

NORTHLANDER

**NORTH COUNTRY REGION
PORSCHE CLUB OF AMERICA**

Volume 42 – Number 4

May 2019



IN THIS ISSUE:

NCR AUTOCROSS #1

NOT JUST ANOTHER WOMAN DRIVER

PORSCHE 917 50TH ANNIVERSARY

AND ... MUCH MORE



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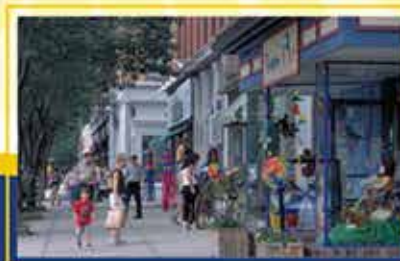


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The regular article and Advertising closing date for the Northlander is the 1st of the month preceding the publication month. See page 38 for advertising rates.

NORTHLANDER

NORTH COUNTRY REGION PORSCHE CLUB OF AMERICA

Volume 42 – Number 4

May 2019

Upcoming Events

Second NCR Autocross , May 19

NCR Rally #1, May 19

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On the Cover

Mason Rapke got his drivers license in January and has joined PCA Juniors. NCR Autocross was his first experience in an event. The Juniors Program is an excellent way to make the future of PCA.

See more of the event on pages 11 - 14.

Photograph by David Churcher



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EDITOR'S DESK



May has arrived. Did spring arrive too? Or was that just an April Fool thingy?

Our first NCR event is in the books. Autocross 1 was just a couple of days ago [April 27] and we had made a layout for this issue of *Northlander* in advance so we could quickly plunk the autocross photos and send the file off to Nancy for proofreading. Why so quickly? Because the first of May is close and we do like to have the online version up on our website on the first. There is also a bit of hurry-up going on at *Northlander's* office because of the editor's up-coming trip to Luftgekült 6.

Our June issue should have some good photographs and stories from Luftgekült 6. Already The Luft Faithful are excited and the hints from Luft HQ of things to be enjoyed indicate The Faithful will be rewarded for their journey to the Hollywood site. But that, and other good stuff, is lined up for June.

In this May issue we have some interesting material from Porsche. Did you realize it is 50 years since the 917 won at Le Mans? My, my ... how time flies. I have been a 917 fanatic for most of those 50 years and perhaps it is time to get excited about something else. I am. The 917 Concept got me. See the article on page 28 in this issue. And – my rant about technical articles has been satisfied, for the moment, by Porsche's tech paper on "lightweighting". This is an engineering term used to describe the selection of high strength light weight materials now used to replace the customary plain carbon steel. See page 26.

But surely there is a NCR member out there who has an exciting and engineering-slanted story? Ever exploded an engine? Ever put a upgraded engine into a 911? Please, share your story and the gory details.

Pam Mascetta has been at work and brings us a profile on another of our lady drivers. Elizabeth Jolly is another example of the depth of talent and enthusiasm we have amongst us.

And mentioning enthusiasm – check out the material from our DE Team.

NCR's Board and Chairs have been busy and they have provided a year of excellent choices for your interest be that Autocross, DE, Rally, or Social. And it's not too bad for a photographer/editor either.

cheers

David

MEMBERSHIP



Kristin Allen

New Members

Susanne Balle; Hudson, NH – 2018 Macan S
Alan Enman; Merrimack, NH – 2002 911 Carrera
Joshua Kobey; Salem, NH – 2006 Cayman S
Gabriel Maldonado; Amherst, NH – 1981 911 SC
Chris Mullane; Salem, NH – 2017 Macan GTS
Dan Rigterink; Portsmouth, NH – 2006 911 Carrera
Michael Wright; Penacook, NH – 1984 911 Carrera Targa

1 Year

Stephen Silvestro; Hollis, NH – 2003 911 Turbo
Terry Vital; Windham, NH – 2015 Cayman

2 Years

Martin Bourque; Webster, NH – 2000 Boxster S
Nicholas Crego; Dover, NH – 2001 911 Carrera 4 Cabriolet
Ronald de Groot & Joyce Peters; Keene, NH – 2004 Cayenne Turbo
Richard Porter; Jericho, VT – 1974 914 1.8
Scott Robertson; Plaistow, NH – 1974 911S
Todd Sheffler; Concord, NH – 2015 Cayman GTS
David Sundman; Littleton, NH – 2017 Panamera 4S

5 Years

Skip King; Gilford, NH – 1979 911 SC
Chris Martino & James Martino; Laconia, NH – 1976 912E

15 Years

John C. Conlon & Stacey Conlon; Wilton, NH – 1986 911 Carrera
Darryl Coplan; Warner, NH – 1970 911E
David B. Heron; Reading, MA – 1983 911 SC
Berthold Langer; Nashua, NH – 1999 Boxster

