

NORTHLANDER

NORTH COUNTRY REGION
PORSCHE CLUB OF AMERICA

Volume 41 — Number 7

August 2018



IN THIS ISSUE:

NCR GOES TO PARADE 2018

RALLY 3

PORSCHE 919 RECORD

AND ... MUCH MORE

NCR's 2018 Annual
Banquet
Celebrating 40 Years.

Save the date!!

November 10, 2018

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More info to follow in
the next issue..

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NORTHLANDER

**NORTH COUNTRY REGION
PORSCHÉ CLUB OF AMERICA**

Volume 41— Number 7

August 2018

Upcoming Events

August 5	Make-A-Wish Car Show at Porsche of Stratham.
August 11	NCR Autocross 4
August 18	NCR Rally 4 — Roads, Laps, & Lunch

See 2018 calendar on the NCR web site

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

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On the Cover

Jay Gratton at PCA Parade 2018 about to lift off in his dad's 944.

See page 14

Photograph by Jaime Gratton



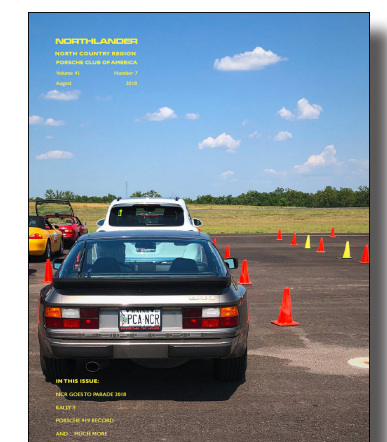
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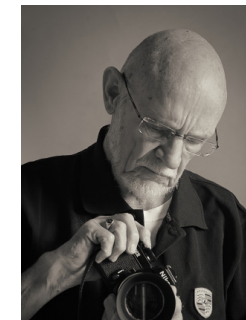
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EDITORS' DESK



5:19.546 will be old news by the time you read it in *Northlander*. But it is of such a significance it is worth celebrating again here. When I first saw the news and then saw the video of Timo's trip around the Nürburgring, I was in complete disbelief. But there was the earlier Spa lap record to use as a comparison. Disbelief turned to amazement. The Porsche 919 Tribute has turned into a decent consolation for pulling out of the WEC a year early. It is a tribute to many people and several disciplines — in my mind it is a tribute to the engineers in particular. I began to formulate a comment along these lines, to praise the engineers at Porsche and Michelin, but then I found the comment by Stephen Mitas which said it all. Stephan Mitas is the Aussie race engineer for the 919 — see page 30.

There is a lot of Porsche delights going on: Parade is just over and *Northlander* has been fortunate to have coverage provided by our Tech Chair, Jay Gratton. Luftgekühlt will be in the UK in late July. Rennsport is coming to Laguna Seca again in September. Such a lot of Porsche stuff to do and a lot of good stuff right here in NH organized by NCR.

The Goodwood Festival of Speed is over for another year. Porsche added their 70th year celebrations to the event. I was invited by colleagues in the UK to attend, and now I have seen the videos I wish I had taken up the offer. You can find a couple of really good videos on You Tube. The most beautiful car there was the Porsche 804 and I think the Brabham B62 is a close second. The 911 RSR "Pink Pig" from Le Mans was there too — unwashed since Le Mans.

Do you recall the Neo EP9 electric from our article earlier this year? It was second fastest up the hill in 44.32 seconds. The electric Volkswagen I.LR Pikes Peak was fastest in 43.86.

I must comment on the contributions *Northlander* has received in recent months. Excellent material. We do have some talented writers and photographers in our club. Please, if you have something in mind do send it in. Don't be shy. Join the crowd.

Are you enjoying your printed copy of *Northlander*? It will soon be time to renew your subscription for 2019 — details coming in September.



Porsche 804 Formula 1 driven by Richard Atwood at the 2018 Goodwood Festival Of Speed.

This is the car Dan Gurney drove to win the French GP in 1962.

MEMBERSHIP



Kristin Allen

New Members:

Rod Bruno
Stratham, NH – 2017 Macan GTS, 2015 911 Carrera 4S

Matthew Locker
Lebanon, NH – 2018 718 Cayman GTS

Ken Mulcahy
Chris Mulcahy
Nashua, NH – 1970 914

Jason Goldstein
Hollis, NH – 2003 911 Turbo

Mark Harrison
Exeter, NH – 2016 Macan S

Chris Masiello
Keene, NH – 2014 911 Carrera

Carmen Pelton
Cassandra Pelton
Brookline, NH – 2009 911 Carrera S

Leo Pieretti
Hooksett, NH – 2015 Macan S

Graham Ward
Newfields, NH – 2014 911 Carrera S

Robert Waters
Dover, NH – 2012 911 Turbo S

August Member Anniversaries:

1 Year
Chris Desrochers
Jackson, NH – 1992 911 Carrera 2

Rich Destrempe
Bedford, NH – 2016 911 Turbo Cabriolet

Tom Frederick
Nashua, NH – 2009 Cayman

2 Years

Patrick Breen
Merrimack, NH – 2012 Cayenne S

Jens Griem
Hede Griem
Nashua, NH – 1991 911 Carrera 2 Cabriolet

Chris Munro
Middle Grove, NY – 1971 914

Charlie Sayers
Lucas Sayers
Nashua, NH – 2001 Boxster

10 Years

Bob Britton
Linda Hakala
Hancock, NH – 1979 928

15 Years

Paul H. Hohensee
Doris Hohensee
Nashua, NH – 1967 911S

25 Years

Alexander A. Noordergraaf
Lori Noordergraaf
Concord, NH – 1974 914 1.8

Joseph Povilaitis
John Povilaitis
Raymond, NH – 1970 911S, 1979 911 Turbo

Russell Shade
Debbie Shade
Glen, NH – 1996 911 Carrera

45 Years

Judith Hendrickson
Nashua, NH – 1995 911 Carrera, 1971 914-6, 1965 356

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

PRESIDENT



Jeff Torrey - Just around the corner...

At this time I feel the need to ask our members to look ahead. I'd like to call your attention to our 3 day DE event in September. Sign up is open and there is already quite a bit of hype surrounding this event. On September 7th, 8th, and 9th NCR will be hosting the only PCA track event scheduled at Club Motorsports in Tamworth, NH. for 2018. Club Motorsports is set up as a private driving club. Our DE Chair, Pat Maloney is a club member, and he has been able to negotiate a 3 day event for NCR.

This is a brand new track, new asphalt, and a new place to take your car. Keep in mind this event will draw PCA members from all around New England, NY, and CT. This is your opportunity to take your Porsche out on the latest and greatest track in the area.

Sign-up early, this event may sell out.

See you soon,

Jeff Torrey

President NCR 2018



Join us on September 7 - 9 at the Northeast's newest track.

Located just northeast of Lake Winnepesaukee on Route 25 in Tamworth, Club Motorsports is less than 30 minutes from some of the best hotels and restaurants in North Conway and Meredith.

This year our three-day event lands just after Labor Day and before the leaf peepers invade so there will be plenty of rooms available.

2.5 miles in length with a 40 ft wide surface, 15 turns, undulating 250 ft elevation changes, this track provides a thrilling driving experience as well as scenic views of Mt Chocorua and the White Mountains.



Friday is an advanced day for Red, Black and White run groups (expect two and one-half hours of track time). Ellen Beck from PCA National will also conduct the National Instructor DE Training Program on Friday.

On Saturday there will be a paddock party and track walk after 5 PM. Bring your cameras for some great photo opportunities.



**It will be a weekend of great fun!
Register today @**

<https://ncr-pca.motorsportreg.com>

**Thanks to South Shore Autoworks
for sponsoring this event.**



Judy Hendrickson Looking Back

Last month we covered my Parade notes on driving and rally. I'll cover the notes on car care (preservation vs. restoration) this month. The notes came from a presentation by renowned restorer John Paterek, but they don't lend themselves to great narrative so I will instead present them in bullet form. Hope some of these tips help you keep your Porsche looking new.

- When removing undercoating, use an acid etch primer on the bare metal to facilitate subsequent paint adhesion. You can then follow up with Würth undercoating. Also works for 911 gas tanks.
- 3M Top and Trim adhesive for carpeting. Use Eastwood's plastic hammer to "hammr" carpet in place.
- Put new rubber in boiling water to remove the mold release residue.
- Frankford Plating in Philadelphia is a good source for chrome plating.
- Westley's Bleche White is good for cleaning up 356 or other white/cream sunvisors.
- Split at seam if need to replace sunvisor foam. Use about ½ in thick. Use crazy glue to re-glue visors after splitting them to replace foam.
- For exhaust, use VHT (grey) and tint with VHT black to darken the gray to original shade.
- Leather dye – Color Plus, use a spray gun or brush (sponge) on.
- Sand leather with 400 grit to prepare it for dye.
- To touch up seats, dab dye on with Turkish towel lightly.
- Exterior finish, use Imperial Hand Glaze by 3M, apply with toweling.
- Scratches in paint: 2000 grit for light scratches; 1500 grit for deep scratches; minor flaws can be dealt with using Blue Magic.
- For sun-faded paint (enamel) start with 2000 grit, soap, wet sand, then Blue Magic, then 3M Imperial Hand Glaze. Work in a quiet room, stop if hear grit.
- To strip paint to bare metal, use CMA Strip It Dry
- Paint Primer, use Glasurit or Sikkens
- Eastwood Company makes a windshield polishing kit for minor scratches. Does not work on pits.
- For good windshield match on replacement windshield, after the old windshield is out, soap it up and put contact paper on it for a pattern, have shop grind the replacement windshield to the pattern made from the old windshield.
- Paint for Porsche wheels – Sikkens Porsche 936 – silver
- Best place to match original color of car is under the S/N plate.
- Leather treatment – Surfex and Flex Fit from Color Plus
- Preferred Wax - Blitz Wax
- Zymol for leather maintenance
- Mix candy apple green with silver and gold to replicate cad plating on brake calipers
- If blue is showing thru on magnesium wheels, the silver paint is wearing off, reshoot with Wurth or 936 color Glasurit/Sikkens, then clear coat with lacquer.

