DE Chief Instructor. She has also learned a lot about taking care of and developing a feel for the car - tires and tire pressures, brakes, sounds, and smells.

Mary added another dimension to her track experience when Steve started racing and she became his Crew Chief. She takes care of his tires, brakes, cool shirt, radio communication, and whatever else she can manage. She also handles the Enduro stops for refueling and water. (Mary just loves it when a Scrutineer is standing over her shoulder to make sure she doesn’t spill a drop of fuel. No pressure there!) Although she would rather drive than watch, she has come to enjoy the camaraderie of the other racers and their families.

Having attended DE and race events with 10 different PCA /BMW clubs, Mary notes that NCR/NER have the most female drivers of all the other clubs. She has been to events where she is either the only female or one of a few. A race car driver quote that she likes is “I am not a female race car driver, but a race car driver who happens to be female.” Love it! Although Mary appreciates the comradery of all of fellow drivers, she has a special appreciation for the support, encouragement, and friendship among the track ladies. It’s just another part of what makes our club so welcoming.



iPhone photographs of Mary Schindler provided by Mary



Rockingham Vermont



Bridport Vermont

Visit to the Green Mountain State

By Michelle Wooding

I am by no means a car enthusiast, but I've been living with one for the past twenty-two years, and the smile on his face when we hop into his 1977 Porsche 911 makes putting up with his constant car talk worth it. And I say this broadly because I have discovered that, despite my 13 years of ballet training, there really is no graceful way to get in and out of a lowered car.

On this crisp, sunny June morning we've decided to take a scenic route from southern NH to a concert in Shelburne VT. It's a perfect day for a drive, and the car is ready despite the thin layer of pollen that has already coated its exterior.

My first thought as we wind through the countryside is that this is so much more comfortable than the trips we used to take on Mike's Yamaha FZ 600 along the coast of Italy when we were dating. Granted, there is nothing that quite compares to the scenery of the Amalfi coast, but I was too busy trying not to fog up my helmet and holding on for dear life to really take it all in. Mike probably loved it because he didn't have to listen to my constant chatter. Now, all I have to do is sit back with the breeze in my hair (there is no air conditioning) and the sun shining on me through the open sunroof. As I glance over at my driver, I can't help but think that so much has changed in our lives, yet we are the same two people who love to spend as much time together as we can.

I'm not sure why I was so surprised at all of the dairy farms we passed, and I was thankful as the smell of cows gave way to the sweet scent of wildflowers on the outskirts of Burlington.

I began counting Subarus as we approached the city and had to chuckle at the thought that our Porsche was most likely getting better gas mileage than they were. Although we were in his dream car, Mike was trying to convince me that I didn't really need my side of the garage because there was an unbelievable deal on a lime green Citroën 2CV he was watching on Bring a Trailer. I, as the voice of reason, reminded him that he is already single handedly maintaining four cars and that, while I am fine with giving up the garage during the warmer months, I refuse to shovel my car out in the winter. As I say this, I am secretly hoping one of his ten other hobbies will distract him just long enough for someone else to snatch up the deux chevaux.

After a quick bite overlooking beautiful Lake Champlain, we met up with our favorite travel companions Jaime and Jay Gratton. Carpooling to the concert was strongly encouraged, so the four of us piled into their shiny (I am quite sure that the Grattons wax their cars at least three times as often as we do) oak green 911 to the derision of the parking attendant who raised her eyebrows when she realized there were two grown women squeezed into the back.

The next morning, after making fun of Jay for getting up early to wipe down his windshield, we caravanned the Porsches to Killington on a resupply mission for our 18-year-old son who is currently solo hiking the entire Long Trail from the Massachusetts border to north of Jay Peak. I think some people might be surprised at how much you can comfortably fit in a 911.

We probably should have planned our routes a bit better since we hit some heavy duty road construction going both ways. I wince and cringe every time a pebble hits the car, but Mike just good-naturedly reminds me that the car is meant to be driven. In fact, most of the time we just get in and drive with no set destination, just the road beneath us, the distinctive rumble of the engine, and that feeling of togetherness you get when you are simply enjoying the journey.



Saying Bye to my son Nate



From Left to Right: Mike, Michelle, Jaime, Jay. Photo by Jay Gratton.

Say It Ain't So!

By Danielle Badler

Geesh. Two thirds of a page in The New York Times under the headline "Classic Car Museums Are Losing Much of Their Luster." It's another sad day for gear heads.