20 Years

David W. Hutchings & David Hutchings; Windham, NH – 1985 911 Carrera
Robert S. Weiner & Samuel Weiner; Fort Myers, FL – 1994 968

30 Years

Blair Talbot & Russell Talbot; Rochester, NH – 1973 911E

34 Years

Mark E. Tuller & Deborah Tuller; Cape Porpoise, ME – 1961 356

36 Years

Robert James; Gardiner, ME – 1977 911

53 Years!

Richard A. Kruppa & Helen Kruppa; Exeter, NH – 1988 944S

Are you a new member? Please write a brief bio and take a photograph of your Porsche ... send them to Kristin (Membership) or to David (Editor) and Northlander will publish the material so your fellow members will get to know you.

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

PRESIDENT



Bill Hutchens

I recently attended the Zone 1 meeting on March 30th and thought I would inform the membership about the important issues that were presented and discussed.

By way of reference: Zone 1 contains 17 regions from Eastern Canada to Northeast USA. Mike Bryan is Zone 1 Rep and he reports to PCA National.

The most relevant topics discussed besides the normal course of business such as approving minutes and Treasurer's report were the following three items: Insurance, Marketing, and Membership Suspensions.

Insurance

Aaron Ambrosino, PCA National Secretary presenting.

Insurance is the second largest club expense and as such is very important by itself. PCA gets excellent rates because of our very good long term track record and effective risk management strategies.

Proper waivers and certificates.

No joint driving events with non PCA entities.

All driving events are covered including DE, time trial, Autocross, rally, tour, and tech session with car on lift. Not covered are karting, drones, bounce houses, fireworks, carnival rides, thrill rides, drifting, and hill climbs.

PCA also covers Directors and Officers from liability for intentional, willful actions/errors that do not result in injury or property damage. [Editor's note – this comment requires further clarification.]

It is important for our region to follow the national guidelines, of course, but also to establish our own policy with respect to proper risk management for our events such as: tops up or down, clothing requirements, passengers, and restraints.

Having the best policies protects us from liability.

Marketing

Jim Hemig, PCA National Marketing Director presenting.

Suggested use of Facebook business tools to identify local potential PCA members.

Using survey tools such as Survey Monkey or Mobo Survey.

Discussed ways to understand members' desires and interests seeing as so many members own Cayennes and Macans. This included the possibility of including 4WD events such as back road tours, and visiting off pavement points of interest.

Dealership sponsorship ... how to include dealers and maintain mutually beneficial relationships.
SIM racing is becoming a huge draw. It is broadcast on YouTube every Friday at pcasimracing.org
iRacing.com is a great way to learn new tracks in advance of DE events.
A PCA Region membership app is under development to immediately capture new members.

Membership Suspensions

Presented by Bob Gutjahr, PCA Policy Committee Chair ... and is also Ellen Beck's husband.

If a PCA member exhibits conduct against club bylaws or that is detrimental to the character and spirit of PCA, the region has the ability to suspend the member and co-member.

The first step is: to consult our Zone 1 rep with the issue.

If the issue rises to the point where the member is suspended by a vote of the region board then ...

Second step is: the member has the right to appeal his or her suspension within 45 days to the National Secretary. Issues cannot be emotional in nature or retaliatory.

Third step is: the PCA executive council appoints a committee to review and make recommendations.

There are three possible outcomes:

1. The suspension is lifted.
2. The suspension is set for a period of time, eg. 1 year.
3. The appeal is denied and the member and co member are suspended.

On that happy note I wish everyone a happy spring. If you are like me, the cars are out and running ... I am just waiting for the roads to heal and driving events to begin in earnest.

All the best,
Bill Hutchens
President NCR-PCA



Adventures past with P-cars and friends. Photos by Kathy & Bill White.

RALLY CORNER

By The Rally Team

Take note, Rally Fans ... the calendar has been updated to remove the last of lingering ambiguities. When you read this, we will have completed the May Meander to Bellows Falls, VT. Photos and description in the June edition of *Northlander*.

Our three-day Spring Get-A-Way Weekend to northern Vermont — rolling hills, winding river valleys, and a search for the elusive Maple Creemee — is almost upon us. Registration soon to close.

July will bring a Lake Shores & Boonies Tour starting in Concord, NH and ending in West Ossipee for a late lunch. Thank you, Bill & Penny Meyer and Dana & Chris Russian. In August ... Rich and Marilyn Willey are back! And they are planning one of their special events. Stay tuned for emerging details of what promises to be a day-long adventure.

September will take us to the Catskill Region of New York for a three-day Fall Get-A-Way Weekend. Drive low-traffic roads in the Catskill and Shawangunk Mountains beside world-famous trout streams. Social hours and dinners, of course. October plans continue to evolve; Naomi and Dylan are putting together a unique event for our enjoyment.