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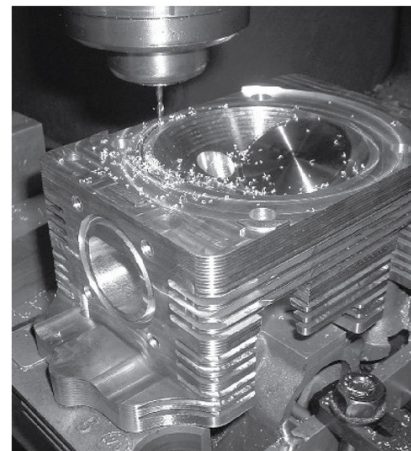
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PARADE 2018

Photographs and text by Jay Gratton



One of my many responsibilities as the Zone 11 Representative for PCA is to attend the winter and summer board meetings. Fortunately for me, the summer board meeting always coincides with the Porsche Parade. The zone rep position consists of a two year terms with the ability to serve two terms; fortunately for me, I have been able to serve two terms with 2018 being my fourth and final year in the role. Jaime and I decided we wanted to do this year's Parade right and bring the whole family, a car and take part in as many events as possible. PCA decided a few years ago that 2018 would be returning to the Lake of the Ozarks, Missouri for the Parade. For those PCA historians out there, the Parade was held in Lake of the Ozarks in 1983 and was chaired by NCR's own Don and Sandy Johnson back then.

While the Lake of the Ozarks isn't exactly in our backyard, we decided the twenty-hour, 1,200-mile drive was long, but do-able. The original plan was for me to trailer one of the Porsches out and pick our two-year old Sam and Jaime up at the St. Louis Airport. The thought of driving for 20 hours in a truck with a two-year old who doesn't like to sit seemed like a recipe for disaster. After discussing our Parade plans with my parents and fellow NCR members, the decision was made they would be attending as well.

On the afternoon of July 4th, my father (Jim) and I loaded his 1983 944 onto the car trailer and headed out. I needed to be in Missouri for Friday evening and we wanted to give ourselves plenty of time to make the drive going out. The first night we stopped in Wilkes Barre, PA, after getting an easy six hours out of the way. July 5th was the day we knew we had to crank out a solid ten to twelve hours, which we did, spending the night in Effingham, IL. On July 6th, our final day on the road, we had an easy four-hour drive and we rolled into the resort around lunch time. This allowed us plenty of time to unload and wash the 944 and get settled into our lakeside condo at the resort. The resort is a typical lakeside resort with plenty of restaurants, swimming pools and family friendly activities.

Saturday and Sunday were filled with zone rep meetings and the National Summer Board Meeting. Jaime, Sam and my mother (Debbie) flew into St. Louis on Saturday and while I was in my meetings, my father went and picked them up in the truck. Sam thoroughly enjoyed the numerous pools and waterslides throughout the resort. PCA has really attempted to make the Parade a family friendly event and has increased the Parade Kids activities to include fun activities during the day and in the evenings. Sam, Jaime and I participated in a number of the activities as a family and really enjoyed this time. Sam made some amazing new Porsche friends around his age.

continued on page 16 ...

Monday was the Concours and Jaime, my dad and I were judging. Jaime was judging storage in the Limited Production and Modified Class, my Dad was the head judge for late Boxsters/Caymans (2011-present) and I was the engine judge for early-911's (1978-1989). While extremely warm, the day was picture perfect and I was impressed with the number of people who were taking part in their first Concours. Tuesday was a low-key day spent at the pool, Parade Kids and heading to the auto-x site to walk the course.

Wednesday, my parents and Sam went on one of the many driving tours to a brewery and farms in the area. They were gracious enough to take the truck, so Jaime and I could auto-x the 944. Jaime and I were competing showroom stock class with our 35-year-old suspension and all-season tires. Jaime drove very well, winning the ladies class after not competing in an auto-x in ten years and having only driven the 944 a few times. I managed to win the men's class having not driven the 944 in an auto-x in over twenty years. I give full credit to the 944, for 150,000 miles I would put this old war horse up against any normally aspirated 944. I truly believe the Porsche engineer who assembled this particular engine back in 1983 took a little extra time with it and built a special motor. Even in 102-degree heat, this little car just pulled hard to redline over and over again. While I consider myself a 914 and 911 guy, I have incredible respect for this 944.

On Thursday morning, we had an out time of 7:30 AM for the Gimmick Rally to avoid as much of the heat as possible. Fellow NCR member Ellen Beck was the rallymaster for the event and put on an incredible rally which had us follow various sections of Route 66. Our task was to take vintage postcards of particular locations and place them in order as we saw them. This was challenging since the majority of the locations were rundown and looked very different after 60+ years. The event was wonderful, but after spending the majority of the day in a car without working AC, we were ready for the pool and waterslide.

On Friday morning, Jaime, Sam and my mother were scheduled to fly home. While the Parade wasn't over until Saturday, we loaded the car up on the trailer and dropped them off at the airport since it was on the way for us. If you ever want a challenge, I encourage you to try dropping people off at the curb of a large airport pulling a 24-foot trailer. The drive home was done over two days with no problems.

Reflecting back over the Parade, I have no regrets. It was a wonderful family experience and all five of us enjoyed the many aspects the Parade offers. The Lake of the Ozarks was my fourteenth Parade and will be remembered for the family fun we had, enjoying the cars and socializing with our Porsche friends in a beautiful location. If you have never experienced a Porsche Parade, I highly encourage you to attend one. Even if you can't bring a car, it is a wonderful event for folks of all ages. We hope to make the 2019 Porsche Parade in Boca Raton, Florida and that North Country Region will have a strong membership showing.

