

NORTHLANDER

**NORTH COUNTRY REGION
PORSCHE CLUB OF AMERICA**

Volume 42 — Number 9

October 2019

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NCR RALLY 5

ZONE 1 AUTOCROSS





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PORSCHE



NCR

North Country Region's Annual Banquet

*Calling all Porsche Enthusiasts
the annual celebration of Porsches and People is near!*

Guest Speaker: Lori Schutz-Daughter of Peter Schutz

Daughter of Peter Schutz who was CEO of Porsche, AG in the 80's and is credited for saving the 911 when it was scheduled for extinction. He also got Porsche back to the winning circle in endurance racing. He was responsible for the 959 amongst other achievements....Lori has been an instructor for a long time, is Zone Rep for her region in the Midwest, and was present with Peter during this time in Stuttgart....she has some great stories and photos to share

Saturday, November 16, 2019

Concord Country Club, 22 Country Club Lane, Concord NH

Time: 6:00 – 10:00 PM

Cash bar: 6pm

Appetizers @6pm

Dinner will be served from the Buffet Station at 7pm:

Any questions please email ivy@thunksreviews.com

Always a great time! Share your year ending stories. Can't wait to see you there.



Additional info forthcoming...

Cost per person will be \$50.00 (includes tax and gratuity). Please complete the section below and include your check made payable to: NCR-PCA. **Please respond by Thursday, November 08, 2019.** Tie is optional; no jeans, please.

Name: _____ PCA #: _____

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Phone Number: _____ E-mail address: _____ **Special dietary request** _____

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Statement of Policy

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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 54 for advertising rates.

NORTHLANDER

NORTH COUNTRY REGION PORSCHE CLUB OF AMERICA

Volume 42 – Number 9
October 2019

Upcoming Events

October 6: Porsche 911 series 992 unveiling at NE Dragway in Epping NH - drag racing 10:00 AM - unveil at noon. See the NCR website for details. Sponsored by Porsche Stratham.

NCR DE at Club Motorsports October 19-20

NCR Rally 6 October 26 & 27

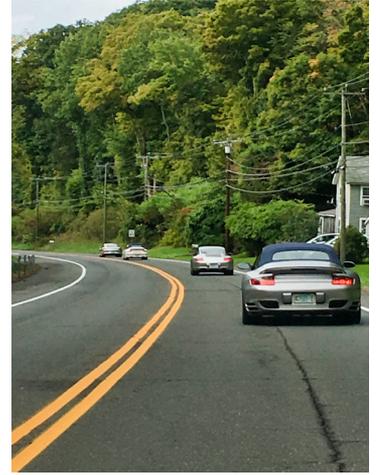
Please see page 2 for details of the 2019 NCR Annual Banquet and page 11 for The Call for NCR 2020 Officers.

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On the Cover

Friday September 6 DE at Club Motorsports in Tamworth NH. This has to be the most scenic track in USA. For a photographer it certainly is ... Lauguna Seca East is what I call it.

See more DE photographs and the spectacular September 7 day for NCR Make-A-Wish event on page 20

Photo by David Churcher / Northlander



October 2019

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EDITOR'S DESK



To add some more wear to a well worn phrase: as I write — I have just minutes ago watched the Porsche worldwide introduction of the Taycan. Was it good? It was typical Porsche — excellent.

Oh, to be sure, given the logistics of coordinating three sites and three translations (Germany, Canada, and China) there had to be pauses in the sound. But Mark Webber did a great job of handling it all from his spot in Berlin. The Porsche managers, including CEO Oliver Blume and Vice President of Design Michael Mauer, were dressed informally and made their presentations in a informal and friendly manner.

For some catch-up Taycan material see page 38 and the following links to videos. Some really great stuff here:

<https://newstv.porsche.com/en/article/131000.html>

<https://newstv.porsche.com/en/article/131000.html>

https://www.youtube.com/watch?time_continue=56&v=PAX74HkmvHU

The key take-away, for me, from the presentation would be the following points: Oliver Blume's comment that Porsche is redefining standards, Porsche in 2020 will have invested 6 Billion Euros in Taycan, the Porsche theme is Smart Lean Green, 800-volt system, with permanent magnet synchronous motors, a Cd (drag) of 0.22 (incredible!), and styling is 100% Porsche.

The press (media) seem to have realized the Taycan is really, really, something special. It is. **Northlander** waited on the Porsche press release before making a Taycan article. In this issue we have some Taycan articles but to show all the hype and all the specs, and all the expectations, would be too much for **Northlander** space allocations. Just do a Google on Taycan — and plan to read for an hour or so. Porsche: simply amazing.

The annual **Make-A-Wish** event is now a day behind me. Reflecting here I must comment on what a super, wonderful, job Ivy and team have done. This year was a new venue at Club Motorsports and the logistics were perhaps a challenge. But it all worked. Of course. The kids had a blast and so much so that Jim Hoenscheid of CMS extended the session so they could have more rides in Porsches, Ferraris, and Batmobiles. Jim also took this photographer for a ride to make some photos from the inside side of the circuit. The CMS circuit I call Laguna Seca East. It is beautiful for a photographer from the outside ... and from the inside.

And then — we had Zone 1 Autocross ... a mixed bag of weather just to test the drivers' skills in rain and in sunshine. I usually find myself dividing my time and spending some of it capturing cars and some of it capturing people. Due to a current injury I had to spend a fair bit of time at this event photographing from a chair. Interesting perspective. I was able to shoot from below the level of the umbrellas.

And now — **Northlander 2020** ... please see page 31 in this issue of **Northlander** for the sign-up sheet. I am pleased (extremely pleased!) to say **The Board** has agreed to a continued print version, which will look like this issue, and to keep our subscription at \$15. My thanks go out to my colleagues on **The Board** and to those enthusiasts who like a print version. Sure, there is a trend of sorts to online publications, but we are trend setters of sorts by making our stand on print. Nice, tactile, feel the paper ... lovely.

Cheers
David

MEMBERSHIP



Kristin Allen

New Members

Andy Burnes; Nashua, NH – 2015 Boxster GTS
Stephen Matthieu; Salem, NH – 1982 911 SC
Lee Sperry; Goffstown, NH – 2002 911 Carrera
Steve Withee; Plaistow, NH – 2003 Boxster S

Member Anniversaries

1 Year

Richard Atherley; Grantham, NH – 2001 Boxster S
Shannon Biehl; Dover, NH – 2017 Cayenne GTS
AJ Garron; Manchester, NH – 1987 944
Alexander Ishii; Lebanon, NH – 2003 911 Turbo
Bruce Wilhelm; Moultonborough, NH – 2009 Boxster

2 Years

Bruce Anderson; Windham, NH – 2015 Cayman S
Bruce Cresswell & Kati Cresswell; Campton, NH – 2015 911 Carrera 4S
Michael Joyce; Rye, NH – 2017 911 Carrera 4S
Samuel Keller; Manchester, NH – 2008 911 Carrera S
Nathanael Slater & Ariel Slater; Hopkinton, NH

5 Years

Peter LeSaffre & George Denoncourt; Boston, MA – 1957 356
Jason Loy; Manchester, NH
John Martin; Portsmouth, NH – 2004 911 Carrera
David Salerno; New Boston, NH – 1985 911 Carrera
William Zierden & Sally Zierden; St. George, ME – 1988 911 Carrera

10 Years

Michael Gratton & Biff Gratton; The Villages, FL – 1993 911 Carrera 2

15 Years

Bruce Parsons & Carole Parsons; New London, NH – 1995 911 Carrera

22 Years

Miriam Dunster; Newmarket, NH – 1987 944
Frank Johns & Elizabeth Johns; Wellfleet, MA – 1982 911 SC
Charles Purwin & Nicole Lemieux; Hudson, NH – 1986 944

23 Years

W Hughes & Carole Hughes; Stratham, NH – 1990 911 Carrera 2

24 Years

Robert Tucker; Durham, NH – 1973 911E

30 Years

Marc Myette & Susan Myette; Merrimack, NH – 2004 911 Carrera

31 Years

Paul Demers & Phyllis Demers; Goffstown, NH – 1983 911 SC

32 Years

Phyllis Stibler & Andrew Parrish; New Castle, NH – 1988 944S

33 Years

George Louzek & Janis Louzek; Hollis, NH – 1982 911 SC

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 am pleased to report North Country PCA is doing well. DE, Autocross, Rally/Tour, Concours, Social, and Charity are well organized and attended by our membership. The *Northlander* is a top notch publication and our calling card to reach out to members and prospects. Many thanks to the committee chairs who make it happen, and to our sponsors and advertisers who financially support the club. Remind me to give you all a raise! Ha, ha, but seriously we are looking at ways to compensate those who have spent so much of their free time and energy planning, organizing, and running club events. Proposals consist of offering free attendance and meals, amongst other perks. Without you our club would not exist.