Check the NCR website calendar regularly for details about each event as plans are finalized and registration opens.

Please make your voice heard. Come join the fun. Contribute to the fun. Contact Rally@NCR-PCA.ORG.

NCR Rally/Tour Program for 2019 Season

Event No.	Date(s) [Alternate Date(s)]	Description
1	5/19	May Meander to Bellows Falls, Vermont
2	5/31 – 6/2	Spring Get-A-Way Weekend to St Albans and Northern Vermont
3	7/13	Lake Shores and Boonies Tour
4	8/18	A Rich and Marilyn Willey Special
5	9/14 – 9/16	Fall Get-A-Way Weekend: The Catskills, The Gunks, and Historic Hyde Park
6	10/26 – 10/27	Whiskey & More Tour (Overnight Stay Required)

NCR AUTOCROSS

By Joe Kraetsch



Autocross Season Kickoff

On Saturday, April 27th, the NCR Autocross Season officially began. The weather was cool but at least it did not rain (except for a sprinkle during Jeremy's last PM run). The 20mph wind was a little chilling and somewhat annoying. It picked up both our tents, weights and all, and damaged one of them. It was especially difficult trying to print reports but we managed.

The autocross was a virtual car show demonstrating a variety of Porsche models—from a 914 to older 911s to 944s, 968 to Boxsters and Caymans to late model 911s, GT4s and GT3s, even a 904 replica. We also saw a lot of nice non-Porsche models including Miata, Mustang, Camaro, Corvette, Focus, A4, M3, MR2, GTI, WRX, FR-S, BRZ, S2000, Civic, NSX, "Domestic Boxster" and a mean looking Shelby GT350. However, all these cars are not garage queens parked on a grassy golf course. These are some beautiful automobiles and we get to see them in action, displaying agility, handling and performance.

A challenging course was designed and set by the trio of Justin Chen, Will Koscielny and Chris Darminio. The course was easy to follow yet difficult to master—the definition of a great autocross course. Nice work guys!

We had 75 drivers of all ages, from a 16 year old Junior Participant to senior citizens including many of the top drivers in the Northeast. We had a Porsche Junior Participation Program (JPP) entrant, Mason Rapke, who had a great time and left with an ear-to-ear grin (see related story on page 14).

In spite of the wind, we had a great event—no timing errors, only a few re-runs, four morning runs, a 45-minute lunch break, another 4 afternoon runs, we handed out the trophies and were out of there by 4:00 PM. Our next event, Autocross 2, is May 19.

<https://www.motorsportreg.com/events/2019-ncr-autocross-2-devens-airfield-pca-north-country-613610>

AUTOCROSS 1







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Hi, I'm Mason. I am a PCA Junior who just got my license in January.

Today was my first Autocross and I was honestly very nervous. I didn't know what to expect—I wasn't sure if the track would be difficult or I wouldn't be able to drive it.

When I arrived I was given a work assignment to replace cones that got tipped over. I watched cars swerve in and out of the cones. Then I got to ride in an instructor's Corvette to get a feel of the track. He spun out and did like 2 spins on to the dirt but it was a lot of fun. Then it was my turn. I was in the line waiting to go up to the start. I had my hazards on (that's saying you want an instructor) and my instructor hopped right in and I told him right there that I was nervous and he said it was perfectly normal and we would just take the first lap as a way to get to know the track. The lap actually went very fast and at the end I was saying that it was a lot of fun! We had 4 laps for each group and I ended up having instructors for lap 1, 2 and 3 but did lap 4 on my own and actually I did really good and I enjoyed the whole day and I thought it was an amazing time and I will definitely be doing more!

A note from Mason's mother, Kristin:

Safe, Fun and Affordable Critical Driving Skills For Your Teen!

PCA parents: Do you have a newly minted driver in your family? Sign them up with PCA Juniors (<https://www.pca.org/pca-juniors>) and register them for an Autocross event this season! For only \$20 an event, your teen can learn the critical skills of car control in a safe, supportive environment.

Autocross is a driver education event where drivers navigate one at a time through a course made of orange traffic cones. The goal is learning how to control your vehicle and understand not only its capabilities, but to also recognize when a vehicle is at its limit and will lose control. This education all occurs on a closed course with no obstacles and with instructors to guide you.

This is the perfect environment for your teen to learn safe driving skills—off public roads. No modifications or special insurance is required.



Next Event: Sunday May 5th, 2019
8-11am
@
Mall at Fox Run, Newington, NH

Seacoast Cars & Coffee

First Sunday of the month, May through October; 8:00-12:00

Mall at Fox Run, 50 Fox Run Rd. Newington, NH 03801

www.seacoastcarsandcoffee.com and on Facebook



DRIVERS ED

By The Drivers Ed Team

The Schedule:

The season is finally here! By the time you read this, our first event will be near. We have a full schedule of events for you this year. Please see the pages to follow for a summary of what's to come and some detailed description as written by our partners down at NER. Signing up is most easily done by using the links posted in the NER and NCR websites as the two clubs use different services for sign up.

