

# **NORTHLANDER**

**NORTH COUNTRY REGION  
PORSCHE CLUB OF AMERICA**

Volume 41

Number 4

May

2018



## **IN THIS ISSUE:**

2018 DE SEASON OPENER

2018 AUTOCROSS SEASON OPENER

AND ... MUCH MORE



## 2<sup>nd</sup> Annual

**Porsches In The Park**

Down East Region Porsche Club of America

Fundraiser to Benefit The Dempsey Center

Come and join us on Saturday, July 21 at Bug Light State Park from 11 AM to 2 PM as Porsches gather along the magnificent rocky coast of Maine in an all Porsche car show to benefit the Dempsey Center. The Dempsey Center provides free support services to anyone impacted by cancer. Last year 100 Porsches participated and this year we are expecting more than 150 cars.

There will be Porsches from all over the northeast with models ranging from the classic 1960's model 356, to the latest Porsche 911's, Panamera's, and SUV's. Air-cooled, water-cooled, rear-engine, front-engine and mid-engine. They'll all be there! This will be the largest gathering of Porsches in Maine since 1986.

This will be car enthusiast heaven. Most people will never have the opportunity to see so many iconic cars in one place. And all money raised will go to the Dempsey Center. Food will be available for purchase from various food trucks and there will be opportunities to buy Porsche memorabilia as well as to talk cars with the people who own them and love them.

The fee for exhibiting is \$30 per car if you pre-register and \$40 per car at the gate. To register, click here.

<https://clubregistration.net/events/signUp.cfm/event/9010>.

This event is open for viewing by the public with a requested donation of \$5 per attendee. Children are welcome and those under 12 are free. Please join us for what has become Maine's car community's most exciting car show of the summer. And all to benefit the Dempsey Center.

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**NORTHLANDER**

**NORTH COUNTRY REGION  
PORSCHE CLUB OF AMERICA**

Volume 41                      Number 4  
MAY                                      2018

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  - May 18                      48 Hours At The Glen
  - May 20                      Autocross #2
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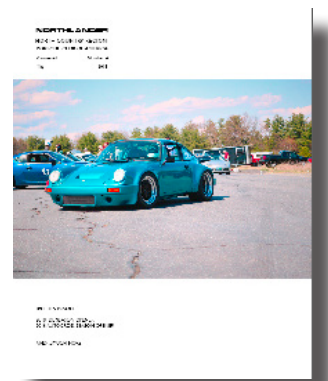
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**On the Cover**

Amriel Lucier went to the Autocross season opener and used her dad's camera to take some excellent shots ... and not just of the cars.

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Photograph by Amriel Lucier.



## BOARD

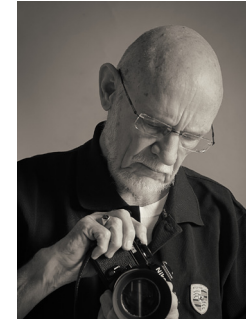
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## EDITORS' DESK



Last month I wrote a complaint about the lack of daffodils in NH for April. My complaint must have been heard ... April 18 I arrived in Wales and in the following three days I saw more dafs than I have in my long lifetime. But Wales is not just daffodils ... it has to be one of the most beautiful and friendly places I have found outside Tasmania. One of my travel colleagues, Hayley, noted it is a country of daffodils, sheep, and roundabouts. It would be a great Porsche driving experience.

My reason for being in Wales was a sad one ... we were there to spread the ashes of my friend Ian. It was a sentimental event and it had brought together many friends from far flung places. Ian would have been happy with our gathering and following his wishes to the letter.

From Wales I ventured on to Tetsworth near Oxford to meet up with my Aussie friend Anthony. We had not seen each other since nine years ago in Melbourne. You may recall Anthony builds the replica 917 and 908 with his father Andrew and brother Tim. He also provided the *Northlander* Jan/Feb cover this year. Our meeting was a lot of Porsche talk over fish and chips and a couple of pints. There was nice surprise for me: Anthony was able to bring along Ian Wagstaff. Ian, you may

recall, has written many Porsche books and two of them were reviewed in *Northlander*. We three sat from 6:30pm until 10pm chatting ... Ian's stories could fill a book and although I did not record or take notes I think I can recall enough to make a readable article for next month's *Northlander*.

And from Tetsworth I went on to London and then by train to Brighton to visit the Brit portion of my family. I had a great time visiting family members and looking at some super Brit landscapes. And of course the wonderful Brit pubs. Ever had a beef and ale pie with mashed, and, two pints? Great stuff! Brilliant!

But where are the Porsches in this story? There is a 908 Anthony is building, a visit to a GT3, and while I was in Brighton someone parked a Boxster at our front door, with the English Channel just 10 metres behind it ... my souvenir Porsche pic was handed to me.

As I write here it is 10h00 Sunday morning ... I fly back to USA tomorrow ... a folder on my laptop has the *Northlander* material submitted while I have been away and it will be in our May issue layout by Tuesday.



Beef and Ale pie with mashed ... at the Tiger Pub near The Seven Sisters cliffs.

And ... the Brighton Boxster under a very Brit sky.

More Porsche material from the trip next month.



## PRESIDENT



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

I am happy to report that our season opener at NHMS was a great success. Special thanks to Pat Maloney and the DE team. Including all of our instructors and staff that work so hard to produce and ensure that all of the participants are taken care of. We had 25 new Purple and Green group participants attending. We are all looking forward to seeing some fresh enthusiastic members as the driving year moves forward. So thank you to all participants for supporting the DE program. See you soon!