I attended the Make-A-Wish DE event at Club Motorsports in Tamworth, NH the weekend of September 6-8. It was a super time for all. Please see the article contained in this issue of *Northlander*. I would like to say that if you haven't been there it is one of the best tracks I have been fortunate enough to drive. The elevation changes and sweeping corners present challenges and thrills for all levels of driving. Club participation was terrific and despite some off-course extra curricular activities it went smoothly. We as NCR/PCA members are charitable people and I am proud of the amount of money we raised for Make-A-Wish. Nothing can be more satisfying than seeing the grins on the faces of children who otherwise are going through hardship. Thank you so much for all those who gave of their time and money.

As we wind down the driving season there is still one more event at Tamworth, so please sign up. You won't be disappointed. Autocross has already had their Autocross 6 event, and fall tours are just around the corner.

Our banquet this year is at Concord Country Club. It's a great facility and we have a special speaker this year in Lori Schutz. I heard Lori speak at our joint DE at Palmer. Lori is the daughter of Peter Schutz who was a friend of mine in Naples, FL. Peter, as CEO of Porsche, AG in the 80's is credited with saving the 911 from extinction, as well as Porsche endurance racing. Peter is no longer with us but his legend lives on through Lori and I am sure you will be entertained and informed by her presentation. Looking forward to seeing all there in November.

Best regards

William Hutchens, NCR President



Call for 2020 NORTH COUNTRY REGION OFFICERS AND CHAIR MEMBERS

Ivy Cowles, 2019 Nominating Committee Chair

Isn't it just amazing how fast summer goes? It is time to start the search for those who will continue to lead and shape the future of our Club.

Kristin Allen, Stephen Allen, and I will serve as the 2019 nominating committee and our task is to find and interview qualified candidates for the four elected officers of NCR as well as chair persons. The only qualifications for office are that you must be a member (primary, family or associate) in good standing with PCA/NCR and you must have a desire to help shape the future of the club.

We are soliciting suggestions for candidates for all elected positions.

We will also accept any names you might have for the various committees (Chair or member) that are vital to the Club. These are appointed positions so we will pass the names to the board for further consideration.

Please contact Ivy by October 1st if you are interested in serving or nominating someone for one of the elected positions (or if you have a suggestion for any Board position or Committee Chair):

Ivy Cowles

charity@ncr-pca.org

Mobile: 603-767-6461

Nominee Statements and ballots will be circulated to the membership for final voting in October. Election results will be announced at the Annual Meeting / Banquet in November.

Thank you for your ongoing support and participation in this important process.

Ivy Cowles – NCR Nominating Committee Chair



Along the Get-A-Way to the Catskills, the Gunks, and Historic Hyde Park with Dana & Chris Russian and Harv Ames. Photos by Kathy & Bill White.

RALLY CORNER

By The Rally Team

With the Fall Get-A-Way Weekend in the bag, the score is five down with one to go in the 2019 season. We had a great time in the Catskills, the Gunks, and historic Hyde Park, with twisty roads, interesting sights, good food and drink, and the best of camaraderie.

Our final event for 2019 will be the Rivers, Ridges, Bridges, and Vines Tour on Saturday, October 26. Assembly point is Oak Park in Greenfield, NH. Registration is open. See the NCR website calendar for further details.

Advance planning is already underway for the 2020 Rally/Tour season. We are actively soliciting ideas for routes, destinations, restaurants, etc. We are looking for a variety of driving experiences and destinations to make every event unique, so make your ideas known. Want to plan an event? Or just help with event planning? We can fill you in on what you need to do and provide support to help you do it.

Please make your voice heard. Join the fun / make the fun. Contribute your ideas. Contact Rally@NCR-PCA.ORG.

NCR Rally/Tour Program for 2019 Season

Event No.	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 Hinterlands Tour
4	8/18	Magical Mystery Tour
5	9/14 – 9/16	Fall Get-A-Way Weekend: The Catskills, The Gunks, and Historic Hyde Park
6	10/26	Rivers, Ridges, Bridges, and Vines



Stone Cottage at Val-Kill, Eleanor Roosevelt's hideaway to which she retreated to escape her mother-in-law. Photo by Bill White

Fall Get-a-Way to The Catskills, The Gunks, and Historic Hyde Park September 14th – 16th, 2019

Our Fall Get-a-Way Weekend commenced Saturday with arrival at the Hampton Inn – Kingston, NY, and a reunion of friends old and new during a Welcome Dinner at nearby Christina's Restaurant. A far-too-early Sunday morning wake-up call promised joys of sinuous roads threaded over and through the Shawangunk and Catskill Mountains, with time in the afternoon to explore historic treasures of Hyde Park. Our NCR group was joined by Lesia & Ted Shaw from NER and by HVR's Clare Maserjian piloting a pristine new Guards Red Cayman. Soon after departure we drove into fog, which fortunately burned off to reveal sunny skies and scenic vistas as we gained elevation.

Our route took us over the Shawangunk Mtns (the Gunks), across the Ashokan Reservoir to a rest stop at Olive's Country Store in the heart of the Catskills. Back on the road we explored driving delights of the Frost Valley with our route winding beside the West Branch of the Neversink River. East and West branches merge in Claryville, NY, location of our second rest stop — the Blue Hill Café with adjacent Claryville Art Center and Russian Mule Brew Pub & Tasting Room. From Claryville we made our way back over the Gunks to lunch at the Mountain Brauhaus set beneath a dramatic cliff face.

Afternoon explorations were at personal discretion, with most driving to Hyde Park to visit the FDR Estate and Presidential Library, Eleanor Roosevelt's hideaway Val-Kill, or the Vanderbilt Mansion, but one couple accepted the challenge of the Walkway Over the Hudson State Historic Park, the world's longest pedestrian bridge standing 212 feet above the river.

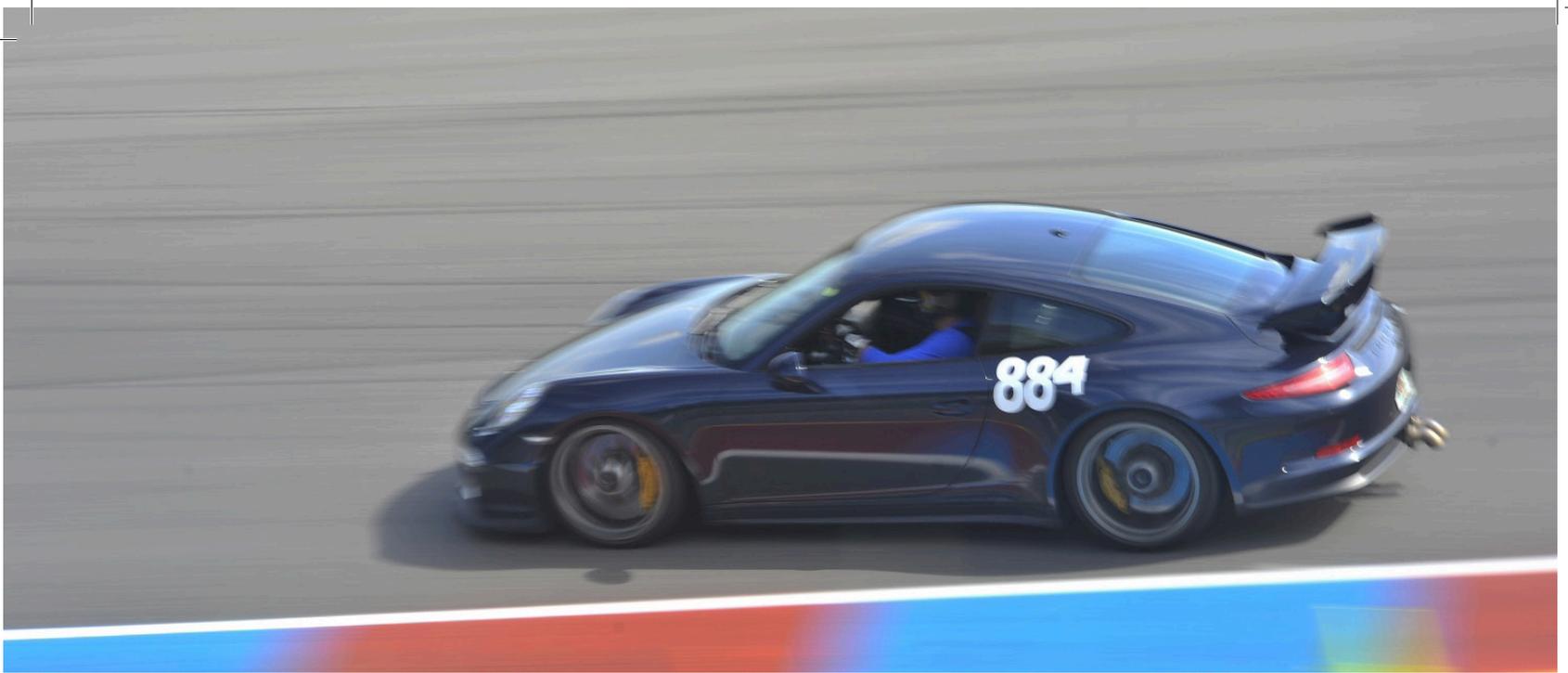
Sunday ended on the Kingston waterfront with an evening social hour and dinner at the intimate Ship to Shore Restaurant. It was a perfect finish to a fine day.