2019 Policy updates:

Cars with automatic braking systems: Please note that your tech forms now have the inclusion of a line that requires you to personally certify that your car will have all automatic braking options turned off before entering the track. We will remind you of this at the drivers meeting and again as your belt checkers give you that last look before entering the staging area. It is your responsibility to know how to do this on your individual vehicle and comply before driving at speed.

Hans devices will be required in cars using other than 3 point seat belt systems. Roll bars are not required but are encouraged with the use of a Hans device.

Helmets must have a 2010 or newer Snell rating.

Aftermarket harness systems must be date certified as no older than 5 years.

Race rubber is not allowed in the Green Run Group unless the vehicle is shared with another in an upper run group. Contact our registrar if you have questions.

**Confucius say: man who runs behind car will get exhausted, but man who runs in front of car will get tired.*

See you at the track!

Dave Porter

DE Co-Chair

Driver Education Events in May
Thompson Speedway Motorsports
May 24, 25 & 26



Our first on-track event is **May 24, 25 & 26** (Friday, Saturday & Sunday) at Thompson Speedway which will include our **joint NER & NCR annual Novice Day activities** plus a **full DE for signed off drivers**. What are **"Novice Day Activities"**? Well - since you asked, they are....

- **Run-group driving sessions** with an Instructor on the track; the **skid pad** exercises (which is a BLAST!), **braking** and **other** exercises. And, if you'd like, you'll probably have the opportunity to get back to the skid pad later that day and witness the progress you've made after your on-track sessions! And then - you'll have a **second classroom** to get you set for the next day!

The **NER Thompson Social** event happens on **Saturday** evening which is a catered casual affair under the tents proudly **Sponsored by Porsche of Norwell**. The **NER Social Committee** have gone out of their way to be sure nearly every taste and cuisine is accounted for - or, close to it? ;) Last year's **NER Thompson Social** event was simply amazing - so we hope you plan to attend this year as well!

Driver Education Events in June
Palmer Motorsports Park
June 7, 8 & 9



This is our first of two regular DE events at Palmer in 2019. **Note that Friday June 7th will be an Advanced Day for advanced drivers and instructors only** (for *White, Black* and *Red Run* Groups Drivers).

Saturday and Sunday - June 8 & 9 is the typical and traditional **NER Driver Education format** and we welcome all drivers to participate!

The **NER Palmer Social Event** will be held at the track on **Saturday June 8th!** **This will be a VERY SPECIAL NER Social that ties into our 60th Anniversary Activities!** So, we will be sending out a special e-mail blast about our guest speaker and how to register for this exceptional Social!



"HEY!! What's going on with Vintage Days?!"

Northeast Region *Vintage Days* was a spectacular success last season - and we would like to Thank all of you who attended! This season, we are trying to schedule in a **Two-Day Opener** - but, we may have to opt for a one-day opener given schedules and track availability. In the meantime, though...

We do have a Joint NCR & NER Vintage Day & DE scheduled and open for registration! And we are REALLY excited to have a Vintage Day & DE at a track that many of us started on "way back when"...

August 1st at NHMS

Season Planner and Schedule Upcoming Events in July, August, September and October

- July 5, 6 & 7 - Le Circuit Mont-Tremblant (NER/NNJR)
- July 22 & 23 - Lime Rock Fun Days (NCR)
- August 1 - NHMS Vintage and DE (NCR/NER)
- August 9, 10 & 11 - Watkins Glen (NER)
- August 13, 14 & 15 - Calabogie Motorsports (NER)
- September 6, 7 & 8 - Club Motorsports, Tamworth (NCR)
- September 20, 21 & 22 - Palmer Motorsports (NER)
- October 19 & 20 - Club Motorsports, Tamworth (NCR)

Come join us on July 22nd & 23rd at Lime Rock Park and check another iconic track off your bucket list!



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

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



On Monday afternoon kick back and relax with your fellow drivers to share the day's stories and experiences at a Timing Tower Beer and Wine social.



Event registration is available by selecting the Register button below:



Registration is open <https://ncr-pca.motorsportreg.com/>
NER Registration <https://clubregistration.net>



Drivers Education May 2019

Well track fans, the temperature finally hit 60 degrees in my neck of the woods and boy did it feel good. My Boxster is 100% ready to roll and just needs a good wash and wax to get out there and turn laps. If you have not already done so, get out your gear and check the dates. Helmets must be 2010 or newer and harnesses must be less than five years old. A reminder: if you have been totally out of touch and have 4, 5 or 6 point harnesses in your car, you must have an approved head and neck restraint system. It is also strongly recommended that if you are using harnesses and a HANS device that you have proper roll over protection as well.