On a side note a couple weeks back I was watching an episode of New Hampshire Chronicle ... out of the corner of my eye I spotted a story of a Russian American that was making bread in Chester, NH. So the other day I was driving through Chester, NH on my way back from delivering supplies for the Car Control Clinic at NHMS. I stopped in expecting to purchase a fresh loaf of bread to take me back to my childhood when a fresh loaf of bread was a something extraordinary and a gift. So I bought a loaf of Russian Rye and a loaf of Jewish Wheat Bread, I spent \$ 7.00. When I got home my wife asked me what my expectation was for supper. We settled in on eggs n' toast. She had the Jewish Rye and I had the Russian wheat. Three days later I made French toast for supper with the Russian Wheat, pure maple syrup, and whipped butter. Best French Toast I have ever had, not even close. There is a fine art to producing even something as simple as a loaf of bread.

We all have many cars to choose from. You and I have chosen to drive a Porsche. It's not as simple as baking a loaf of bread, but Porsche has engineered their cars to be the best without compromise on any given day. That attitude has made a difference and it shows up every time we drive our cars. Thanks to Porsche for their dedication and devotion to be the best...

See you all soon, - Jeff Torrey / 2018 President NCR-PCA



# DE

DRIVER'S EDUCATION



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

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

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

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

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

To register click [here](#)



## Judy Hendrickson **LOOKING BACK**

As this is our 40th Year as a region I am perusing the 1978 Northlander Archives for a "Look Back" on our beginnings. As such I am reprinting below extracts from the May 1978 Northlander for a glimpse of whom we were then.

From President Michael Grishman's column:

Speaking of Bryar (ed note: now NHMS), Mary and I have just returned from a full weekend at Bryar. Saturday was the first drivers school of the season sponsored by the Northeast Region. The North Country Region was there in force, Mitch Manseau, Dick Currier, Gary Tito, Mary Staley, our newsletter editor Jim Smith and his wife Jody; and myself.

The Calendar:

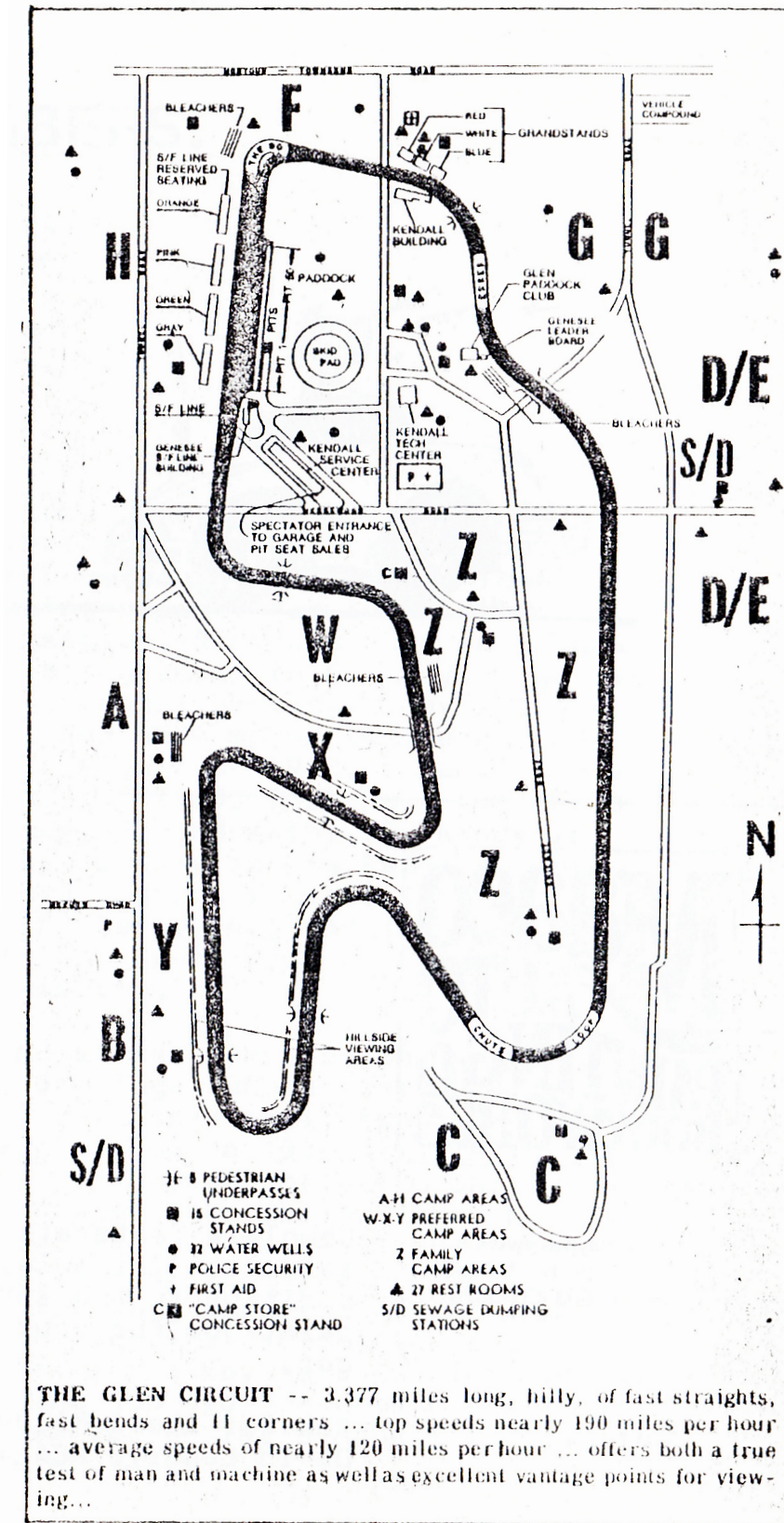
May	7	Autocross — Pease AFB	NCR
	14	Autocross/Driver's School — Orange Airport	NER
	20-21	Autocross/Driver's School — Pease AFB	SAC
June	4	Autocross — Pease AFB	NCR
	4	Autocross	DER
	3-4	Driver's School/Autocross at Bryar	COM
	9	Pre —Watkins Glen Chalkboard Session	NCR
	24-25	48 Hours of Watkins Glen PCA	
	25	Autocross — Pease AFB	SAC
July	8-9	Driver's School Autocross at Bryar	COM
	9	Autocross — Pease AFB	SAC
	10-16	'78 Parade at Aspen	PCA
	16	Autocross — Pease AFB	NCR
	29-30	Bryar Bash — Driver's School/time trials at Bryar	NER