Photos on page 14 by Bill White and Harv Ames. Photo above by Pat Tallo. Photos below by Paul Tallo show Eleanor and Franklin Roosevelt statuary at the FDR National Historic Site and a Hudson River overlook from the Vanderbilt Mansion grounds, both in Hyde Park..





DRIVERS ED

By The Drivers Ed Team

September at Club Motorsports in Review and our “Spring is a Long Time Coming” Event in October.

For those of you not following the buzz from the last event at Club Motorsports, we had an outstanding turnout for our annual Make-A-Wish event. We had beaming kids taking tours up the access road which overlooks the track in our donated 14 passenger bus with Tony Iorfino at the wheel. Tony arranged for all of our transportation needs and saved the day as group transportation was the key to making the logistics work for this location.

Batman who showed up in his converted BMW 325 complete with sound track and costume was definitely one of the hits of the show. We also had quite a number of “touring class” participants who made a donation and drove pace-car-led laps of the track. All told, we had just shy of 80 participants who raised over \$6,000.00 for this wonderful organization.

The track part of the event was a bit of a challenge as we all spent time learning a track that is new to us. There were more incidents than usual and suffice to say that we will be injecting more structure and education into our future track experiences at Club Motorsports till we all gain familiarity with the “line”.

Your DE Crew has been busy selecting the best video footage available that agrees with what we feel is the best line to teach. We’ve viewed a number of YouTube videos and find that if you put them all together, you would see the same random attempts at apexing and trying to find the line out there that we experienced at our last event. There is an ocular factor to this track with its paved run off areas that I think is throwing us all off in spots. If you have a chance, please review the YouTube video labeled Club Motorsports 9-8-17. This is a hot lap with great apexing and braking skills displayed. It also happens to ring the bell at very close to the track record in a production car. Ignore the other videos and print this one in your mind. We will be teaching this line or similar at future events.

If you read this prior to our October event, please consider joining us. The track is state of the art, a new challenge and offers a really fantastic experience. This will be a great time to get in on the ground floor of properly learning what is rapidly becoming known as one of the best tracks in the country.

Best,

Dave and Your DE Team





Passages:

I've been with this club now for about 20 years, coming up from CVR when I moved up here from Massachusetts to NH. My biggest interests at the time were DE, autocross and meeting a new group of friends in my new locale.

Enter Judy Hendrickson, an animated middle aged ex-military woman with an affinity for all of the broad reaches of auto sports and our Club. When I say broad reaches I think I can safely say that there are few with the broad expertise and repertoire that Judy has. She's not only an awesome driver and driving instructor, but also experienced in Rally and Concours. She has been the club's Historian, a *Northlander* Editor and a Board member for years. This lady knows cars. She has a full service garage with lift where she personally restored a beautiful 356, maintained a 914/6, babies a 993, and shared another race prepped 914/6 with past president Matt Romanowski for many years.

Over the years, Judy became a constant in my Porsche Club experience and I've grown quite fond of her. We had cars of similar speed for a long time and I used to get a real kick out of watching her turn up the hill at NHMS in her red 914/6. That car would pick up the inner front wheel about 6 inches in that corner, just a beautiful thing to see. Judy is one of those friends who "gets it". A really genuine, thoughtful and giving person.

So the point to this lead up is that Judy showed up at our recent Make -A-Wish event with her beautiful blue 993 to offer rides to the kids. She had previously indicated to me that she was leaving the DE program and was resigning from the office of Club Historian but I guess it had not sunk into my thick Irish skull.

At the end of the program, this thoughtful woman pulled up to me, got out and reached into the back seat. She pulled out her helmet, neatly packed back into its new looking box with the sock around it, a clean pull over head sock and some radio parts tucked inside. She explained that she would no longer need them and that perhaps we could use the helmet as a loaner and the parts for whomever might have a need.

We chatted for a few minutes and she explained that she was losing interest, possibly because she was aware that she was slowing down in lap times and that DE was less fun than it used to be. We talked about skiing and her place up in ski country. Then she got into her car, smiled and drove down the access road.

As I stood in the middle of the parking lot watching this wonderful friend leave the track as if for the last time it hit me that life has its passages and I was watching Judy drive off to another passage. Another time in her life. She was doing it in her usual style with a smile and steady resolve, and there I was standing in the middle of a parking lot with tears in my eyes.

Gonna miss you at the track, Judy.

By Dave Porter

continued on page 18...

NCR DE Day At Club Motorsports —

PHOTOGRAPHS BY NORTHLANDER



September 6th, 7th, and 8th, 2019





NCR Make-A-Wish Day At Club Motorsports September 7th, 2019



Story by Ivy Cowles, photographs by *NORTHLANDER*

Saturday September 7th, 2019. The 4:30 AM alarm proved to be unnecessary as Hank and I were wired, and already awake: we had arrived back in New Hampshire barely twelve hours prior, our original flight from Jacksonville having been cancelled and rebooked to a Thursday flight, courtesy of Hurricane Dorian, that got us home after 6:00 PM. And as we prepared to leave for our one hour drive to Club Motorsports in Tamworth, the remnants of that storm threatened to put a wash on this year's Make-A-Wish Charity Event. Fortunately, Mother Nature cooperated, and by the time the Wish Kids were on the track, we enjoyed bright sunshine with a few puffy clouds.

The Charity Laps event had been conceived by Paul Tallo and clan over 20 years ago, and had become a bellweather annual event - both for drivers and for the kids - in North Country's Driver Ed program at New Hampshire International Speedway. To help a child's wish come true, each year North Country Region's Charity Chair team, Driver Education staff, instructors and members join together with the families and children from the Make-A-Wish Foundation of New Hampshire. Our objective is easy—to grant the wishes of children with life-threatening medical conditions and fulfill just a single one of their many dreams.

We work very hard to be sure they leave the day's event with a huge smile on their face. The kids and their families get to ride in many cars of all shapes and sizes, not just Porsches. The kids are as likely to choose a ride in a Lamborghini, Cobra, BMW, Corvette or Ferrari as they are a Porsche. And this year a special participant made an appearance, much to the delight of kids and adults alike: Batman, in full cape and mask, behind the wheel of his modified 'Batmobile'. One adorable young Make-A-Wish kid, maybe 6 years old, called to his Dad 'Lets go see Batman, Daddy', and then, to a bystander, with hand to mouth as if sharing a secret, in a quiet voice, '...he's not real, you know'. Another special girl, riding in Damon Josz's red 911 track car, asked 'Are we winning?', to which Damon replied 'Yes we are!' After she emerged from Damon's car she proudly announced that he was 'going to give me his trophy!' Priceless! I think NCR can accommodate the request for that young lady and her brother.

It really is hard to explain this event if you have not been there. The kids taking lap after lap in all of their dream cars and wishing that their time on the track would not end. One after another, in and out, then around the track.

A few extras such as a 50/50 raffle, sale of shirts (of which had Damon Josz's car as the artwork) as well as it being designed on his favorite color shirt... orange. What fun..

Club Motorsports was a gracious host and extremely helpful in their support of this very special event. The track is exhilarating, with sweeping turns and fantastic changes of elevation. The vistas, both from on track and from the West access road, are stunning. It is a beautiful track and the surrounding scenery is like no other.

I would like to thank Club Motorsports (Sam and Jim), the NCR DE team, my charity team, as well as Nikki, Joe, Lisa, and Tony and the donated van support from Crest Auto World and Kismet Rock Foundation.

Without every single volunteer (I cannot put every name down, but you know who you are) these events would not be possible. As they say... events like this are fueled by volunteers. For that I thank each and every one of you.

The money raised is a huge part of this extremely heartwarming event, but more important is the touching moments on and off the track with the participants. This is what they refer to as priceless.

Another great event gone by. We are already planning and looking forward to 2020.

Photo on page 20: Not everyone wants his photo in *Northlander*. This M-A-W participant surprised us with "No photos!"



Photos above: Both sides of the pit lane were lined with happy drivers and very happy kids.