There is an ongoing effort by the track committee to get detailed information about Porsche's automatic braking system that is tied in to the cruise control function known as P.A.S. Our new track tech chief, Gary Gammons, has been able to confirm the system can be turned off by the driver using the on-board computer. Unfortunately, on some vehicles, the system will reboot and turn itself back on when you shut the car off and re-start the engine. So it appears a driver will have to turn it off before entering the track. As stated in our 2019 tech form: it will be the responsibility of the driver to turn off any collision avoidance systems before entering the track. Stay tuned to the NCR website in the DE section for more detailed information on this subject. There will also be some updated wording in our tech form.

By the time you read this, our pals at NER will have been to Lime Rock Park with the NNJR club. NCR will be participating with NER at their upcoming event at Thompson Speedway on May 24-26. Friday is an advanced day and Saturday is a novice day with exercises and classroom for those of you who would like a taste of driving on a real race track. Our club's first Drivers Ed event will be July 22 & 23 at Lime Rock Park. You will also get a chance to bring out that seasoned Porsche for our first combined DE and Vintage event at NHMS on August 1st. Sign up now so you don't get left out!

So visit the website and look at the Drivers Ed section under activities. See you in the paddock.

Dennis Mascetta

DE Co-Chair



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Not Just Another Woman Driver

By Pam Mascetta



Elizabeth Jolly

Growing up, Elizabeth Jolly was a dedicated horsewoman. Her love of horses and competitive spirit became manifest in her training and participation in 3-Day Eventing (an equestrian triathlon: Dressage, Cross Country Jumping and Show Jumping) and Polo. She was able to continue through college as a member of the Eventing Team at UCONN. But with Law School came new challenges and changes; horses had to take a back seat.

Later in 2015, Elizabeth and her dad went to the NY Auto Show. They attended a Porsche Breakfast where she learned about amateur auto sport. This is when her passion for horses transformed to a passion for horsepower. In April 2016, she bought a 2014 Boxster, signed up with SCCA and did her first Autocross with Connecticut Valley Region (CVR) PCA. Elizabeth educated herself by doing research online and connecting with other drivers on social media. She read books and reached out to knowledgeable figures like Ross Bentley. By the end of that season, she was awarded CVR's Autocross Rookie of the Year. Her first track event was at NHMS. Since then she has continued with DE and progressed to solo driving.

Elizabeth is setting her sights on racing. She and 3 friends (Ollie Lucier, Chris Hubert and Jeremy Mazzierello) have formed a Lemons Team called "Team Regressive." The theme is a parody on the Progressive Insurance ads. They won Best Theme and Costume award, all dressed as Flo. Elizabeth recounts the first 5 minutes of driving in her first Lemons Race at Thompson: it was pouring rain, the windshield wiper broke and it was SO MUCH FUN!!!! Recently, she has begun iRacing as an off season activity and found it to be a helpful learning experience.

We all owe Elizabeth a big thanks for taking on the role of Novice Liaison for NCR. Last year, she was instrumental in creating the "Green Zone" for drivers new to DE. If you are starting out, look for the big green banner, hang out and don't be afraid to ask questions. She has also taken on the task of rewriting the Driver's Log book, which is a source of feedback for Novices from their instructors and a guide about what is involved with progressing through the DE structure.

Thanks Elizabeth, for your contagious smile, your enthusiasm and your support for all of us!





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Less weight and higher stability due to new composite components at the 911 Cabriolet

Innovations in body design: the multi-material mix of the new Porsche 911

Text and photographs by Presse Porsche

Stuttgart. The 911 Cabriolet has a lot to offer: its body features more innovative light-weight components than ever before. The consistently evolved composite design – which now consists of more aluminium, less steel and new composite materials – once again cuts the weight of the bodysell by around seven percent, without making any compromises in terms of stability, rigidity and safety, which are all at least at the same exemplary level set by the predecessor model.

To achieve this, Porsche developers took a different approach by using different plastic materials to create a hybrid design in the A-pillar that guarantees a high degree of occupant protection in the event of the vehicle overturning. This innovative solution replaces the previous tube reinforcements made of super high strength steel. The greatest benefit being that the new reinforcement cuts the overall weight by 2.7 kilograms and also lowers the centre of gravity. Both effects have a direct impact on the outstanding handling dynamics of the sports car.

The composite component consists of three elements: a so-called Organo sheet, additional die-cast ribs and a structural foam. Organo sheets are pre-fabricated, highly sturdy semi-finished products made of fibre-glass reinforced plastic. These sheets are cut and reformed as part of a multi-stage process for use in the 911 Cabriolet. In the same process step, the component is equipped with a ribbed pad made of die-cast plastic. In the last process step, an additional layer of structural foam is added to the hybrid component. This layer expands when exposed to heat during the painting process to thus secure the reinforcement within the A-pillar cross-section. The A-pillar itself consists of super high strength sheet metal components such as boron steel.