Drive safely!

More from Parade 2018

by Nancy Broadhead

We are still recovering from 8 days in the Boxster (Ed's track car): 3 days going, 2 days there, and 3 days to get home. It was plenty hot there, and very vertical, fortunately lots of young adults in golf carts to rescue us elderly folks.

I didn't take many pictures and none of them were that good.

We saw lots of friends we hadn't seen since Jay Peak or further back than that. Even Burt Propp was there at 92 years of age.

And, we got more Tech Quizz trophies for Early 911s! I was 1st in my class of 2, Ed was 2nd in his much larger group.

The Parade of Porsches on Saturday was seriously rained upon, just after we arrived at staging.

Another Parade attended. And next year — to Florida!

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Rally Corner

By The Rally Team

We are now more than half way through the 2018 rally season. Our Great Race Intersect event began under sunny skies at Polly's Pancake Parlor in Sugar Hill, NH and ended at the Mt Washington Auto Road where we watched vintage Great Race cars arrive after the morning's leg of their TSD rally. Rally Event #3 – Three States Along the Connecticut River offered a delightful drive over twisty and scenic roads, many paralleling the River. The day began at Carr's Store and Gas in Dublin, NH with friendly repartee between NCR members and a representative of the local constabulary, also a car aficionado, and ended with ice cream in Brattleboro, VT. Our thanks to Harv and Doreen Ames, and to Dylan Eastman and Naomi Risch, for their collective efforts in planning a great time.

As of August 1, two rally events are open for registration: #4 – Roads, Laps, and Lunch Tour will take us over central NH roads followed by Parade Laps at Club Motorsports in Tamworth, NH; and #5 – Fall Get-A-Way to Lake Placid, NY will test your mettle against the back roads in the wilds of upstate New York. See the NCR website calendar and Rally email blasts for details. In the meantime, make your Fall Get-A-Way reservations before our hotel group block expires. Our destination is very popular and hotel space fills quickly.

Have you enjoyed rallies this year, or perhaps had an interest but have not yet participated? We need your ideas. Better yet, we need your ideas and your help in planning and executing events. Contact Rally@ncr-pca.org.

NCR Rally / Tour Event Calendar for 2018

Rally Event #	Date(s)	Description	Status
1	May 12	Hildene and Manchester, VT Tour w/ overnight option.	Completed
2	June 15-17	Spring Get-A-Way to Saratoga Springs, NY	Completed
Bonus	June 26	The Great Race Intersect	Completed
3	July 14	Three States Along the Connecticut River	Completed
4	Aug 18	Roads, Laps, and Lunch Tour Beginning at Intervale Scenic Overlook, drive curvy roads of central NH, then enjoy Parade Laps on the challenging Club Motorsports track in Tamworth, followed by lunch nearby.	Register on MotorsportReg
5	September 15-17	Fall Get-A-Way Return to Lake Placid, NY Driving Tour w/ group lunch and dinner. Optional: Lake Placid cruise; Adirondack Museum; Olympic facilities.	Register on MotorsportReg
6	Oct 14	TBD	TBD



Cockpit of a Great Race competitor is not for the faint of heart.

Photo by Bill White



A gaggle of Porsches ready to go on the *Three States Along the Connecticut River* rally event.

Photo by Alan Kirby



The Great Race Intersect

Photographs by Bill White

August 2018



Three States Along The Connecticut River Rally July 14, 2018

Photographs by Alan Kirby & Harv Ames
Text by Bill White

Rally 3: Three States Along the Connecticut River:

From Carr's Store & Gas in Dublin, NH, we traveled through Nelson, NH where Contra Dancing originated, then on to Walpole, home of historian and filmmaker Ken Burns. Twisty roads and great scenery. From Walpole we turned south and followed River Road (and its various incarnations) to track the Connecticut River southward into Massachusetts. A turn to the west led us to Zeke's Restaurant at the Crumpin-Fox Golf Club in Bernardston, MA for lunch accompanied by shared stories without end. Lots of happy people. After lunch we turned north and crossed into Vermont south of Brattleboro to complete the three-state count. Onward we went along the River, through Brattleboro to Fast Eddie's Ice Cream. Great drive, great group of friends, 'nuf said.

Photographs on page 21 by Alan Kirby:

Top Left: Jeff Torrey

Top Right: Chris Russian, Dana Russian, Karen Reilly, Sean Reilly

Middle Left: Dylan Eastman, Geno Kievit, Ann-Christine Nelson, Bill White, Jeff Torrey, Pam Kirby, Kathy White, Doreen Ames, Harv Ames, Naomi Risch

Middle Right: Nancy Thibodeau, Roger Thibodeau, Chris Rieder, Sharon Rieder

Bottom Left: Ester Romero, Ted Chivers, Eddie Galvez

Bottom Right: Rich Willey, Paul Tallo, Pat Tallo, Marilyn Willey



continued on page 22...