Photo above: Christine Skaubitis makes a run with her 1993 RS America in a dry spell during the day.

Photo below: Michael Kane makes a run with his 1979 911SC in a wet spell during the day.



NCR / ZONE 1 AUTOCROSS

September 14th & 15th, 2019

Story by Nigel Fenwick – Photographs by *NORTHLANDER*



“It wasn’t supposed to rain!” This was the refrain heard throughout the paddock on Saturday, day one of the two-day 34th annual PCA Zone 1 Autocross.

Everyone had checked the forecast the night before and no rain except maybe a shower on Sunday. But this is Devens. And Moore Airfield has its own microclimate as regular attendees will attest.

The first run group had a dry morning but the second run group was wet. Wet wet, not the damp wet, but the drive through puddles wet. Fortunately it dried up somewhat by the time the second run group were running in the afternoon. And the course was fast. Well it was fast in the dry I’m told (I’m not pouting, really). Not so much in the rain. Ollie and Chris did the course design for both days and what a stormer of a course each day was. Sunday’s course was a pure adrenaline rush from start to well after the finish. Wow.

After the wheelie combat on day one we adjourned to the annual Zone 1 BBQ for some solid bench racing and to compare results.

One twist to the competition this year was the random assignment of teams. Saturday night was a good chance to find out where our teams were standing in the competition.

On Sunday morning the first thing I did was check the weather. Dense fog till around 11.00 AM was forecast. So I was a little surprised when we went outside and found a gorgeous sunny day. And it stayed that way all day. Perfect autocross weather.

The competition was tough on Sunday. Each run brought an even faster run for many drivers. The fastest cars were turning in sub-sixty-second runs on a full length Devens course which is rarely ever seen.

All in all it was a fantastic event. If you’ve never done a Zone 1 Autocross, don’t miss next year.

Added comments from Autocross team and editor.

Ladies FTD - Lisa Roche (in Ollie’s #34 2010 Boxster ... she drove it like she had stolen it. And did not want to give it back!)

NCR First Place Trophies were won by Chris Darminio, Chris Hubert, Gareth Peters, Dan Quaroni and Walt Lunsmann.

AUTOCROSS 5 NCR / ZONE 1



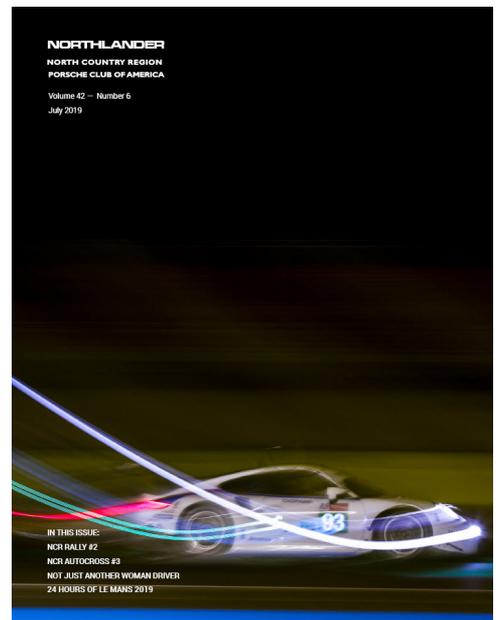
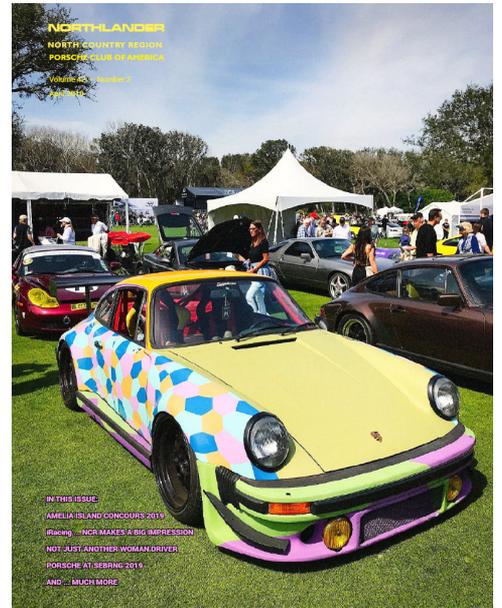
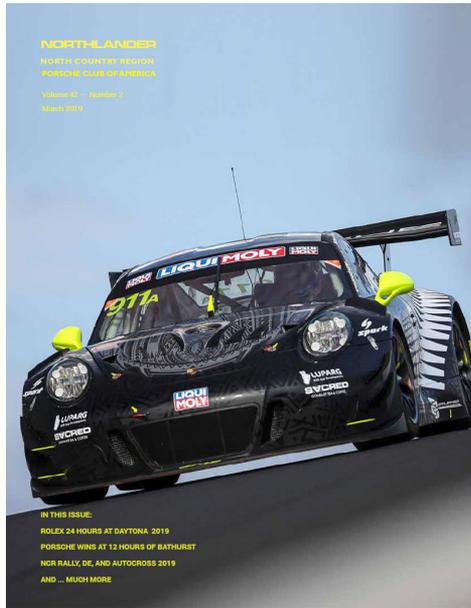
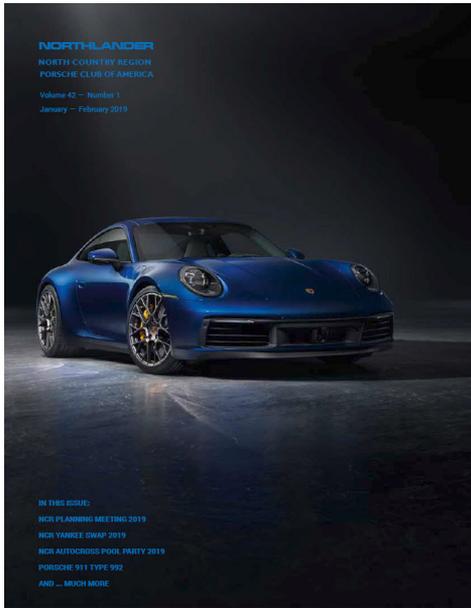


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PHOTOGRAPHS BY ANKER BERG-SONNE





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Not Just Another Woman Driver

By Pam Mascetta

Recently, there was a brief story on the news about Jessi Combs and her death driving a jet-powered car in an attempt to beat her own official speed record. Although she is often called “the fastest woman on four wheels”, this was the first time I had heard of her, and I am sure I am not alone. This larger-than-life personality is well known in various circles of the automotive world as a professional racecar driver, high-performance-automotive fabricator, and TV personality among many other things – also, a mentor and role model for other women. Jessi’s accomplishments and contributions are so vast, it would be a disservice to try to list them all here. I highly recommend visiting her official website, www.jessicombs.com, if you are curious to know more. Midco Sports Magazine (11.4.14) did an excellent video that is posted there recounting much of what she did and interviewing Jessi as she describes her life in her own words. She was only 39 when she died, but the spirit, energy and determination that she brought to life, although it cannot be measured, inspires us to be more. Jessi’s family is planning a celebration of her life and the creation of a foundation in her name to encourage and empower other girls and women to follow their dreams.

The following links will take you to videos featuring Jessi and her record attempts:

https://youtu.be/TswO_f0-gu0

<https://youtu.be/Fh2VTv1E43o>

Jessi’s family has issued a statement:

It is with extreme grief, and in celebration of her life that her family and close friends share that race car driver, and TV personality Jessi Combs, passed away in a fatal crash, where she was pursuing a land speed record in the North American Eagle on August, 27th 2019 on a dry lake bed in Oregon. The details of the crash have not been released at this time.

Jessi was known for her bright smile, positivity, and tenacious pursuit of the fulfillment of her dreams. Her drive was infectious, and she served as a role model for young Girls, and Women around the world. People that loved her and followed her became family, all bonded together by adventure and passion. Her fans adored her, and she lived to inspire them. Jessi’s most notable dream was to become the fastest woman on Earth, a dream she had been chasing since 2012. Combs was one of the rare dreamers with the bravery to turn those possibilities into reality, and she left this earth driving faster than any other woman in history.

Surrounded by her family and friends at the time of her passing, Jessi lived fearlessly and her legacy lives on in the countless lives she touched.

Jessi is known for her hosting work on television series including “All Girls Garage”, “Overhaulin’”, Extreme 4x4 and Autoblog’s “The List”.

Jessi is survived by her Mother Nina (Chuck, niece Nina Alayne) Darrington, Father Jamie (Sandy) Combs, brother Kelly Combs (Cary, Eli, Ethan and Anna), sisters Danielle Theis (Jacin, Justice, Nation), Brother Austin Darrington (Leah, Lane) Kayla Green, Kyrie Darrington, Natasha Darrington

Step sisters Rebekah Hall (son Aaren Kearns), Arielle Hall (son Dru Hanson). And Jessi’s love Terry Madden and his son Dalton.