An increase in the amount of aluminium used lies at the core of the evolved, light-weight design of the new 911 generation – in both the Coupé and the Cabriolet. Apart from the front and rear aprons, the outer skin is now made entirely from this light alloy. The new door design – made exclusively from aluminium sheet – reduces the weight of the bodyshell without negatively impacting stability and quality. The high degree of toolmaking competence at Porsche is also evident in the side wall of the Coupé, which is now made of aluminium to cut the overall weight by approximately twelve kilograms. This posed the challenge of developing the right tools and processes for the job as, compared with steel sheet, there is a significantly higher risk of tearing when drawing light alloys. A draw depth of around 30 centimetres is achieved during production of the 911 Coupé's side wall.

In addition to high-strength steels, more extruded aluminium profiles were also used in the bodyshell, such as for the front and rear longitudinal members, inner and outer door sills and floor reinforcements. Their share has been increased from three to 25 percent. Porsche also uses more die-cast aluminium parts in the new 911, for instance as part of the front spring strut mount, rear tunnel housing, rear longitudinal members and impact absorber mounts. The benefit of die-casting is that even complex, geometrical components can be produced as one single component. Reinforcements or screw connections no longer have to be produced and welded individually. As a result, the component not only becomes lighter, but production steps also become obsolete, making production more efficient.

Up to now, one disadvantage of aluminium die-cast parts had been the necessary thermal treatment following die-casting. This step is required to lend components the desired material properties that are crucial for crash performance, for example. Thermal treatment therefore represented a separate and thus energy and time-consuming step in the production process. In the new 911, Porsche now utilises the temperatures generated during painting processes to perform final treatment of die-cast parts.

Materials and production processes define the ideal connection technology: welding, bonding, clinching, screw connections – no less than ten methods are involved in assembling the body of a new 911. One new feature, for example, is friction welding with countersunk head bolts to link components made of aluminium and steel. In this process, the steel bolt is pressed through the aluminium at such a high speed that friction causes the countersunk head bolts to merge with the steel component, creating a particularly strong connection.

The body of the new 911 consists of a multi-material mix and is thus taking the next big step in intelligent light-weight design, advancing the weight reduction strategy started by the predecessor model. At the same time, the evolved body concept also guarantees higher rigidity. Compared with the predecessor model, the 911 Coupé delivers better torsion and bending values. As a result, the 911 stays unwaveringly on course even when driven with a sporty driving style on sections of road with different surfaces.

The new Porsche 911

Innovation in body construction

More aluminum, less weight: enhanced hybrid construction

Material concept 911 Coupé

Material concept 911 Cabriolet

*Values in percent, comparison to predecessor

Material	911 Coupé (%)	911 Cabriolet (%)
Steel plate (cold)	1%	1%
Steel plate (warm)	17%	11%
Aluminum plate	32%	33%
Extruded aluminum profile	25%	27%
Aluminum Cast	13%	13%
Steel cast	12%	14%
Plastic composite material	0%	0%

Synthetic hybrid construction for A-pillar reinforcement

Material	Percentage (%)
Organic plate	30%
Injection molding ribs	44%
Structural foam	24%

Weight reduction per vehicle
-2.7 kg

The multi-material mix of the new Porsche 911

- Up to seven percent lower body shell weight compared to its predecessor with undiminished rigidity and increased safety
- Hybrid construction with significantly higher share of aluminum and innovative joining technology
- Sidewall made of aluminum sheet on the Coupé brings a weight saving of twelve kilograms
- Novel plastic composite construction of three components to reinforce the A-pillar of the Cabriolet (-2.7 kg)



Porsche celebrates “50 years of the 917”

Text and photographs by Presse Porsche

One of the strongest number sequences ever produced by Stuttgart-Zuffenhausen is celebrating its 50th anniversary this year: the Porsche 917. The most famous racing car of all time made its debut at the Geneva Motor Show on 12 March 1969, and the Porsche Museum is celebrating the landmark birthday with plans to restore the first 917 ever made to its original condition, as it was when first unveiled 50 years ago. The 917-001 underwent various changes over time. “Our approach to the authentic handling of classic cars has changed considerably over the past ten years,” explains Achim Stejskal, Director of the Porsche Museum. When restoring vehicles from the company’s historic collection, the museum places great importance on retaining original material and taking into account the relevant history of its exhibits.