Exhibit A is the Auto Collections at the Linq Hotel @ Casino in Las Vegas, which was formerly known as the Imperial Palace Hotel. Have you been there?

The space consumes virtually the entire fifth floor of the hotel, and it has for the last 40 years. Up until 1999, the venue hosted the personal collection of hotel owner Ralph Englestad. That's when Don Williams took over the space, showcasing some 150 to 200 cars at a time. He got it rent-free, in exchange for the hotel pocketing ticket and merchandising revenue.

The article quotes Rob Williams, Don's son, sitting at a "wooden desk on one end of 125,000 square feet of emptiness."

"I can't wait to close the door and walk away. I don't want to remember this place like this," he says. In its prime, the space hosted some 3,500 visitors a day, making it one of the most popular daytime attractions in Sin City. By the end, according to Williams, attendance was down to fewer than 1,000 per day.

The museum closed its doors last New Year's Eve. And most of the cars were auctioned off.

Hostetler's Hudson Auto Museum in Shipshewana, IN came to the same fate on the same day. A year earlier, the Walter P. Chrysler Museum, on the campus of Fiat Chrysler outside Detroit, was shuttered. And, a few months before that, the Riverside International Automotive Museum, the last physical remembrance of that once-fabled track, also bit the dust.

What's going on? According to the Times article, Kurt Ernst, editor of the classic-car news site Hemmings Daily, included the following in his five predictions for 2018. "Expect to see more museums close and more collections head to auction," he said. And Ernst added, "If you have a favorite museum, 2018 will be a good year to pay it a visit, or better yet, make a cash donation."

Then there's Matt Anderson, a curator at the Henry Ford Museum of American Innovation in Dearborn, MI, and president of the National Association of Automobile Museums. He says in the Times article that his members are "struggling with this realization that younger folks aren't into cars the way their parents and grandparents were."

But wait. There are some rays of sunshine. Take the Indy 500 Museum in Indianapolis. The Shelby American Museum in Boulder. The Petersen Automotive Museum in Los Angeles, which underwent a \$180 million renovation, before reopening in 2015 as a glittering car palace.

Or the Gilmore Car Museum in Hickory Corners, MI, which lets visitors take lessons on driving a vintage Model T. The catch? You have to book ahead. And the Simeone Foundation Automotive Museum in Philadelphia, which hosts twice-monthly "demonstration days."

What's different at these facilities? According to the article in The Times, these venues have tried to offer "unusual experiences and a different mix of wares." Although, whether this works long-term, is anybody's guess.

I've tried to help it along. For Father's Day last year I got my daughter and son-in-law a family membership at the Petersen, which is close to where they live. They take my two grandsons, almost four years old and one, to see the "cool cars" on a regular basis. To spur interest, every time I visit I bring along Tonka toys for them to play with, mostly of Porsches. And we practice saying "PorSHA."

So, to a certain extent at least, there's still a lot of interest out there, among young and old. Car shows abound, as do Cars and Coffee get-togethers. My daughter informed me that, for Father's Day this year, they took the boys to Rodeo Drive for the annual display of exotics.

But I wonder whether this will be sustained. Will my grandsons ever actually drive a car, by the time they come of age? Will they care? I don't know. I just hope I'll be around to find out.

According to the Times story, museum closings are not entirely doom and gloom. Kevin Biebel, chair of the Saratoga Auto Museum, says that these shutdowns often mean the cars are going to new collectors.

"They're not going to the crusher," Biebel notes. "They're not getting turned into soda cans.... They might not be that tourist attraction, but they might very well be the next making of another car collection."

I sure hope so. Although it sounds like the cars won't exactly be open to public enjoyment. Rather, they could very well be locked up tight in private warehouses, only to see the light of day at special events and at specialized car shows.

Oh well. It's better than scrap iron, I guess. I have my memories and I'll cherish them always.