A celebration of Jessi’s life is being planned and a foundation is being created to continue her efforts to empower women and young girls to follow their dreams.



The photographs on this page have been taken from Jessi's FB page. The photos show her dressed for work in the shop ... this is not a pose ... Jessi was a very capable machinist and welder. To say *Not Just Another Woman Driver* would be a severe understatement.



47th AvD Oldtimer Grand Prix, 9th – 11th August, 2019 at the Nürburgring

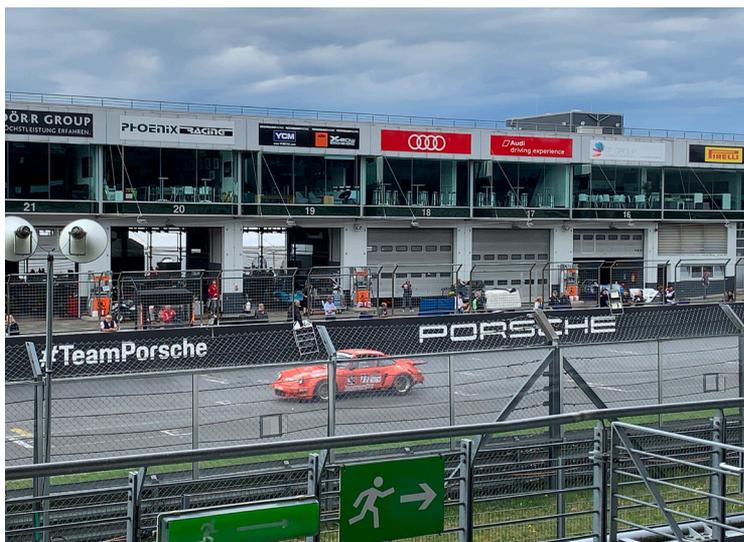
By Kristin Allen, Stephen Allen, and Mason Rapke

The Allen-Rapke family travelled to Germany this summer and fulfilled a bucket-list wish to visit the Nürburgring—armed with paddock-access tickets to the AvD Oldtimer Grand Prix races.

Porsche was well represented in race 2—the Revival Deutsche Rennsport-Meisterschaft (1 of 12 races/classes). A 934/5 took position #3, making its way around the 'ring's 5.148 km Grand Prix Track with a fastest time of 1:52.686. This circuit is a shorter segment of the full, 73 turn (33 left, 40 right) turn, 20.832 km Nordschleife ("the Green Hell"). The current record-holder on the full track is a Porsche 919 Hybrid Evo with a time of 5:19.546.

Enjoy the photos.







Perfect debut: One-two for the new Porsche 911 RSR at Silverstone

Stuttgart. The new Porsche 911 RSR (2019 model year) has secured a double victory at its race debut. At the season-opening round of the FIA World Endurance Championship at Silverstone (Great Britain), the Italian Gianmaria Bruni and Richard Lietz from Austria crossed the finish line first in the No. 91 car in front of 49,600 spectators. The reigning world champions Michael Christensen (Denmark) and Kévin Estre (France) claimed second place in the ca. 515 hp No. 92 sister car. A perfect tactic from the world champion team, strong driving performances, swift pit stops, and a reliable and fast car in both dry and the wet conditions were the key factors for this double win.

After a mediocre qualifying performance, the two Porsche 911 RSR run by the factory squad took up the four-hour race from positions four and six on the grid. In sunny conditions in the early phase, the two new GTE racers from Weissach initially made up very little ground. A heavy shower after around 90 minutes of racing changed the situation significantly. In contrast to the rivals, the Porsche GT Team opted for rain tyres – an ideal choice. The drivers made perfect use of the improved tyre grip on the wet track and managed to pull well clear of the field in the new 911 RSR, which is based on the high-performance 911 GT3 RS*. This impressive margin, however, disappeared when the safety car was deployed after two hours of racing. In the remaining 120 minutes, the drivers staved off attacks from the competition on a drying track and crossed the finish line in first and second place, separated by 3.802 seconds.

In the GTE-Am class, the best-placed Porsche 911 RSR (last year's model) achieved fourth place. Right up until the final pit stop, the all-British driver line-up of Michael Wainwright, Ben Barker and Andrew Watson were on course for a podium result in the No. 86 vehicle fielded by Gulf Racing. Fifth place went to the No. 77 car run by Dempsey-Proton Racing with Porsche Young Professional Matt Campbell (Australia), Christian Ried (Germany) and Riccardo Pera (Italy). The sister car with the starting number 88, in which Porsche Young Professional Thomas Preining (Austria) had his first outing, finished on eleventh. The two Porsche 911 RSR campaigned by Project 1 yielded positions six (No. 56) and ten (No. 57).

After the double victory at the opening round of the 2019/2020 season, Porsche leads all categories of the GTE-Pro class. Next up on the calendar is the race in Fuji (Japan) on 6 October.

Comments on the race

Fritz Enzinger (Vice President Motorsport): "At its race premiere, the new Porsche 911 RSR clearly exceeded our expectations. Congratulations to the drivers and the team for a perfect performance at Silverstone. This great success was only possible because the entire Porsche Motorsport team did such excellent work. Many thanks to everyone who contributed to this project and made the new car into a winner."

Pascal Zurlinden (Director Factory Motorsport): "What a fantastic weekend. Our customer team Proton Racing won the ELMS on Saturday, and a day later we achieve a one-two with the new Porsche 911 RSR in the world championship – it doesn't get better than that. A huge thank you to our team at the racetrack and to everyone at the Weissach Motorsport Centre. The hard work of the last few months has paid off."



Jeremy Moore (Technical Project Manager Porsche 911 RSR): "A double victory at the first race – the debut of a racing car can't get better than that. I think our new Porsche 911 RSR has clearly underlined its qualities right off the bat. I thoroughly enjoyed the race, especially the final result. I'm sure that all the development engineers in my team who followed the race from Germany felt the same way."

Alexander Stehlig (Head of Operations FIA WEC): "It's incredible. We travelled to Silverstone with the goal of achieving a solid result at the maiden race of the new Porsche 911 RSR. And we picked up exactly where we left off last season. Perfect teamwork, strong performances in the cockpit and a fast racing car – these factors enabled us to bring home this double victory. A dream has come true for us."

Gianmaria Bruni (Porsche 911 RSR #91): "Our team opted for the ideal tactic. I was in first place after our pit stop and had a clear run. This enabled me to build a decisive lead, which we maintained to the flag. A debut of a new racing car can't be better. I'm proud to be part of this incredible team."

Ricard Lietz (Porsche 911 RSR #91): "We spent a year developing the new car and couldn't wait for the first race outing. To promptly win the race is perfect. We made this achievement possible through perfect tactics. There is still a lot to learn with our new Porsche 911 RSR. At the next round we want to perform even stronger in the qualifying."

Kévin Estre (Porsche 911 RSR #92): "It was a great race with many duels and plenty of action on the track. That was great fun. It's a pity for us that we narrowly missed out on winning, but for Porsche it was a perfect start to the new season."

Michael Christensen (Porsche 911 RSR #92): "Our car was fast over the entire race. Unfortunately it wasn't quite enough to win. Perhaps we lost crucial time at the last pit stop. We'll now have to take a close look at that."