The history of the 917-001 as a test and presentation vehicle

The 917-001 marked the beginning of an unparalleled racing car career for the 917. The 917-001 Group 4 sports car, designed to sweep the board at the 24 Hours of Le Mans and win the Brand World Championships, was the first of the 25 vehicles that had to be made to meet the requirement for type approval; the chief designer on the project was Hans Mezger, who was responsible not only for the twelve-cylinder engine, but also for the vehicle as a whole.

The 917-001 was presented for the first time in Geneva in March 1969, with its bodywork in white with a green front section; it had a new look for its appearance at the International Motor Show in Frankfurt the same year, for which the car was repainted in white and orange. When Porsche later announced the transfer of its racing activities to the J.W. Automotive Engineering team, headed by Briton John Wyer, the 917-001 was once again used as a presentation vehicle – and refinished in the brand colours of US oil company and sponsor, Gulf: light blue and orange.

Following its first clean sweep at the 24 Hours of Le Mans, the 917-001 was then reworked into the short-tail version by Hans Herrmann and Richard Attwood in September 1970; when the 917-001 was handed over to Porsche Salzburg in October 1970, it was in the colours of the car that won the Le Mans race and was emblazoned with starting number 23.

Restoration of the 917-001 to its original 1969 condition

For over a year, museum mechanics, former technicians and engineers from Zuffenhausen and Weissach, as well as the Historical Archives and partner companies, worked on the restoration of this original 917. The project was particularly challenging from the outset because of the multiple transformations the car had undergone during its time as a test and presentation vehicle. The top priority throughout was the conservation and reuse of the car’s original materials wherever possible and technically practicable.



Photograph on the adjacent page is a concept study by Porsche. If this study became a production no one would want to buy a Ferrari or McLaren instead of such a Porsche. Photograph above: the restored to original condition 917-001.

The restoration was particularly guided by testing which was able to determine which of the body materials were original and could be reused, using material analysis and comparison with historical design drawings and photographs. It was with this approach that the body parts for the front and rear sections were painstakingly reproduced using state-of-the-art 3D technology and with reference to the original design drawings; the rear section of the aluminium space frame was also restored with the aid of original documents. Exactly 50 years on, the 917-001 will be presented in the Porsche Museum, restored to its original condition as in 1969.

Unparalleled dominance in motorsport and a trendsetter for turbo technology

The success story of the 917 is legendary. The car managed to secure an overall victory in its very first year of competing in the 1,000-kilometre race at Zeltweg, Austria in 1969. In 1970, Hans Herrmann and Richard Attwood achieved the coveted overall triumph at Le Mans – the greatest motorsport success Porsche had ever achieved until that point, and which would be repeated by Dr Helmut Marko and Gijs van Lennep in 1971. Following further development of the 917 to the 917/10 and 917/30 turbo versions with over 1,000 PS, George Follmer and Mark Donohue were able to dominate the North American CanAm Series in 1972 and 1973 respectively; these Porsche models also proved unbeatable in the event’s European counterpart, the Interserie. An altered version of the turbo technology was also reused a little later in a Porsche standard vehicle – when the 911 Turbo was born in 1974.

Special exhibition in the Porsche Museum

From 14 May to 15 September 2019, the Porsche Museum will honour the 50th anniversary of the 917 with an extensive special exhibition entitled “Colours of Speed – 50 Years of the 917”. A total of 14 exhibits – including ten 917 models which alone have a combined PS output of 7,795 – will be on display. The Porsche Museum will present a 917 concept study to the public for the first time as homage to the first Le Mans victory of 1970. The red-and-white show car was designed by a small team of designers and engineers, though with the entry of Porsche into the LMP1 category of the FIA World Endurance Championship (WEC), this model remained as purely a concept study. A selection of racing posters and small technical exhibits will round off the special exhibition, which features the highest-ever total PS for such an event. To mark the anniversary, the museum shop will also offer a selection of 917 products for sale, including a pink barbecue apron inspired by the unique 1971 917/20, nicknamed the “Pink Pig”. Edition Porsche Museum, the in-house publisher, will also release a book to mark the anniversary of the 917.

THE SHOW MUST GO ON

By Danielle Badler

Well, the local car show came and went. Another year, another dollar.

Here in Denver, it's very much a dealer show. And which dealers participate is very much an arbitrary thing. Which meant, again this year, no Porsche. As well as no Mercedes-Benz. The other thing that was quite noticeable was that the overall floor space shrunk by about a third. And there were no reveals. We haven't had many in the past, but it has happened.

Kinda sad, isn't it. Check that. Kinda? Let's say very.

What happens on press day at these events is all the scribes go from one display to another, to hear manufacturer reps talk about whatever it is they want to talk about.

Oh, it can be somewhat interesting. Especially when they want to talk about all the latest bells and whistles. But it's still ultimately frustrating. You ask a question about the future – about product plans, when vehicle x will see the light of day ... anything going forward – and you get a response which effectively says “sorry, that's above my pay grade.”