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Porsche at Le Mans 2018

Photos and text by Presse Porsche

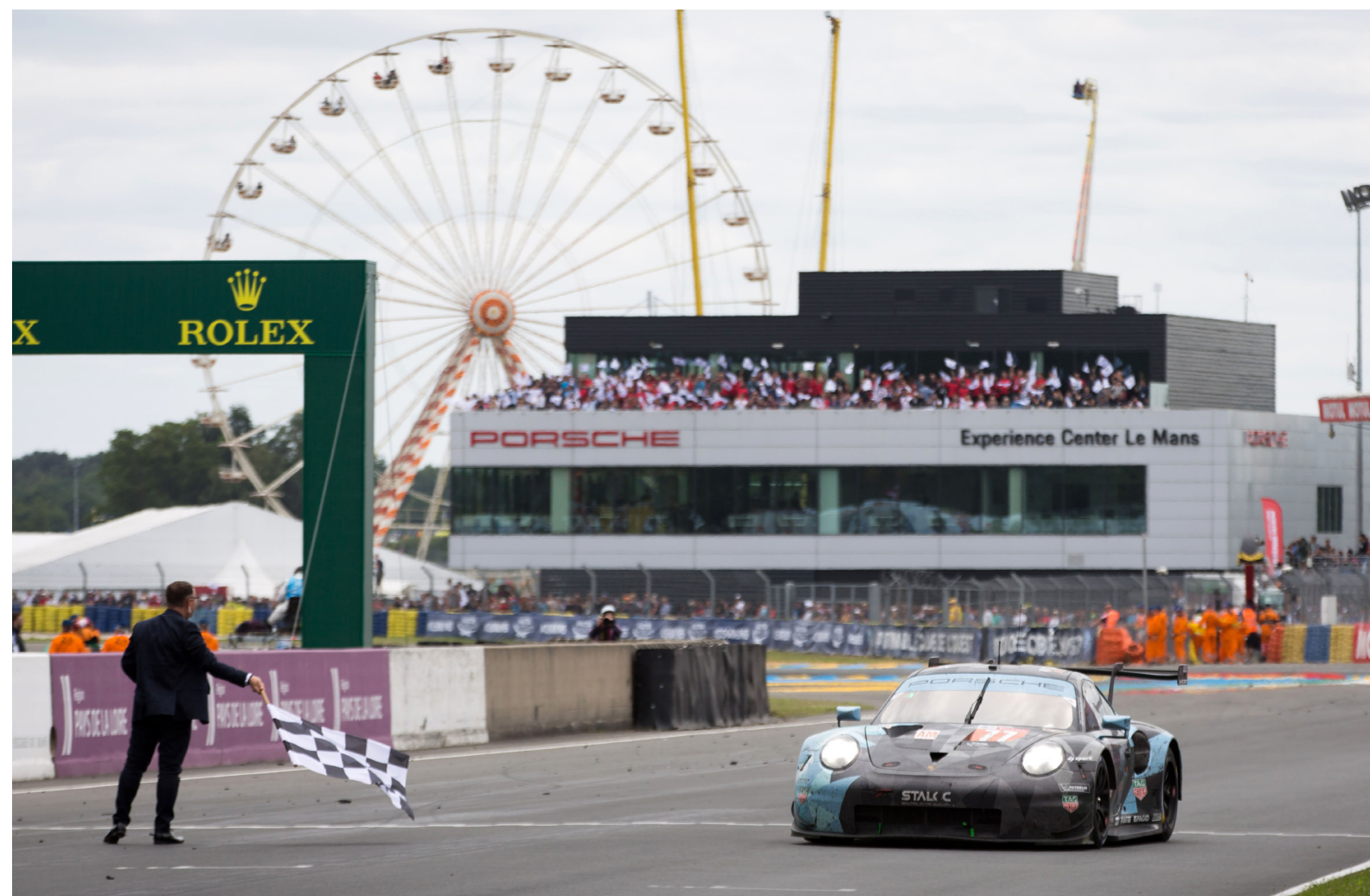


In its 70th Year as a builder of iconic sports cars, Porsche extended its history at the world's most iconic sports car race winning both LMGTE GT classes of the 86th edition of the 24 Hours of Le Mans. In the LMGTE-Pro category, the factory No. 92 Porsche GT Team Porsche 911 RSR, in its "Pink Pig" historic paint scheme, took the checkered flag on the Circuit de la Sarthe after completing 344 laps. The driver trio of Kévin Estre (France), Laurens Vanthoor (Belgium) and Michael Christensen (Denmark) held the lead for most of the race distance on the tradition-steeped 8.47-mile racetrack. The works drivers performance earned Porsche a record-extending 106th class victory at the French classic. In the Pro-Am style LMGTE-Am class, the No. 77 Porsche 911 RSR fielded by the Dempsey-Proton Racing customer team also celebrated an impressive win. Putting in an inspired drive, Porsche Young Professional Matt Campbell (Australia), Christian Ried (Germany) and Porsche Junior Julien Andlauer (France) notched up the 107th class win for Porsche. At just 18 years of age, Andlauer has become the youngest class winner at Le Mans.