Race result

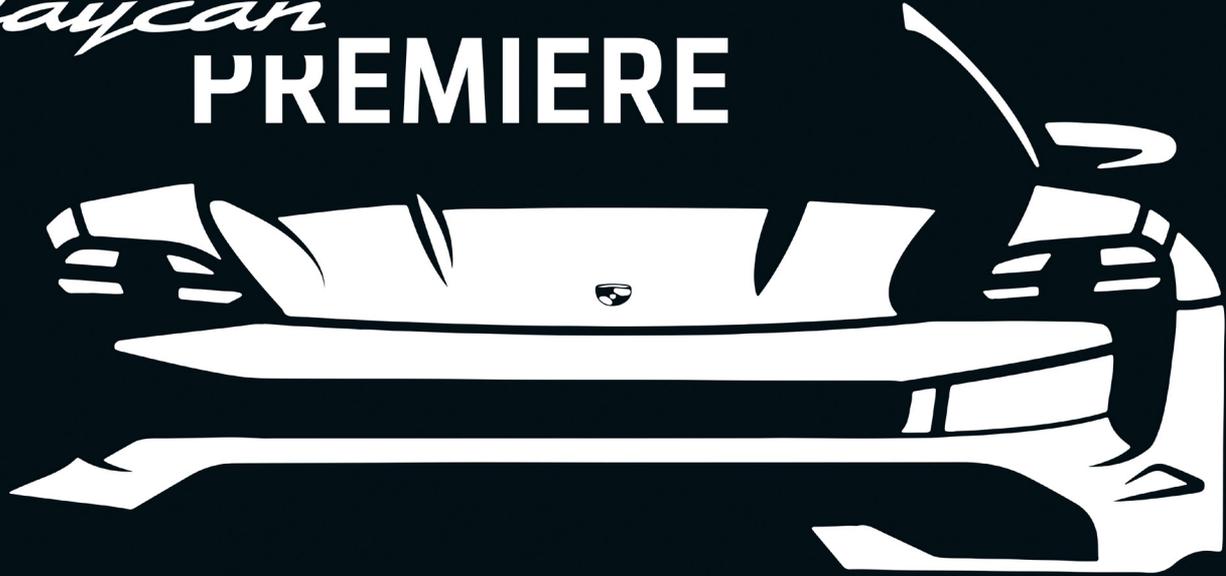
GTE-Pro class

- | | |
|--|--|
| 1. Lietz/Bruni (A/I), Porsche 911 RSR, 115 laps | 4. Wainwright/Barker/Watson (GB/GB/GB), Porsche 911 RSR, 113 laps |
| 2. Christensen/Estre (DK/F), Porsche 911 RSR, + 3.802 seconds | 5. Campbell/Ried/Pera (AUS/D/I), Porsche 911 RSR, 113 laps |
| 3. Lynn/Martin (GB/B), Aston Martin Vantage, + 6.286 seconds | 6. Perfetti/Kolkmann/Cairolì (N/D/I), Porsche 911 RSR, 113 laps |
| 4. Calado/Pier Guidi (GB/I), Ferrari 488 GTE, + 16.054 seconds | 10. Keating/Frage/Bleekemolen (USA/BR/NL), Porsche 911 RSR, 112 laps |
| 5. Thiim/Sörensen (DK/DK), Aston Martin Vantage, 114 laps | 11. Preining/Giraudi/Sanchez (A/I/MEX), Porsche 911 RSR, 111 laps |

GTE-Am class

1. Perrodo/Collard/Nielsen (F/F/DK), Ferrari 488 GTE, 114 laps
2. Dalla Lana/Turner/Gunn (CDN/GB/GB), Aston Martin Vantage, 113 laps
3. Ishikawa/Beretta/Cozzolino (J/I/J), Ferrari 488 GTE, 113

WORLD *Taycan* PREMIERE



Text And Graphics By Presse Porsche

Toronto/Berlin/Fuzhou. Porsche's first all-electric sports car, the Taycan, today celebrated its first public appearance. Current photos of the world premiere, which took place simultaneously in Canada, China and Germany, are available to journalists in the Porsche Newsroom at <https://newsroom.porsche.de/taycan>. A recording of the world premiere is also available as Video on Demand (VoD) on the Porsche video portal <https://newstv.porsche.com>.

The world premiere of the Porsche Taycan took place simultaneously in North America, China and Europe. The most important sales markets of the new electric sports car are on these three continents. The event locations also symbolise three forms of sustainable energy: the Niagara Falls at the border between the US state of New York and the Canadian province of Ontario representing hydropower, a solar farm in Neuhausen near Berlin representing solar power, and a wind farm on Pingtan Island around 150 kilometres from the Chinese city of Fuzhou in the province of Fujian representing wind power.

Sustainable Future

Purist design and full electric drive

Niagara Falls, Canada. Porsche presented its first fully-electric sports car to the public today with a world premiere held simultaneously on three continents. "The Taycan links our heritage to the future. It carries forward the success story of our brand – a brand that has fascinated and thrilled people the world over for more than 70 years," said Oliver Blume, Chairman of the Executive Board of Porsche AG, who opened the world premiere in Berlin, "This day marks the start of a new era."

The four-door sports sedan is a unique package, offering characteristic Porsche performance and connectivity with everyday usability. At the same time, highly advanced production methods and the features of the Taycan are setting new standards in the fields of sustainability and digitalization. "We promised a true Porsche for the age of electric mobility – a fascinating sports car that not only excites in terms of its technology and driving dynamics, but also sparks a passion in people all over the world, just like its legendary predecessors have done. Now we are delivering on this promise," emphasizes Michael Steiner, Member of the Executive Board of Porsche AG – Research and Development.



The first models in the new series are the Taycan Turbo S and Taycan Turbo. They are at the cutting edge of Porsche E-Performance and are among the most powerful production models that the sports car manufacturer currently has in its product range. Less powerful variants of these all-wheel-drive vehicles will follow this year, and the first derivative to be added will be the Taycan Cross Turismo at the end of next year. By 2022, Porsche will have invested more than 6.6 billion dollars in electric mobility.

Performance meets efficiency

The flagship Turbo S version of the Taycan can generate up to 750 horsepower (560 kW) of power in combination with Launch Control and overboost, while the Taycan Turbo can produce up to 670 horsepower (500 kW). The Taycan Turbo S will therefore accelerate from zero to 60 mph in 2.6 seconds, while the Taycan Turbo can complete this sprint in 3.0 seconds. The top track speed of both all-wheel-drive models is 161 mph.

The Taycan is the first production vehicle with a system voltage of 800 volts instead of the commonly used 400 volts for electric cars. This is a particular advantage for Taycan drivers on the road: under ideal conditions, the charging time from five to 80 percent State of Charge (SoC) is just 22.5 minutes, with a maximum charging power (peak) of up to 270 kW. The overall capacity of the 800V high voltage battery is 93.4 kWh. Taycan drivers can comfortably charge their cars with up to 9.6 kW of alternating current (AC) at home using a standard SAE J1772 connector.

The EPA range estimate for North American market is pending for both vehicles.

Pure exterior design with Porsche DNA

With its clean, pure-Porsche design, the Taycan ushers in a new era. At the same time, it retains the unmistakable Porsche design DNA. From the front, it looks particularly wide and flat with highly contoured wings. The silhouette is shaped by the sporty roofline sloping downward to the rear. The highly sculpted side sections are also a strong characteristic of Porsche styling. The sleek cabin, the drawn-in rear C-pillar and the pronounced shoulders of the rear wings result in a sharply emphasized rear, typical of the brand. There are also innovative elements such as the glass-look Porsche logo, which has been integrated into the light bar at the rear. With a coefficient of drag value as low as 0.22, the aerodynamically optimized basic shape makes a significant contribution to low energy consumption and thus long range.

Unique interior design with a wide display screen band

The cockpit signals the start of a new era of interior design at Porsche with its clear structure and a completely new architecture. The free-standing, curved instrument cluster forms the highest point on the dashboard. This places a clear focus on the driver axis. A central, 10.9-inch infotainment display and an optional passenger display are combined to form an integrated glass band in a black-panel look. All user interfaces have been designed from scratch for the Taycan. The number of classic hardware controls such as switches and buttons has been greatly reduced. Instead, control is intelligent and intuitive – using touch operation or the voice control function, which responds to the command “Hey Porsche”.

With the Taycan, Porsche offers an entirely leather-free interior option for the first time. Interiors made from innovative recycled materials underscore the sustainable concept of the electric sports car. “Foot garages” – recesses in the battery in the rear foot well – ensure seating comfort for rear seat passengers while allowing the typically low roof height found on sports cars. Two luggage compartments are available: the front compartment has a capacity of 2.8 cubic feet and the rear 12.9 cubic feet.

Innovative drive motors and a two-speed transmission

The Taycan Turbo S and Taycan Turbo have two exceptionally efficient electric machines, one on the front axle and one on the rear axle, thus making the cars all-wheel drive. Both the range and the continuous power of the drive system benefit from the highly efficient permanently-excited synchronous machines. The electric machine, transmission and pulse-controlled inverter are each combined into a compact drive module. The modules have the highest power density (kW per cubic foot of package space) of all electric powertrains on the market today. A special feature of the electric motors are the “hairpin” windings of the stator coils. This technology makes it possible to incorporate more copper in the stator, increasing power output and torque while maintaining the same component volume. The two-speed transmission installed on the rear axle is an innovation developed by Porsche. First gear lets the Taycan prioritize acceleration from a standing start, while second gear, with its long gear ratio, ensures high efficiency and equally high power reserves while traveling at high speeds.

Centrally-networked chassis systems

Porsche uses a centrally-networked control system for the Taycan chassis. The integrated Porsche 4D Chassis Control analyses and synchronizes all chassis systems in real time. The innovative chassis systems include adaptive air suspension with three-chamber technology including PASM (Porsche Active Suspension Management) electronic damper control, as well as the optional Porsche Dynamic Chassis Control Sport (PDCC Sport) electromechanical roll stabilization system including Porsche Torque Vectoring Plus (PTV Plus). The all-wheel drive control with two electric motors and the recuperation system are unique. At up to 265 kW, the potential recuperation power is significantly higher than that of competitors. Driving tests have shown that approximately 90 percent of everyday braking is performed by the electric machines alone – without the hydraulic brake system being activated.