SAC was the Seacoast Auto Club and COM is Corvettes of MASS, but they have since dropped the long name and just go by COM now.

The above is just a sampling as there was a full calendar of events listed thru October 1978.

First Ever Autocross: May 7, 1978, Pease AFB, Newington, NH. Registration/tech: 10:00AM, First Car Off: 11:00 AM. Registration: \$5.00 NCR members, \$6.00 all others. Pack a lunch and thermos and participate! (Ed note: There were detailed instructions for Entry onto the Air Force Base and the Autocross area — which was an area of the B-52/KC-135 ramp area — aggressive concrete.)

Watkins Glen before the Bus Stop was introduced:



There was an extensive article by Mitch Manseau, NCR Treasurer, on his experience at the Nürburgring. Enjoyable, but at seven pages I will await our esteemed editor's guidance on reprinting. Scuderia Hanseat is still an active program for participation at the Nürburgring.



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

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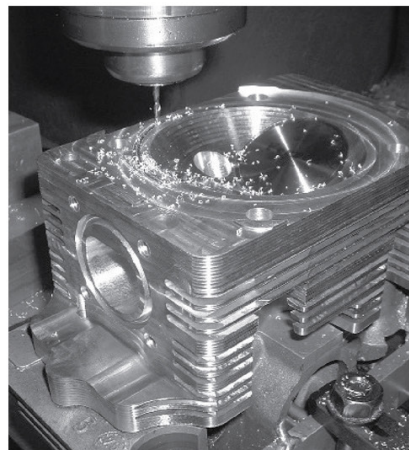
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# Rally Corner

By The Rally Team

Despite weather trends of late, we remain confident that Spring will eventually show her face, warm weather will arrive, winter's potholes will get repaired, cobwebs will get knocked off your Porsche, and NCR Rally / Tour season will begin with Event #1 on May 12. Planning is complete courtesy of Pam and Alan Kirby, so we are about ready to roll.

We made an excursion to Saratoga Springs, NY a couple weeks ago to rerun the route we will take on our tour during the Spring Get-A-Way. Where else can you expect to drive Fiddlers Elbow Road, or Stump Church Road, or even drive through Spook Hollow? Join us for the Spring Get-A-Way to find out.

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

We expect to run a route check soon, just prior to opening registration for our one-day Bonus Event to intersect The Great Race, a 9-day TSD rally running from Buffalo, NY to Halifax, NS. While enjoying lunch options beside Mt Washington, we will view 120 vintage cars, chat with crews, and soak up the race atmosphere. Come join us.

## NCR Rally / Tour Event Calendar for 2018

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



Stretching our legs during 2017 season opener in Vermont. Photo by Harv Ames



Shared wisdom during 2017 season opener in Vermont. Photo by Harv Ames

# NCR DRIVER'S ED 2018 SEASON OPENER

Photographs by Anker Berg-Sonne



Anker covered the DE season opener with his new Nikon D850 and his 200 - 500 lens. Super shots with a new perspective made by the long 500 focal length.

The event had blue sky ... auspicious for the coming season ... we hope.

If you read Jeff Torrey's **Just Around The Corner** on page 6 you will find a summary of the event.

continued on page 14...





# NCR AUTOCROSS 2018 SEASON OPENER

Photographs by Amriel Lucier



Amriel Lucier ... Ollie's 11 year old daughter ... took her dad's Canon and did a shoot at the Autocross season opener. Her photography skills make a really refreshing coverage of an event which has been photographed so often. Amriel has also captured the people who make up our Autocross scene with a candid approach any experienced photographer will envy.

Perhaps it is time Ollie bought his daughter her very own Canon. :-). She deserves one.

And will we see more photographs by Amriel during the season? The *Northlander* editor certainly hopes so.

Great pics!



# The Boomerang 944

Story by Jim and Jay Gratton



## PART 1 By Jim Gratton

In 1987, Deb and I were looking for a used sports car. We wanted an activity we could share and enjoy as a family. My brother Steve had recently purchased a 1977 Porsche 3.0 Carrera. He raved about the car's handling, power and looks. The thought of owning a Porsche had always been something we had discussed. The back seat of a 911 is tight, but with two small children it would suffice for a few years.