Photographs of The Great Race Intersect & Three States Along the Connecticut River

by Harv Ames



Photographs above from The Great Race Intersect
Photographs at right from Rally #3

NCR visit to the Clyne Collection

Photographs by Harv Ames with text by Bill Meyer



On Saturday July 21 we viewed Richie Clyne's eclectic car collection, his extensive model railroad, the chapel, the treehouse, the gazebo/sleeping porch, and the boathouse with the lakes cruiser and the 27' Chris-Craft triple cockpit cruiser.



Page 24: Our host Richie Clyne, 1912 Alco, 1949 Cadillac Pick Up.

Page 25 Top row: 1933 Duesenberg, 1947 Ford Woodie.

Page 25 Middle row: 1936 Cord, 1931 Imperial Town Car.

Page 25 Bottom row: NCR members heading to the boat house, Dory boat.

IT'S BEAUTY THAT KILLED THE BEAST

By Danielle Badler

Are you a compulsive reader of on-line car-related material? Yeah, me too. And one that really gets my attention is *Automotive News*.

Familiar with it? You should be, because *Automotive News* is the must-read trade bible of the automobile industry. It's owned by Crain Communications. So is *AutoWeek*. Which is why a lot of content that's enthusiast-related flows from the former to the latter.

But not everything makes it. Not by a long shot.

I don't actually subscribe to the trade book. I don't have an organization behind me that will pick up the steep annual fee, and write it off as a cost of doing business. However, I do get their daily e-briefings, because those are free. And, with that, I do get updates on new material from the editors. Like a trade e-spin-off called "*SHIFT Magazine*," which arrived recently. The irony is not lost on me, especially on this, the 70th anniversary of our favorite marque. I think you should take notice.

On the cover of this first issue is an illustration of what looks like King Kong, wrapped around the Empire State Building. A propeller-headed tech nerd with a power pack strapped to his back is shown trying to shoot down the big ape. There's a caption which says "Dinosaurs and disrupters — who will rule the new automotive age?"

Yes, folks, this is what it's come to. A spin-off of what's required reading for anyone who makes their living conceiving, building or selling vehicles ... on dinosaurs and disrupters.

In her introduction to the new venture, editor Sharon Silke Carty writes "The process of evolution and extinction is exciting and scary and destructive, and full of winners and losers ... We are focusing on changes in the traditional auto industry. The changes that will mean the transformation of carmakers into transportation providers."

Sharon goes on, "Do we know exactly where the industry is headed? No. But we will provide information that will help business leaders from startups to conventional corporations navigate these turbulent and exciting times. And we hope to see many of you fly."

Yeah, I know. When an automotive trade icon takes aim at the disruption of its industry, it's real. It's very real.

Let's take a look at the table of contents, shall we?

There's "New Motor City?" Which is "A map of automotive-related companies in Silicon Valley." I click through to this story and learn "What do you get when automakers, chip makers and startups try to disrupt the way we move from A to B? At least 105 companies with offices in Silicon Valley, all working on transportation issues. Traditional automakers, chip makers, search engine developers and tiny little startups dot this map."

And, by the way, no. 78 on this list is Porsche Digital.

Then there's "Trend Spotting. How to tell the difference between a trend and a fad." Let me quote from the story. "If automakers don't want to go the way of the dinosaurs, they will need to identify and capitalize on trends in transportation, technology and retail...."

"But figuring out which changes are trends worth following, and which shifts are mere fads, can be expensive and time consuming. So how can companies figure it out without wasting resources? Experts say the industry needs to focus on parallel industries, tracking human behavior and investing in the change."

A sidebar, under the headline "Short Shelf Life: Trends That Didn't Last," lists a few — built-in child seats, automatic seat belts, car phones and consumer GPS units.

I particularly like another story, "5 Steps to Becoming a Disrupter." What are they? In order, *SHIFT* touts:

1. Ditch the boss;
2. Do first, ask questions later;
3. Focus on imperfect projects;
4. Drag the rest of the company along; and
5. Embrace failure.

And, finally, the magazine concludes with "Last Mile," "Inside Automakers Creativity Engines." What I found interesting about this piece is that they looked at some of the thousands of patents that have been filed in recent months ... because they point to "what the industry is brainstorming for the future of transportation."

SHIFT called out a few of the juicy ones. "X-Ray Vision for DIY Mechanics." This is a bit of hyperbole. The patent is actually for use of augmented reality, but that makes a lot of sense. And please take note. It was filed by Amazon. "Infotainment for the Blind." Another logical move, especially for self-driving vehicles. It was filed by Ford Global Technologies. Then there's "Kick Back and Relax in Your Robotaxi." This is actually for configurable seating — turning four-seater cars into two-seaters by turning the front seats into footrests. It was filed by Waymo.

Conclusions? I'll tell you what I'm doing. I'm fastening my non-automatic seatbelts and renewing my free on-line daily update. And I'm hereby making a recommendation for a headline in an upcoming issue of *SHIFT*. It's the subtitle to the film "Dr. Strangelove." "How I learned to stop worrying and love the bomb."

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Timo Bernhard

5:19,546

Photos and text by Presse Porsche

The new Nürburgring Nordschleife record has been set today, [June 29, 2018] and it stands at a staggeringly fast 5 minutes and 19.55 seconds.