Multiple driving modes allow drivers to tailor their experience on the road. The different mode profiles follow the same philosophy as in other Porsche model series, but is supplemented by a special setting which maximizes efficient operation. The four driving modes that are available include “Normal”, “Sport”, “Sport Plus”, and “Range”. In addition, individual systems can be configured as required in the “Individual” mode.

A world premiere on three continents at the same time

The world premiere of the Porsche Taycan took place simultaneously in North America, China and Europe. The most important sales markets of the new electric sports car are on these three continents. The event locations are also a synonym for three ways of sustainable energy management: Niagara Falls at the border between the US state of

New York and the Canadian province of Ontario representing hydropower, a solar farm in Neuhardenberg near Berlin representing solar power and a wind farm on Pingtan Island, less than a mile from the Chinese city of Fuzhou in the province of Fujian representing wind power. We perceive these natural forces with all our senses in exactly the same way as we experience the impressive power delivery of the first all-electric sports car from Porsche. This one-time triple event was broadcast worldwide via live stream on [NewsTV.porsche.com](https://www.porsche.com/news/NewsTV).



Photo at top left: Chao Li who drives the Porsche Carrera in the Asia Cup since 2012. **Photo at top right:** Mark Webber, Porsche Brand Ambassador since 2016. **Photo at center left:** The Taycan in New York. **Photo at center right:** Porsche CEO Oliver Blume. **Photo at bottom left:** Porsche Vice President of Design Michael Mauer. **Photo at bottom right:** The Taycan at Niagara Falls.



New Porsche Taycan sets a record at the Nürburgring-Nordschleife

Stuttgart/Nürburg. Porsche sets new standards for four-door, all-electric sports cars on the Nürburgring-Nordschleife. Consequently, test driver Lars Kern conquered the legendary track, famously known as the Green Hell, in seven minutes and 42 seconds. The lap time was set over the 20.6-kilometre course that's usually used for record attempts. During the attempt, Lars Kern drove a pre-series Taycan.

"The Taycan is also suitable for race tracks and it convincingly proved that here on the world's most challenging circuit," Kern explains. "Again and again, I am impressed at how stable the all-electric sports car handles in high-speed sections, such as Kesselchen, and how neutrally it accelerates from tight sections, such as Adenauer Forst."

"The Taycan mastered its Triple Endurance Run superbly. First, our electric sports car demonstrated the reproducibility of its performance as part of a strenuous test involving 26 successive acceleration runs from zero to 200 km/h. Then it completed 3,425 kilometres within 24 hours in Nardò without any issues and now the record at the Nürburgring-Nordschleife," remarks Stefan Weckbach, Vice President Product Line Taycan. "Numerous factors contribute to this performance and the efficiency of the powertrain, also at high speeds. These include the chassis systems that react within a fraction of a second as well as the outstanding aerodynamics."

Development engineers started driving a Taycan around the Nürburgring-Nordschleife at an early development stage in a simulator, so that they could test and evaluate its performance on a virtual race track. In this process, one of the main goals was determining electric energy with thermal management, which form an important contribution to achieving the lap time.

Previously: 24-hour endurance run and a series of accelerations

The Taycan can do both, race track and endurance run: in 24 hours Porsche covered a distance of exactly 3,425 kilometres in a prototype part of a test at the Nardò (Italy) high-speed track. This roughly equates to the distance from Nardò to Trondheim in Norway. In sizzling temperatures at the southern Italian test track, the speed was between 195 and 215 km/h. In peak outside temperatures of 42 degrees Celsius and a track temperature of up to 54 degrees Celsius, the Taycan prototype proved its long-distance qualities even before the series production launch. The test was completed without interruptions, as the prototype merely had to pause for quick charging stops and driver changes.



And at the end of July a pre-series vehicle accelerated from zero to 200 km/h no less than 26 successive times down an airport runway. The average acceleration figure from the timed runs was under ten seconds. The difference between the fastest and slowest acceleration runs was 0.8 seconds.

The new Taycan: the first all-electric sports car from Porsche

A whole range of technical features guarantees an impressive race track performance of the Taycan:

- The Taycan has two exceptionally efficient electric motors on the front and rear axles and therefore features all-wheel drive. The all-wheel drive and traction control systems operate significantly faster than conventional systems. For example, if one wheel has more slip, the electric motors regulate it within a fraction of a second.
- The integrated Porsche 4D-Chassis Control analyses and synchronises all chassis systems in real time. The innovative chassis systems include adaptive air suspension with three-chamber technology including electronic damper control PASM (Porsche Active Suspension Management), as well as the Porsche Dynamic Chassis Control Sport (PDCC Sport) electromechanical roll stabilisation system, including Porsche Torque Vectoring Plus (PTV Plus). The record-breaking car also featured rear-axle steering and 21-inch tyres.
- The Taycan is the first production vehicle with a system voltage of 800 volts rather than the normal 400 volts for electric cars. The benefits include high levels of consistent performance.
- The driving modes profile of the new Taycan offers special settings to make full use of the all-electric drive's properties. In "Sport Plus" mode, driver requests are implemented in an extremely dynamic way. As a result, the battery's cooling and heating strategy has been designed for maximum performance. At the same time, the cooling air flaps are opened, the rear spoiler is extended early on for minimal lift, while the chassis set-up becomes optimised for maximum race track performance, and the suspension permanently set in the lowest position.



Live ... From The IAA Exhibition In Frankfurt

Northlander has a correspondent in Frankfurt. Andreas Detloff was at the show and witnessed the excitement around the Taycan. As you can see from the photographs Andreas has sent us, live from the exhibition, there was a party atmosphere. The Taycan has been kept under wraps for ages and specifications were not released until the last moment. You might think such a “slow release” would offset any enthusiasm at the final unveil. Clearly not the case.



More Taycan info:

<https://www.youtube.com/watch?v=Fck8SsamdEw>

<https://www.youtube.com/watch?v=TP9kokeyxGU>

<https://apple.news/AzjSutUltQMSkvKlqwtJbEA>





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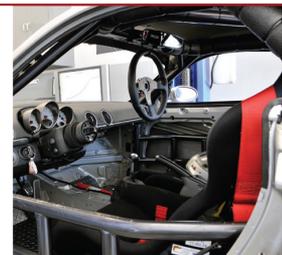


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Drive, She Said

By Danielle Badler

I almost didn't go this year. I got the list of vehicles for journalists to drive in the annual Rocky Mountain Driving Experience (RMDE) and was grossly underwhelmed.

Out of 17 vehicles, nine were either trucks or SUVs. This is the largest non-car slate I've seen, and I've been going for at least seven or eight years.

What to do? Well, there WAS on the list a BMW M850i convertible ... which, I must admit, might have been enough for me ... as well as a Dodge Challenger R/T Scat Pack Widebody. But then the list of non-truck or SUV vehicles took a lack of interest nose-dive.

Of course, no Porsche representation. They've never participated, in all my years of attendance. And no Mercedes this year. Nor Audi. Nor GM. Nor Ford. It seems like these events are beginning to go the way of car shows. Are we increasingly reflecting an increasing lack of enthusiasm for all things motive? Increasing belt-tightening by the manufacturers? Well, I could ask my fellow scribes.

And, hey, we were heading south from Denver, over luscious back roads that I know well. For most of the two days, we'd be going somewhere, swapping vehicles every half hour or so. With much less time to follow a boring loop around the base hotel than we've done in the past.

Expenses were all taken care of. And then there would be the reps. The factory reps would all be there, for my never-ending game of "please confirm or deny the rumor." Which never gets anywhere. But it's fun to ask.

IS there a new Z-car in the pipeline? The Nissan rep wouldn't budge. Wouldn't it be great if we had a new Supra? The Toyota rep said she tried. Why not a new WRX STi? The Subaru rep shrugged. Will Hyundai build a real sports car? I got another shrug.

Oh well. There was just one thing left to do. Drive. It should be noted that not one vehicle this year had a manual gearbox. Last year there were three. It took me a few driver changes, but I did get into the Bimmer. And, wow, I hadn't seen one in the flesh before. Compared to the 6-Series, it looked much more "of a piece," meaning less bulbous, with less wasted space, much more emphasis on "pure sang" performance. A true new take on the old 8-Series.

How did it drive? Well. I kept catching up on other vehicles. I know, no surprise. So I kept laying back, giving space, in order to have some running room, if you know what I mean, and I think you do. Playing around that way, the machine, with the 4.4 liter twin-turbo V8 making 523 hp, closed the gap in ... seconds. With no turbo lag. The thing is maybe not as physics-defying as the M5 that BMW lent us last year. But it was honestly hard to tell on two-lane roads. This really is a bona fide range leader, with proportionate presence. And, with an MSRP around \$130k, you could buy, what, two Bentley Continentals for the same money? Two Ferrari Portofinos? How cost-effective!