A 1966 912 seemed to fit our budget and was practical. After purchasing the car, it was found to have a great deal of rust. It was sold and our quest for the right Porsche continued. A 1970 911T from Arizona (no rust) was sent to Pine Hill in Berwick, Maine for a pre-purchase inspection. While at Pine Hill, we struck up a conversation with Forest Sewell (Pine Hill mechanic and NCR officer). He told us of a customer's gemini gray 1983 944 that was for sale. It was at the shop and "would we like to take it for a test drive?" Sport seats, air conditioning, slightly bigger back seat, 13 years newer than the 911T and less money were deciding factors for us. We bought the 944.

For the next 12 years, the 944 was the family's pride and joy. We did every rally NCR offered, became involved in DE, participated in multi-event week-ends (autocross, rallying, tours, etc.). DE became a center piece as Limerock, Mt. Tremblant, Watkins Glen and NHMS became focal points of our summer travel. We drove the car to and from track events while enjoying the comradery of fellow NCR members. We had a group of 944's in the club owned by Ellen Beck, Jerry Austin and Scott Martineau. The four of us would run as a pack, trying to pass, outsmart and just have a great time with our 944's.

In 2000 we decided to sell the 944 and look for a 911. The gemini gray 944 had a very good reputation among fellow NCR members. It was sold to NCR member Dr. Judi Boule.

## PART 2 By Jay Gratton

Growing up my first introduction to the Porsche world was my Uncle Steve's 1977 Carrera 3.0. I was immediately taken by the look, sound and performance of his car and thankfully, so was my father and the search for a Porsche 911 had begun ... or so I thought.

Needless to say, when my father brought home this 1983 944 instead of a 911, I was a little disappointed. My friends didn't have posters of 944's on their bedroom walls; they had 911's. However, my parents were happy and they loved this little 944. Over time even I grew to accept and appreciate the car. I learned how to drive a clutch in it, I took it to one of my high school proms and participated in a number of driver education events in the car.

When my father sold the 944 in 2000, I could tell he was emotional about the sale. Even though he was selling the car to finally purchase his 911, he put on a strong front that it didn't bother him. But my mother, my sister, and I knew he was upset. He was always proud of that car and even to this day any PCA or car story he tells isn't about the 911 ... it is about his old 944. We all knew he missed his car.

Every few years since 2000, I would reach out to Judi Boule to see how she and her kids were doing and of course I would ask about the 944. In 2014, I let Judi know that if she ever decided to sell the car, I would like to have the first opportunity to purchase the car back. I always dreamed of buying my father a car someday as a symbol of my appreciation and love for him. This past March, I reached out to Judi for the first time in four years to see if she still had the car. I was pleased to hear she still had the car and even more pleased to hear she was considering selling it. I was giddy with the possibility of not only buying my father a car, but buying back his old friend. Knowing what the car was roughly worth, I was not optimistic Judi and I could find an appropriate price that would be fair to her and keep my marriage to Jaime intact. However, Judi couldn't think of a better family for her beloved 944 to find a home with, so when an extremely generous price was given, I immediately informed her the car was sold!

I called my dad a few hours later and informed him I had found a 1983 944 that was too good to pass up, and I bought it. My dad replied, "You bought a '83 944 like my old car?" I told him the car had the sports package with sports suspension and black leather sport seats. "My car had those options too!" my father replied. He asked me what color it was and I said, "It is some grey color ... I think it is called Gemini Grey or something." My father started laughing, "My car was that color!" At this point he had still not put it together and was filling my mother in on what I had bought now. While he was telling my mother I had bought another car, I informed him, "Well, it sounds a lot like your old car because, it is your old car and I want to give it back to you." I had to ask my dad if he was still there because he was silent. He simply stated, "You bought me back my old 944?" ... "Yes Dad, I wanted you to have it back. Thank you for everything you have done for me."

Jump forward two or three weeks and my two year old, Sam and I were in Keene, NH at Judi Boule's house for the first time in 18 years. The last time I was at her house, I was dropping the 944 off with my dad and friend Matt Romanowski. Judi explained while she still enjoyed the car, she simply wasn't driving it and she wanted it to be enjoyed again the way the 944 deserved. Having not seen the car in almost two decades, I hoped for the best, but prepared myself for the worst. Thankfully, the car exceeded my expectations, it looked amazing. I walked into her garage and was taken aback at how good it looked. It truly looked exactly the same as the last time I saw it. The sound of the driver's door opening sounded the same, the feel of the sport seats felt the same and the car was like getting back into an old favorite pair of slippers.

I loaded the car onto the car trailer and thanked Judi over and over again for her generosity and how she was helping me fulfill a lifelong dream of presenting my father with a car and not just any car. Once home, I unloaded the car and FaceTimed with my dad and mom who were still in Florida for the winter. I walked around the car showing them how well it had aged and I could see and hear how giddy my father was to see his old friend back. I find it amusing that this car which I was never really impressed with growing up, was now my greatest automotive purchase.