This Friday morning [June 29, 2018] Timo Bernhard (D) lapped the 20.832 kilometre (12.94 miles) Nürburgring Nordschleife race circuit in 5 minutes and 19.55 seconds. This results in an average speed of 233.8 km/h (145.3 mph) on what is revered by race drivers, engineers and enthusiasts alike as the world's most difficult track. Driving the Porsche 919 Hybrid Evo, Bernhard beat the previous lap record, set by Stefan Bellof, by 51.58 seconds.

For 35 years and 31 days Bellof's 6:11.13 minutes record remained uncontested. The German driver from Gießen, who tragically died at Spa-Francorchamps in 1985, counted as the biggest racing talent of his time. He drove his record on May 28 in 1983 at the wheel of a powerful 620 bhp Rothmans Porsche 956 C during practice for the 1000-kilometre WEC sports car race. Also his average speed was over 200 km/h.

Proud and relieved Timo Bernhard, five-time overall winner of the Nürburgring 24-hours, two-time outright winner of the Le Mans 24-hours and reigning World Endurance Champion with the Porsche 919 Hybrid, clambered out of the tight Le Mans prototype cockpit. "This is a great moment for me and for the entire team – the 919 programme's icing on the cake. The Evo was perfectly prepared and I have done my best on this lap. Thanks to the aerodynamic downforce, at sections I never imagined you can stay on full throttle. I'm pretty familiar with the Nordschleife. But today I got to learn it in a new way", said the 37-year old from Bruchmühlbach-Miesau in the German region of Saarpfalz. He is a huge admirer of Stefan Bellof. In 2015, on the thirtieth anniversary of Bellof's fatal accident, Timo raced at the Spa-Francorchamps 6-hour race of the FIA World Endurance

Championship with a helmet carrying the famous black-red-gold design of the 1980s star. "For me Stefan Bellof is and remains a giant", he emphasises. "Today my respect for his achievement with the technology available back then increased even more."

Today's success is the second track record on the Porsche 919 Hybrid Evo tally: On April 9 this year in Spa, the dramatic evolution of the three-times Le Mans winner lapped faster than a Formula One car with Neel Jani at the wheel. The 34-year old Porsche works driver from Switzerland – Le Mans outright winner and Endurance World Champion of 2016 – set a lap of 1:41,770 minutes on the 7.004 kilometre (4.35 mile) Grand Prix circuit in the Belgian Ardennes mountains. He topped the previous track record, set by Lewis Hamilton in 2017 qualifying, by 0.783 seconds. The British Mercedes driver took pole position for the Belgian Grand Prix in 1:42.553 minutes.

The Evo version of the Porsche 919 Hybrid is based on the car that took outright victory at the Le Mans 24-Hours and won the FIA World Endurance Championship in 2015, 2016 and 2017. Over the winter, it was freed from some restrictions hitherto determined by the regulations. Thus, its hybrid power train now develops a system output of 1160 hp. The Evo weighs only 849 kilograms and its modified (and now active) aerodynamics generate over 50 per cent more downforce compared to the WEC model. Top speed at the Nürburgring was 369.4 km/h (229.5 mph).

LMP Team Principal Andreas Seidl commented: "As a race team we constantly search for challenges that push a car, driver and team to operate on the limit. Conquering the "Green Hell" definitely provided such a challenge. Since last winter we were preparing for that task together with our tyre partner Michelin – painstakingly and with a great deal of respect for this track. Today we have shown the full potential of the 919 Evo. Congratulations to Timo for his sensational drive. Being a record winner at the Nürburgring, Timo was the logical choice for the job. Balancing attack and caution at all times was mandatory on this circuit. Safety is the highest priority. In this regard, I also like to thank the Nürburgring team. Porsche cultivates a long and deep relationship with the 'Ring. Record attempts wouldn't be possible without the highly professional track support."

Fritz Enzinger, Vice President LMP1, added: "A big thank you goes to our development team in Weissach and the crew on site for the focused and safe operation of this record attempt. It is terrific what our team has achieved in four years in the World



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."*

Endurance Championship: From 2015 to 2017 three overall wins in Le Mans and three drivers' and three manufacturers' world championship titles. This isn't easy to be reproduced by anyone. The Tribute Tour is our homage on these years. We didn't want to see the most innovative race car of its time disappearing un-ceremoniously in to the museum. Thanks to the support from our partners, we were able to develop the Evo version of the Porsche 919 Hybrid for record attempts."

Unchained for the record

The technical regulations from the FIA for the WEC and Le Mans, introduced in 2014, success-fully delivered close competition between the conceptually very different class 1 Le Mans hybrid prototypes entered by Audi, Porsche and Toyota.

To prepare the 919 Evo 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 withdrawal at the end of 2017. 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 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. 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 Evo version delivers 720 hp.

Because the amount of energy from the two recovery systems that could be used was limited as well in terms of electric megajoule per lap, the systems stayed far below their potential. With now full boost being available, the e-machine 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 (DRS). 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 reduce drag. Underneath the Evo the turning vanes and floor have been optimised. Fixed height side skirts 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 Evo gained a four-wheel brake-by-wire system to provide additional dynamic yaw control. Furthermore, the power steering was adapted for the higher loads and stronger suspension wishbones (front and rear) were designed.