Same for the Dodge Challenger. Roughly \$49k MSRP. A 6.4 liter V8 putting out 485 hp. Running 305 rubber on 20-inch rims. Fender flares and all. Do you really need a Hellcat? On the street? This has to be one of the best performance bargains on the planet today.

Although, well, I'll say it. It's big. You really feel the mass, especially against a comparable Camaro or Mustang. It looks burly and mean. And drives the same way. Oh, it handles, more or less. But so does an X5M. For, what, half the money. On the other hand, against a Hellcat, which we've had the previous two years, it's a fuel-sipping eco-device. The choice, dear driver, is up to you.

A Mopar rep was at the event and, before dinner, she gave a presentation on how their performance derivatives, like the Challenger and their Mopar Ram are assembled. Turns out you order all the doodads and froufrous you want, light bars on the truck and so on, and they take the assembled vehicles to special assembly facilities where the extra work is done, by hand, before delivery.

It's an interesting approach. This way, the aftermarket is theirs, and your cost is included in whatever financing you're using. With a factory warranty and no need for dealer installation. It comes delivered, as you want it.

A second presentation was made by the Nissan rep. On the 2020 Versa. I know. But don't yawn. The thing was amazing. Back-up camera. Lane departure warning. Rear cross traffic alert. Rear automatic braking. Blind spot warning. Heated outside mirrors. And so on and so forth. All that stuff. Loaded. For under \$20k. I think it's safe to say the trickle-down effect of tech has trickled down, at least at Nissan.

On the drive back to our base, I drove the 2020 Subaru Outback. With the Subaru rep. We had a nice, wide-ranging conversation. Turns out he handles communications for all the current Subaru products. What I found most interesting, however, is that he came to his current job from Chevrolet, where he specifically handled the Corvette.

What? I know. He basically walked away from the launch of the mid-engine C-8, not long before the actual launch. I asked him why. He reminded me he now handles all of Subaru. But the Corvette launch is a once in a lifetime thing, quite possibly never to be seen again ... he nodded and reminded me again that he now handles all of Subaru's products.

It was that kind of an event. He asked me how I liked the Outback. I hadn't thought about it. It was a vehicle.

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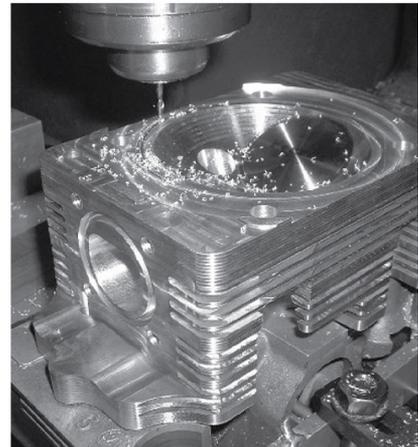
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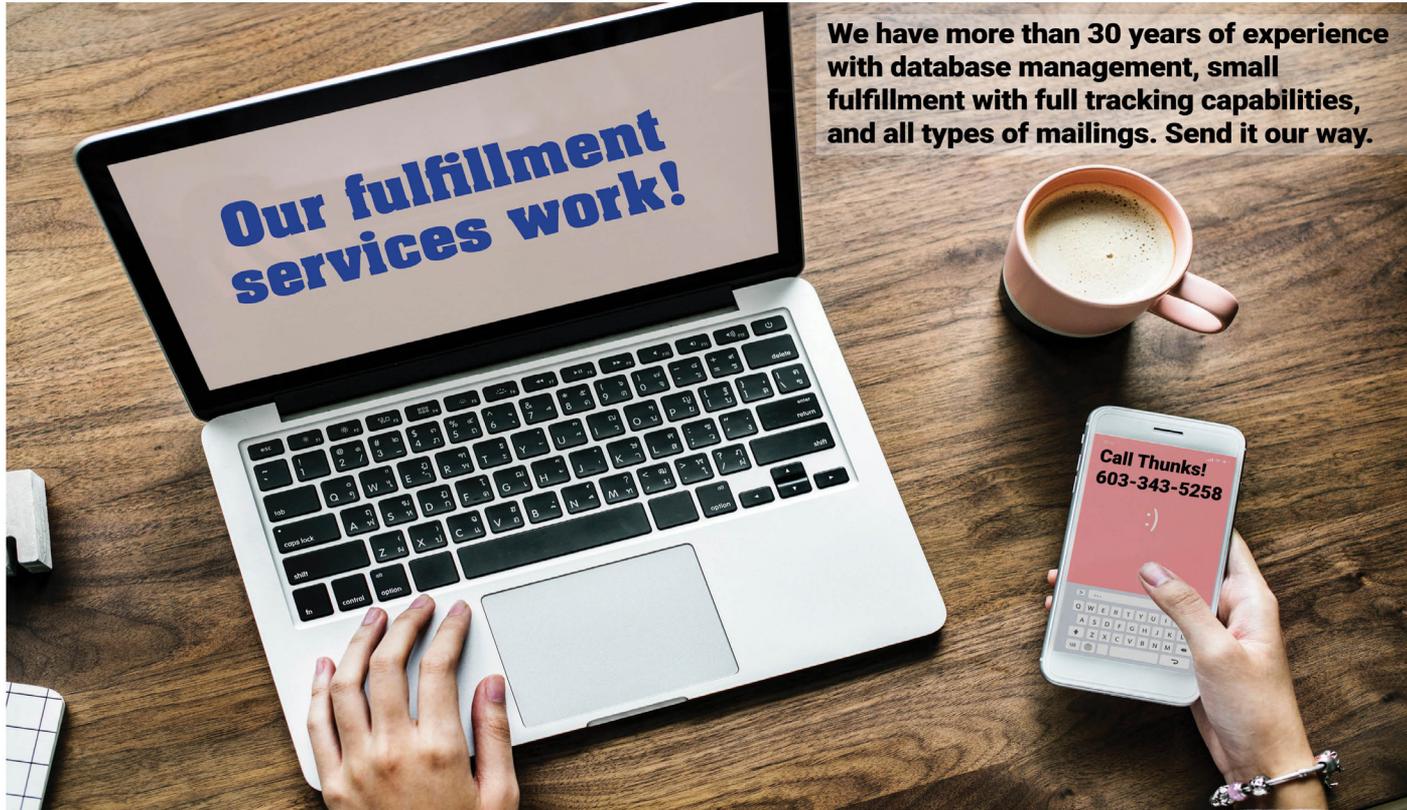
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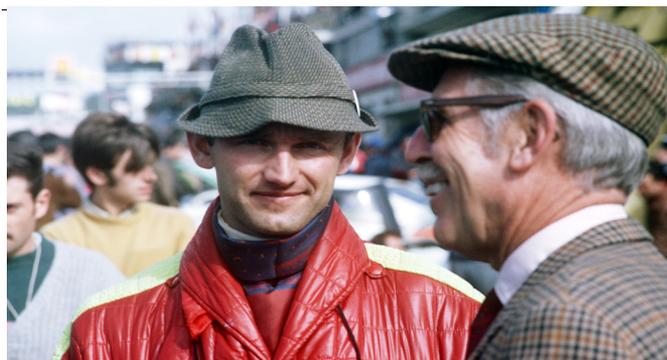
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BTW



Ferdinand Piëch, former Member of the Supervisory Board of Porsche AG, died on 25 August 2019 at the age of 82. "The news of his death represents a very sad loss for us. Our thoughts are with Ferdinand Piëch's family," says Oliver Blume, Chairman of the Executive Board of Porsche AG. "His love of cars and his constant desire to drive forward technical progress will never be forgotten. Piëch was an automotive man through and through," according to Blume: "We thank him for his passion and the courage with which he led Porsche to outstanding engineering achievements. Through strategic decisions, he laid the foundations for successful development of our company."



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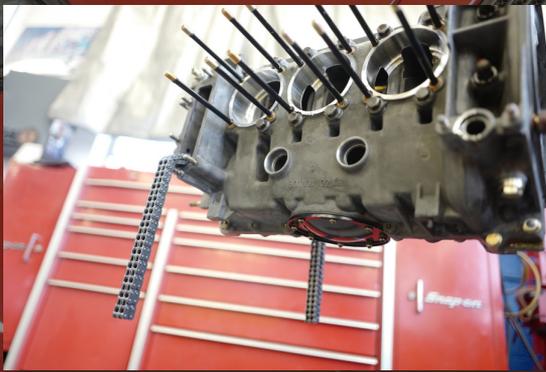
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