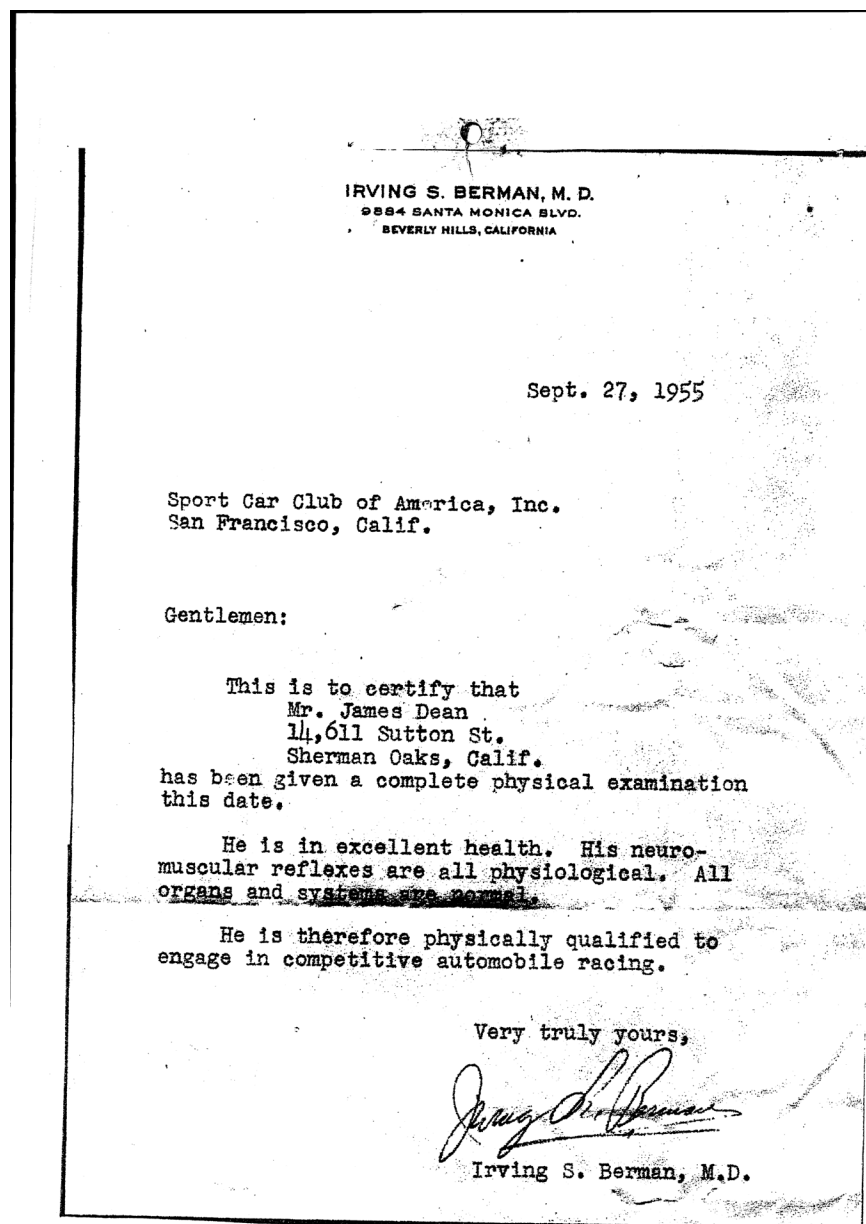
As I have grown older, I have come to appreciate the sentimental feeling one can have for a special automobile. This car took my family and I on countless NCR rallies, Sunday morning breakfast runs, late night trips to our cottage in Boothbay Harbor and numerous hours washing it in the driveway with just my dad and I. Dad, I get it now, I really do understand why this car represented more to you than just transportation. Our family of four, really did grow up in this car. I hope this second chapter with the old 944 is as good for you as the first chapter was.

Enjoy the ride Mom and Dad, I hope you are able to take your grandchildren for a few Sunday morning breakfast runs this summer in the 944. Maybe my sister Janet and I can meet you all there in your 911.

Drive safely everyone! - Jay

Interesting Tidbit....

One of our NCR members, Peter Poor, shared the following letter that came with his 911 Porsche. The source of the letter is unknown, but the letter is interesting. It's addressed to the Sports Car Club of America and states that James Dean was qualified to engage in competitive racing. The letter is dated 3 days before James Dean's tragic car accident.



Palmer Motorsports Park and the Northeast Region of the Porsche Club of America invite you to



# PORSCHE

## SHOW - SWAP MEET

# EXHIBITION

2ND ANNUAL



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Text and photographs by Presse Porsche

## Porsche hybrid race car is faster than Formula One

On April 9, an evo version of the Le Mans winning Porsche 919 Hybrid established a new track record at Spa-Francorchamps. Porsche works driver Neel Jani lapped the 7.004 kilometre long Belgian Grand Prix Circuit in the Ardennes mountains in 1:41.770 minutes. The 34 year old Swiss has beaten the previous record by 0.783 seconds that was set by Lewis Hamilton (GB) at the wheel of a Mercedes F1 W07 Hybrid. Hamilton's lap of 1:42.553 minutes dates back to August 26 in 2017 and secured him pole position for last year's F1 race. Jani achieved a top speed of 359 km/h and an average speed of 245.61 km/h on his record lap that he started at 10:23 hrs. Ambient temperature was 11° Celsius, track temperature was 13° Celsius.

Fritz Enzinger, Vice President LMP1: "This was an absolute fantastic lap – an outstanding drivers' performance from Neel and the result of great engineering. Today's track record impressively proves the ultimate performance of the most innovative race car of its time. Our target was to show what the Porsche 919 Hybrid is able to do when we loosen the restrictions that normally come from the regulations."

Team Principal Andreas Seidl: "This additional success is the result of the LMP team's hard work and a proud day for the engineers. One can only congratulate Neel and the entire crew for achieving it. All six 2017 LMP1 drivers contributed to the project. It was our target to show the Porsche 919 Hybrid's abilities when we ease the restrictions that came from the World Endurance Championship regulations."

With the 919 Hybrid, Porsche has won the Le Mans 24-Hours from 2015 to 2017 three times in a row as well as the world champion titles for both, manufacturers and drivers, in the FIA World Endurance Championship (WEC) during the same years.