I've tried taking it even farther. I've cited comments I've read in Autoweek or Jalopnik. And they still claim a total lack of knowledge. I've asked them to respond privately, off the record, in hushed tones down a hallway. All to no dice.

What to do? Well, for me the first thing was to hop into a few vehicles ... to sort of try them on. And, here, it actually is a lot like trying on clothes in a dressing room. Standing in front of a three-way mirror. You can look pretty good. But that's nothing like road-testing that suit in the light of day.

And so it was with the ZR1 convertible on the show floor. Since you're not actually going anywhere, you can't help but absorb all the car's frou-frou. You know, the ducts, the wing, the aero mods. It's nothing like driving the car. Because that's when you actually use these things, not stare at them.

Although I must say, the other Vette on the showroom floor was a very dark gray Grand Sport coupe. And, wonder of wonders, in this color scheme, all the ductwork and filigree blends together to create a very striking ... organic ... external design. This was easily the best looking new Vette I've seen.

On to the presentations. At the Toyota stand, it was all about TRD “vehicles.” Especially TRD Pro vehicles, which are top of the line. The big news was a TRD off-road version of the RAV4. The factory rep noted that the RAV is now Toyota's number one non-pick-up vehicle nationwide, replacing the Camry. It's number two in Denver.

Dodge highlighted the RAM 3500 pick-up. Key take-aways? This is the state of the art for pick-up artists: 1,000 lb-ft of torque. The ability to haul a 7,680 lb payload. And tow up to 35,100 lbs. And, thanks to the camera/visualization technology, coupled to a suspension that rises and falls on cue, you can hook up a trailer without ever getting out of the vehicle.

Jeep apologized that the new Gladiator was not there. It was actually being introduced at a concurrent ride-drive event somewhere in ... I think it was Nevada. Oh well. So they highlighted the Jeep Rubicon. Which now features a built-in, removable Bluetooth wireless speaker. And a front camera that comes with a button on the dash which you press to clean the lens. Of course, the doors come off, the windshield folds down and the rear deck gate has three positions, up, down and sideways. Draw your own conclusions.

GM talked Silverado trucks. My notes say that the various cameras can be aggregated to show up to 15 different views of the trailer you're towing ... if that's important to you.

Oh, and Honda talked up the new Passport, which slots in between the CRV and the Pilot. My take-way? As I listened, leaning against an Accord that was parked on the show floor, I happened to peer inside, and I saw a ... drum roll, please ... manual transmission. I'm not making this up.

Then there was Mazda. Which focused on the new Mazda 3. “It's counter to the SUV,” they said. They called the car's design “soul in motion.” What does that mean? Seductive, exciting, powerful, timeless, shaped by human hands. Their words, not mine. And it's manufactured in Alabama.

I asked the Mazda rep if they planned a competitor to a VW GTI. I got no response.

And then, and then, just before it was time to slip out to sip adult beverages, we were asked to head to the aftermarket section of the floor to see a new creation. I had my doubts, but I followed the pack. And I'm glad I did. Because, lo and behold, before us were a bevy of Vanderhall three-wheelers.

And they too had a rep in hand, who proceeded to explain that the vehicles seek to embody performance motoring in its purest form. Think Polaris Slingshot, Morgan Three-Wheeler or Can Am Spyder. But with a dose of "je ne sais quoi." To quote from the Vanderhall website (they had no hand-outs) "that undefinable factor was eluding (founder Steve Hall). How do you take the style of the open-wheeled, roll-bar hooped race cars of the past and update them with modern ..." you get the idea.

Lotus 7? Morgan Plus 8? No matter, no matter. The Vanderhall is a brave entry in the open-air motoring world. No top. No wipers. They even had a model that comes with just one seat and what looks like a tonneau cover. When was the last time you saw a tonneau cover on a new vehicle? And, get this, what looked like a Nardi wood-rim steering wheel. A modern throw-back? How unabashedly entertaining!

I have no idea if they're selling. Although I really hope so. For one thing, there is no towing capacity. None.

BTW



Another photograph from Porsche of the 917 Concept.

MART

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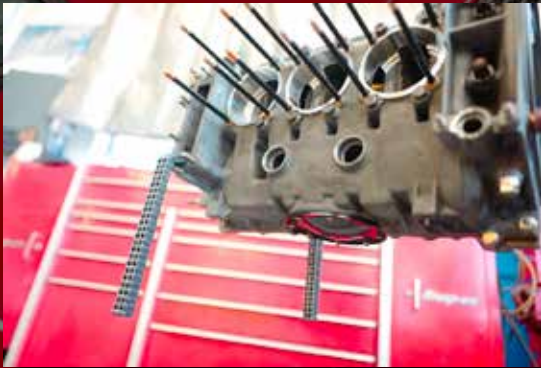
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