As it often is, the LMGTE-Pro class was the most hotly contested at Le Mans this year. With six manufacturers entering multiple cars, Porsche brought four "works" 911 RSR to challenge for top honors. The Nos. 91 and 92 were campaigned by the FIA World Endurance Championship (WEC) arm of the factory program while the Nos. 93 and 94 – each in the 2018 factory livery – were run by the IMSA WeatherTech SportsCar Championship CORE autosport-led effort.

The No. 91 shared by Richard Lietz (Austria), Frédéric Makowiecki (France) and Gianmaria Bruni (Italy) perfectly rounded out the two top steps of the podium for Porsche in the GTE-Pro class. The No. 91 earned pole position for the class and led early in the race adorned in the classic "Rothmans" paint of the 1980s. Technical problems with the No. 93 put the car into the garage for repairs during the night. The car driven by Patrick Pilet (France), Earl Bamber (New Zealand) and Nick Tandy (Great Britain) lost 25 minutes in the process and ultimately finished in eleventh-place. For Romain Dumas (France), Timo Bernhard and Sven Müller (both Germany), the race was over after seven hours. Their No. 94 retired in the night with suspension damage.

The All-American lineup headed by Porsche factory driver Patrick Long (Manhattan Beach, California) narrowly missed a podium spot in the GTE-AM class finishing in fourth-place. Long, a two-time class winner at Le Mans, was joined by rookie Timothy Pappas (Boston, Massachusetts) and Porsche veteran Spencer Pumpelly (Atlanta, Georgia) in the No. 99 Proton Competition 911 RSR. Long's WeatherTech GTD-class teammate and Porsche Selected Driver Christina Nielsen (Denmark) took sixth-place in the No. 80 Ebimotors RSR. The pairing returns to IMSA competition in the Wright Motorsports Porsche 911 GT3 R for the Six Hours of The Glen on July 1. The No. 56 Team Project 1 Porsche 911 RSR driven by works driver Jörg Bergmeister (Germany) and Park Place Motorsports principal/driver Patrick Lindsey (Santa Barbara, California) as well as Egidio Perfetti (Norway) was seventh in class. It was Lindsey's debut in the race as he campaigns the WEC during the 2018/2019 "Super Season". Like Long and Nielsen, Bergmeister and Lindsey will return to North America for the six-hour event at Watkins Glen in the Park Place GT3 R in two weeks.





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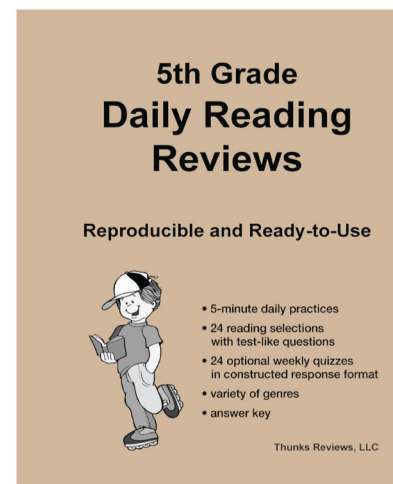
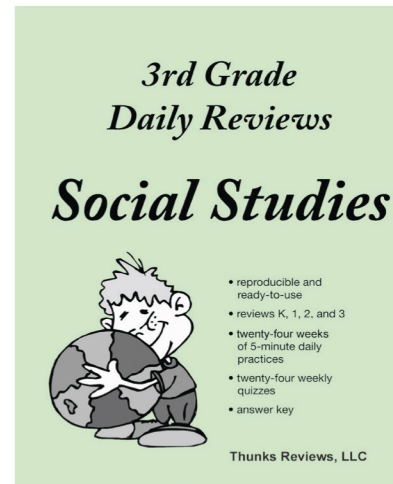
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There will be Porsches from all over the northeast with models ranging from the classic 1960's model 356, to the latest Porsche 911's, Panamera's, and SUV's. Air-cooled, water-cooled, rear-engine, front-engine and mid-engine. They'll all be there! 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.

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Oh dear ... she was faster than me again.

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Jay Gratton at PCA Parade



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