Neel Jani: "The 919 Evo is brutally impressive. It is definitely the fastest car I ever drove. The grip level is at a fully new dimension for me, I couldn't imagine this amount beforehand. The speed on which everything happens on a single lap with the 919 Evo is that fast that the demand on reaction speed is very different to what I was used to in the WEC. We are not only faster than the F1 pole from 2017. Today's lap was twelve seconds faster compared to our WEC pole position from last year! We have had three very intense days at Spa. Today I knew on the very first lap in the morning that the car's performance was super. The race engineers did a great job setting up the car and the Michelin tyres are sensational. A big thank you to Porsche for this experience."

## Unchained for the record

The technical regulations from the FIA for the WEC and Le Mans successfully delivered close competition between the conceptually very different class 1 Le Mans hybrid prototypes entered by Audi, Porsche and Toyota. As a consequence this never allowed the question – what would be the potential of the Porsche 919 Hybrid if it wasn't chained by the limitations – to be answered; until now.

Stephen Mitas, Chief Race Engineer LMP1, was heading the project: "It was kind of an engineer's dream come true for us", the Australian admits. "Having developed, improved and raced the car for four years, the guys had a very close relationship to it. We all knew, no matter how successful the 919 Hybrid was, it could never show its full abilities. Actually even the Evo version doesn't fully exploit the technical potential. This time we were not limited by regulations but resources. It is a very satisfying feeling that what we've done to the car was enough to crack the Formula One record."

To prepare the record car, the base was the 2017 world championship car. On top came developments that were prepared for the 2018 WEC but never raced after the end of 2017 withdrawal. Additionally, several aerodynamic modifications were made.

For the 'Porsche 919 Hybrid Evo' the entire hardware of the power train remained untouched.

The 919 is powered by a compact two-litre turbo charged V4-cylinder engine and two different energy recovery systems – brake energy from the front axle combined with exhaust energy. The combustion engine drives the rear axle while the electro motor boosts the front axle to accelerate the car with four-wheel drive. At the same time it recuperates energy from the exhaust system that otherwise would pass unused in to the atmosphere. The electrical energy that comes from the front brakes and the exhaust system is temporarily stored in a liquid-cooled lithium ion battery.

The WEC efficiency regulations limited the energy from fuel per lap by using a fuel flow meter. At the 2017 championship round in Spa, in the Porsche 919 Hybrid's final season, it could use 1.784 kilogram/2.464 litres of petrol per lap. The V4 combustion engine's output back then was around 500 HP. Freed from these restrictions, equipped with an updated software but running the regular race fuel (E20, containing 20 per cent bio ethanol), the 919 Hybrid Evo delivers 720 HP.

The amount of energy from the two recovery systems that could be used in Spa 2017 was 6.37 megajoule. This was by far below the systems' potential. On his record lap Neel Jani enjoyed a full boost of 8.49 megajoule – the e-machine's output increased by ten per cent from 400 to 440 HP.

The engineers also unchained the aerodynamics of the 919 Evo from the regulations. The new larger front diffuser now balances the new and very large rear wing, both of which have actively controlled drag reduction systems. The hydraulically operated systems trim the trailing edge of the front diffuser and opens up the slot between the rear wing main plane and the flap respectively in order to increase the aerodynamic efficiency of the Evo. Underneath the Evo the turning vanes and floor have been optimised with fixed height side skirts to increase the aerodynamic performance again as efficiently as possible. In total the aero modifications resulted in 53 per cent higher downforce and an increase in efficiency by 66 per cent (compared to the 2017 Spa WEC qualifying).

To help further expand the performance envelope, the super-fast Evo gained a four-wheel brake-by-wire system to provide additional yaw control. Furthermore, the power steering was adapted for the higher loads and stronger suspension wishbones (front and rear) were implemented.

Compared to the car in race trim, the dry weight was reduced by 39 kilograms to 849 kilograms. To achieve this, everything was removed that isn't needed for a single fast lap: air-conditioning, windscreen wiper, several sensors, electronic devices from race control, lights systems and the pneumatic jack system.

Porsche's multi-year tyre partner Michelin was immediately interested to work with a car that produces more downforce than a Formula One car. Keeping the tyre dimensions (31/71-18), the target was to increase the grip level significantly. Michelin developed new compounds to deliver the necessary grip with no compromise on safety.

The '919 Tribute Tour' continues

The record lap at Spa was the first appearance on the 919 Tribute Tour. It can next be seen doing a demo lap on the legendary Nordschleife before the start of the 24-Hours Nürburgring race on May 12. Drives at the Goodwood Festival of Speed (July 12 to 15) and the Festival of Porsche in Brands Hatch (September 2) will follow as well as the car's participation at the Porsche Rennsport Reunion in Laguna Seca, California (September 26 to 29).

## Porsche 919 Hybrid Evo - (919 Hybrid WEC)

### Specifications

#### Monocoque:

Composite material structure consisting of carbon fibre with an aluminium honeycomb core. The cockpit is closed.