Compared to the car in conventional race trim, the dry weight was reduced by 39 kilograms to 849 kilograms. To achieve this, air-conditioning, windscreen wiper, several sensors, electronic devices from race control, lights systems and the pneumatic jack system were removed. Michelin developed special tyre compounds for the 919 Evo that produces more downforce than a Formula One car.

The "919 Tribute Tour" continues

The attempt at the Nordschleife closes the chapter of chasing records with the Porsche 919 Hy-brid Evo. At rather moderate speeds, the top athlete will have several more appearances:

- July 6 and 7: VW Fun Cup Spa-Francorchamps (BE)
- July 12-15: Goodwood Festival of Speed (GB)
- September 2: Festival of Porsche Brands Hatch (GB)
- September 26-29: Porsche Rennsport Reunion Laguna Seca (California, USA)

Technical specifications Porsche 919 Hybrid Evo - (919 Hybrid WEC)

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 cm³ (V4 engine)

Output:

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

MGU: 440 hp, 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

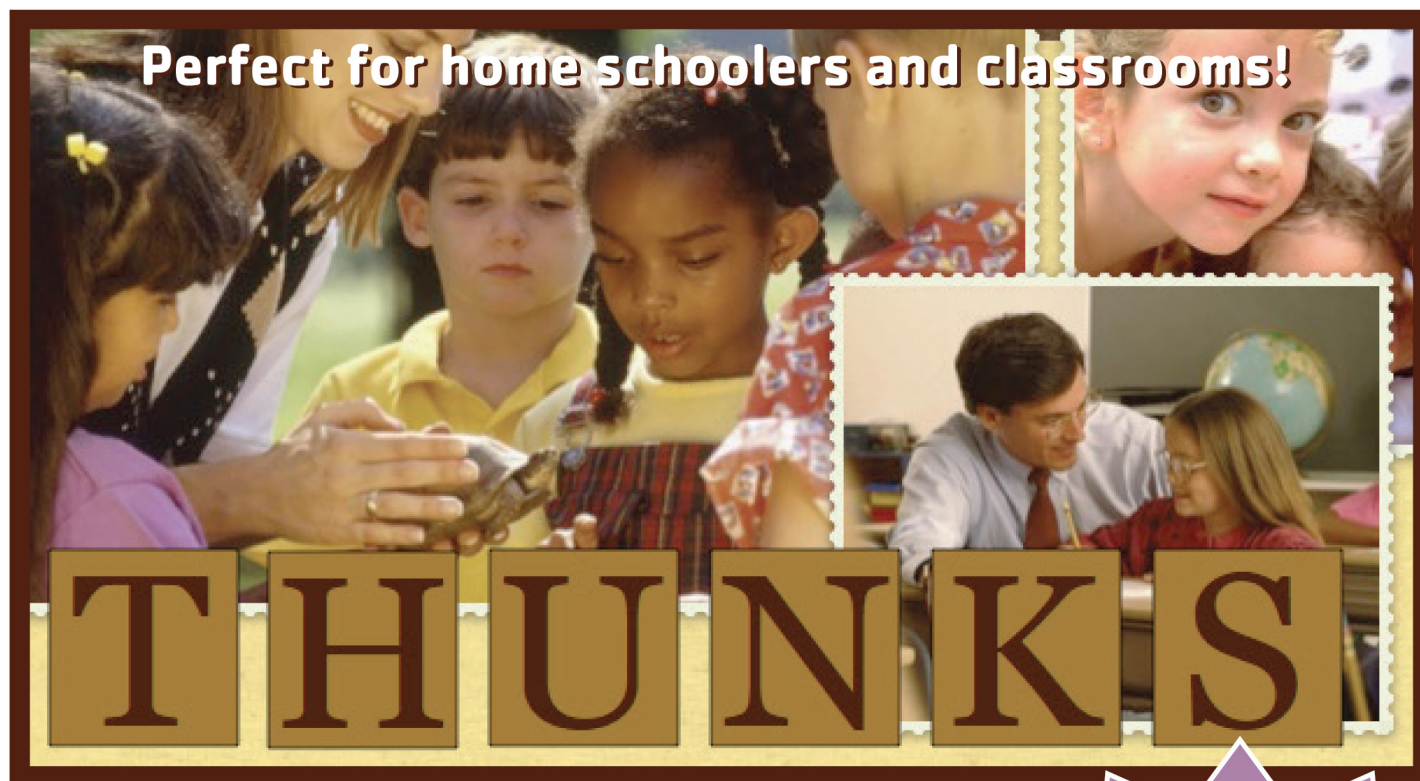
Weight: 849 kg (888 kg including driver ballast)