#### Combustion engine:

V4 engine (90 degree cylinder bank angle), turbocharged, 4 valves per cylinder, DOHC, 1 Garrett turbocharger, direct petrol injection, fully load-bearing aluminium cylinder crankcase, dry sump lubrication

Max. engine speed: ≈ 9,000/min

#### Engine management:

Bosch MS5

Displacement:

2,000 cm<sup>3</sup> (V4 engine)

#### Output:

Combustion engine: 720 PS, rear axle (< 500 PS)

MGU: 440 PS, front axle (> 400 PS)

#### Hybrid system:

KERS with a motor generator unit (MGU) mounted on the front axle; ERS for recuperation of energy from exhaust gases. Energy storage in a liquid-cooled lithium-ion battery with cells from A123 Systems

#### Drive system:

Rear wheel drive, traction control (ASR), temporary all-wheel drive at the front axle via the electric motor when boosted, hydraulically operated sequential 7-speed racing gearbox

#### Chassis:

Independent front and rear wheel suspension, push-rod layout with adjustable dampers and Pitch Link System with actively controlled lockout system (no actively controlled lockout system in the 919 WEC version)

#### Brake system:

4-wheel brake-by-wire system (front-rear brake-by-wire system), monoblock light alloy brake calipers, ventilated carbon fibre brake discs front and rear.

Variable control of wheel torques to optimize the car balance (variable control of torque distribution front to rear)

#### Wheels and tyres:

Forged magnesium wheel rims from BBS; Michelin Radial tyres, front and rear: 310/710-18

**Weight:** 849 kg (888 kg including driver ballast)

**Length:** 5,078 mm (4,650 mm)

**Width:** 1,900 mm

**Height:** 1,050 mm



# No You Can't Drive Them

By Danielle Badler

It's really frustrating. You go to a new car show, and the streamers are flying, music's blaring, everything's reflected in mirrors and chrome. O the cars. They shimmer, they shake, they beckon. Which is of course the idea.

Except you can't drive anything.

Yeah, it's a tough one. On press day, I went to the annual car show again this year, here in Denver, and experienced what I call "looker's remorse" again, as expected.

Oh, FCA did offer short test drives around the perimeter of the convention center. But this was during the show, not on press day. And Jeep offered a micro-mini "off-road" course for their products, in the hall. But that was it.

I still like hopping in and out of the posed vehicles. Setting the seat and mirrors. Staring out and deciding the one question that, to me, rates far and above any other parameter. Can I drive this car fast?

The first time that simple test came to me was many years ago, when I had the opportunity to sit in a Ferrari Boxer. Not drive it, of course. We were in a convention hall, after all. Just sit in it. But that was enough.

This was the first Ferrari I ever sat in. Replete with a gated shifter and all. And, yes, after setting the seat and the mirrors, I knew, I just knew, that I could drive that car really fast. I fit.

The Corvettes were like that, this year. No ZR1. But they did have a ZO6. Fly yellow. And a base convertible. In black. And, yes, I fit.

I must say, out of all the new Vettes I've seen and driven, here's an observation. For what it's worth, black seems to work best as the color of choice. Because it masks all the black trim around vents and scoops that, to my eye, distorts the homogeneity of the exterior design. Especially something in yellow like the ZO6.

But the fact that there was no ZR1 magnifies a problem with the show; it's really a dealer exhibit. This year, Denver came one week after the New York show. So there were no unveils. No ZR1. No Porsche "Mission E" showcase.

Although a local Porsche dealer did have a display of some current models. As did McLaren. And Ferrari. And Lamborghini. And Bentley. And Jaguar. And Aston Martin. Ford showed a Mustang Bullitt, which I didn't get close to. It was up on a stand. Volkswagen showcased a prototype of the Arteon. Which I did sit in. And which looked great.

Which brings up one of the things that's actually a lot of fun about attending on press day. Most of the major auto makers schedule time during the day for remarks about their products.

Believe it or not, probably the most interesting presentation was from Ram. Not that I'm exactly anywhere near the typical shopper for a dual-cab pick-up. But the speaker was the Ram brand manager. Who exuded energy and passion in describing how he has drilled down on just what his buyers are looking for.

The brand manager ushered us to the Ram 1500 Limited, and proceeded to tick off the result of that research. A wireless charging pad in the center stack for two hand-held devices. Rear seats that recline up to eight degrees. A center console that opens wide enough to fit a fully-loaded tote bag. Or hanging file folders. Or a 15-inch laptop. And let me note that the only car I've ever seen with similar storage space is the Tesla Model S.

And that's not all. A 12-inch touchscreen with split-screen capability, which is almost as large as, yes, what you find in the Tesla Model S. A digital cluster display with high def 3-D graphics. Power running boards. Air suspension.

Who buys these things? Business owners, he said. Although the brand manager noted he also sees a lot of younger family buyers, moving from SUVs.

A few other highlights. Acura described the bells and whistles on the new RDX, such as "absolute positioning" navigation on their "true" touch pad interface and something called "ELS Studio 3D" audio, which features speakers mounted above the side windows.

On the Jeep Rubicon, the front windshield folds down with just two bolts, rather than six. The doors can still come off, as can the top. And the interior still has drain holes.

The Honda Clarity is coming in three versions — a plug-in hybrid for all 50 states, an all-electric version for California and Oregon and a hydrogen version for California.

And so on and so forth. Which may be interesting if you're shopping or cross-shopping a certain model. But under no circumstances will the manufacturer or dealer reps talk about what else is coming down the pike.

When will the mid-engine Corvette debut? No answer. A replacement for the 370Z? No answer. Oh they know. You know they know. They just don't go there. Despite the fact that, if you read the buff books and on-line car sites with any regularity, you're intimately familiar with the rumor mill. And so are they. They just won't say.

I'd love to see them drop some nuggets about something. You know they do it elsewhere - the buff books don't make it up. Right? Right?

Ah well. If you're a gear-head, it's still a fun day out of the office. Even if you don't actually go anywhere.

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## BTW

Below is piece posted on FB by NCR member John Dunkle. A sentimental comment on the passing of time.