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

Width: 1,900 mm

Height: 1,050 mm

Fuel tank capacity: 62.3 litres



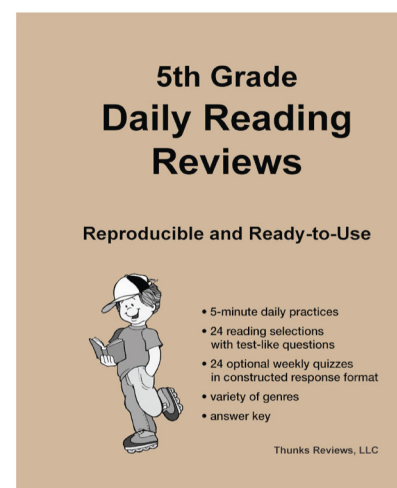
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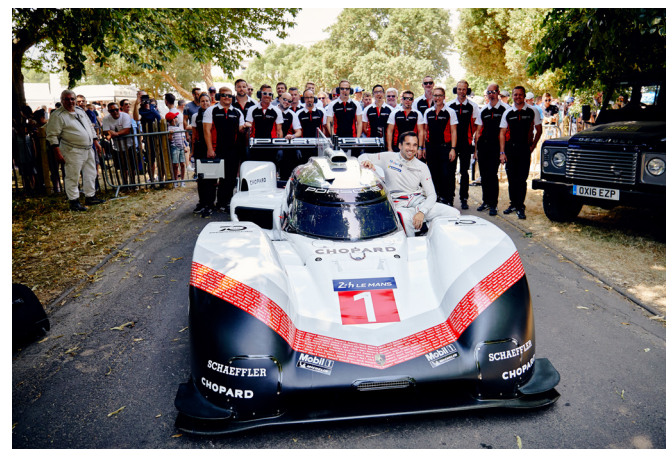
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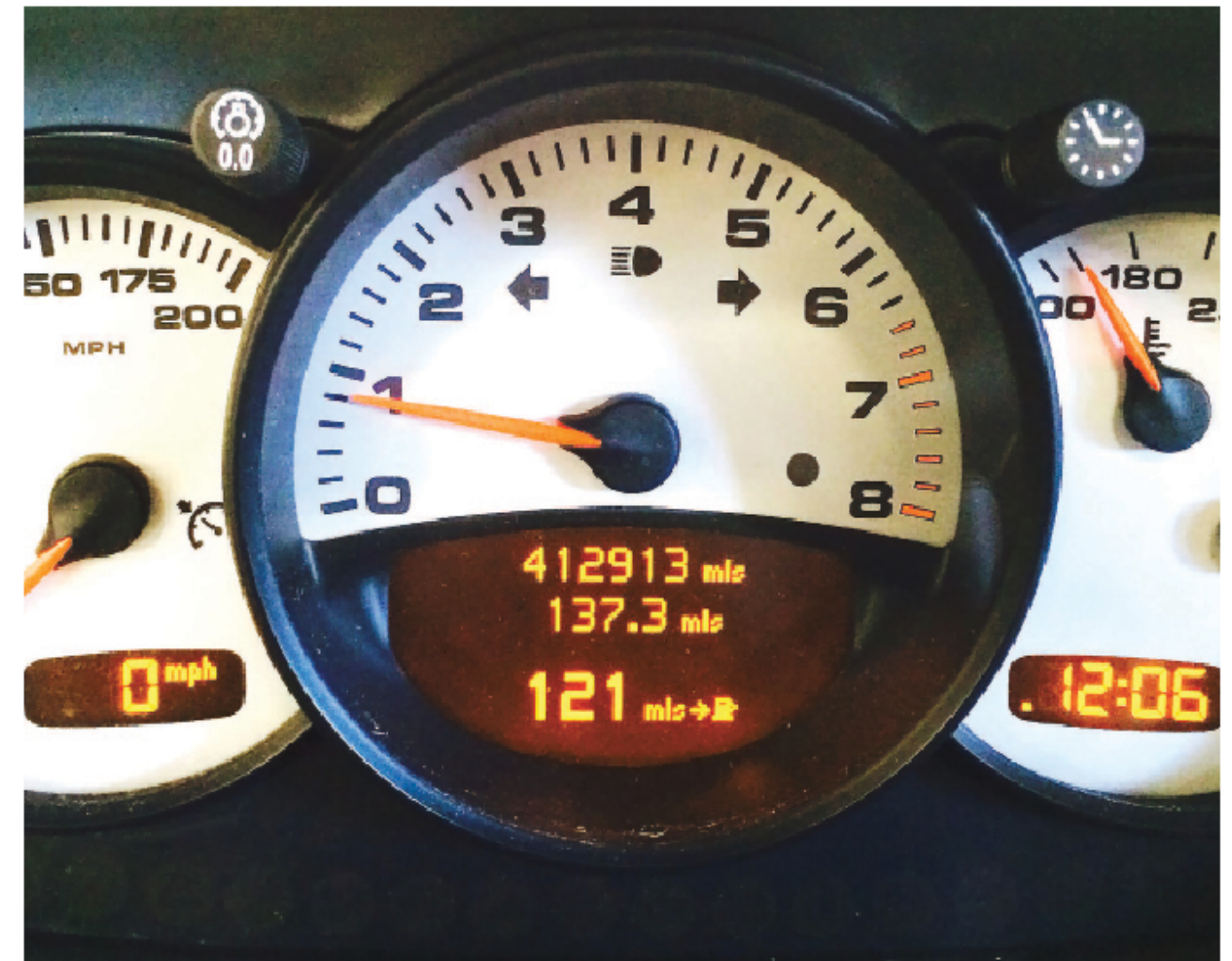
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More from The Goodwood Festival 2018. Photographs by Presse Porsche.

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- Make-A-Wish Car Show
- NCR Autocross 4
- NCR Rally 4 — Roads, Laps, & Lunch



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.

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