A month or so ago, after nearly twenty years of operation as PorscheList -> Rennlist -> Reutterwerk - I recently closed down the last vestiges of the original PorscheList e-mail lists. During its peak, we had over 88,000 subscribers with an average daily e-mail traffic of over 300 original messages per day. If you do the math, the PorscheList/Rennlist/Reutterwerk e-mail servers would send out about 20,000,000 e-mails per day to subscribed Porsche Enthusiasts around the world. We (Jen and I) started it PorscheList & Rennlist as a little Porsche enthusiast hobby site on May 28th 1998 at 11:28 AM EDT. So it is.... And when we named "Rennlist" - there were only TWO Renn"anything" on the Internet. I guess we named it right, given the plethora of "Renn\*\*\*" Porsche businesses now? Really? Anyway....

And - So it ends... My thanks to each and all of you who know why I'm posting this. It's been a long 20 years - each year has been an outstanding journey... My thanks for that and all the friends I've made along the way... You folks are outstanding...



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BTW



Porsche has announced their plan to enter Formula E and offer this photo to illustrate the car. The car will probably sport a different livery to what is shown here.



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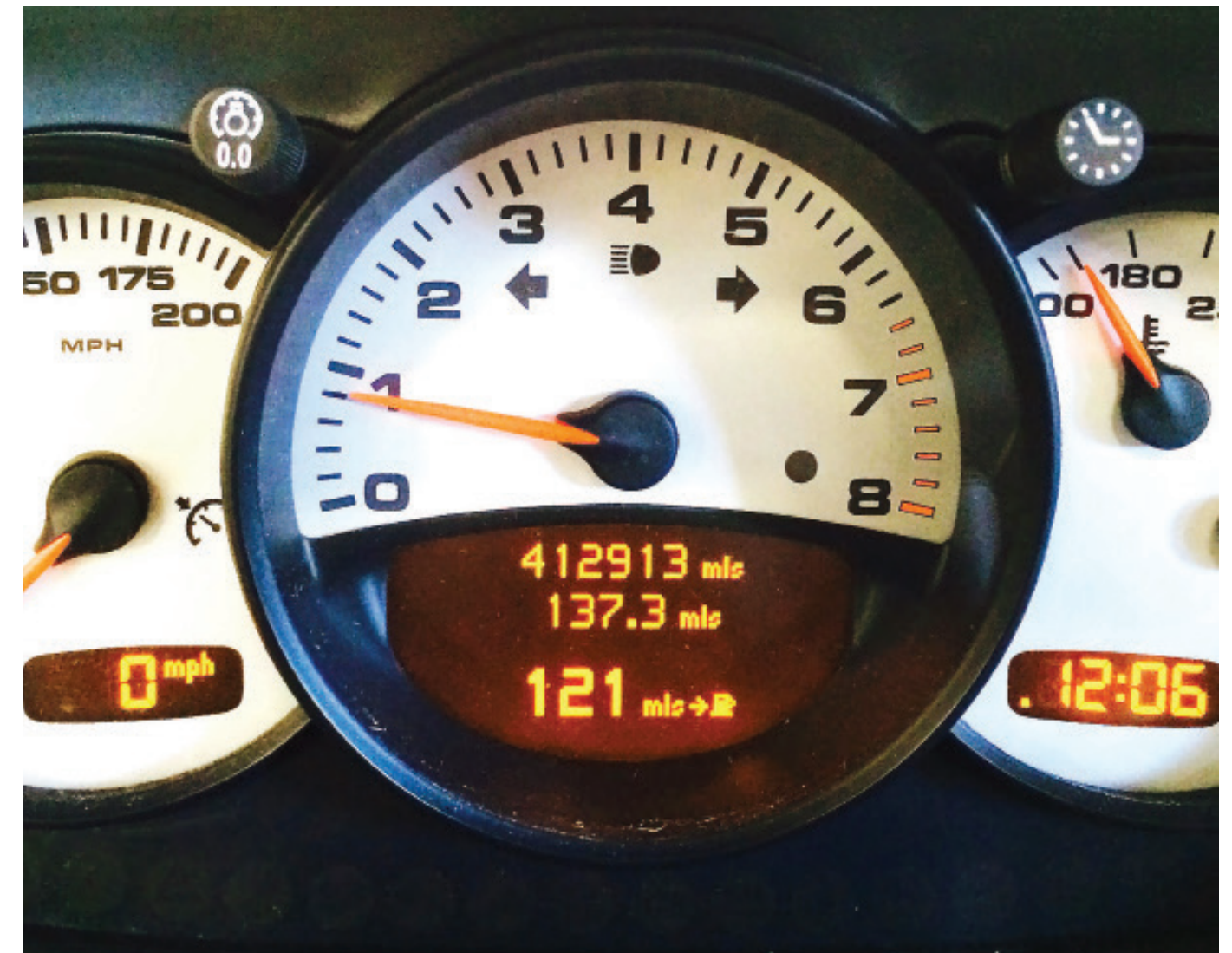
Photo from Presse Porsche.

## NEXT MONTH

Rally #1

Autocross #2

Porsche stories from across the pond.



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

The above photograph was taken while Tom's 2003 911 turbo was in for routine maintenance. European Performance Engineering has been caring for Tom's cars since 2009... oh, by the way, Tom's wife's vehicle, a 2004 Cayenne turbo has traveled 310,000 miles... so far. So, the next time your Porsche, car or truck needs maintenance be sure and give us a call. My staff and I would be happy to go "the extra mile" with you.



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