



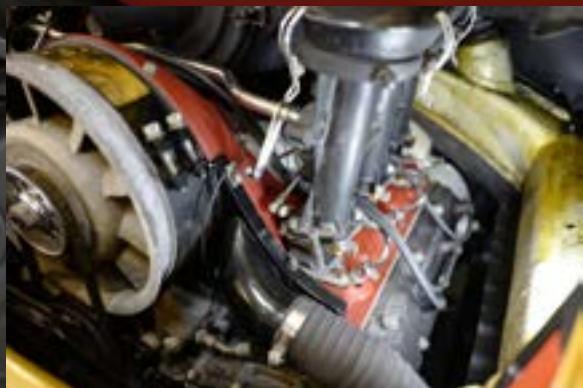
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Photo by Peter Mozzone: Bike autocross at the Family Party.

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 **Volunteers needed** 

We are in process of looking for volunteers to fill our open positions on the 2019 NER PCA Board. The open positions are:

Treasurer

VP Communications

VP Admin (socials, gala, etc.)

If interested, please contact Kristin Larson, Nominating Chair, at
past_president@porschenet.com or 978-302-3634

Also, we need a few volunteers for the 2018 Annual Dinner (January 5th in Portsmouth RI). In particular, we need someone willing to work on recruiting items for the silent/live auction. If willing please contact Bill Seymour at president@porschenet.com with questions.

Editor's Corner



It's August and things are heating up! Both with the weather and with the goings on within NER, it's getting hot. Is there anything better than getting out in your Porsche while the livin' is easy? Well, maybe sitting in the shade, sipping a cold beverage, and reading this issue of the NOR'EASTER!

In this issue, you'll read about musings on old age - Bill fighting to stay sharp (in his cars), Gary getting rid of his old top, Tom's thoughts on modern gas in old cars. You'll

also get Anker going all mad scientist at AX, and Robert going all mad financial analyst on the implications of car value. Of course, we also have Roger's SoBo report (and a link to a video where you need to listen to Rosemary's comments as Roger was driving spirited parade laps at Loudon during the Spring Ramble. My wife is nodding her head in agreement).

We'd be remiss if we didn't remind you of the many great activities and events on the horizon, which - as always - you can always view on the club website here:

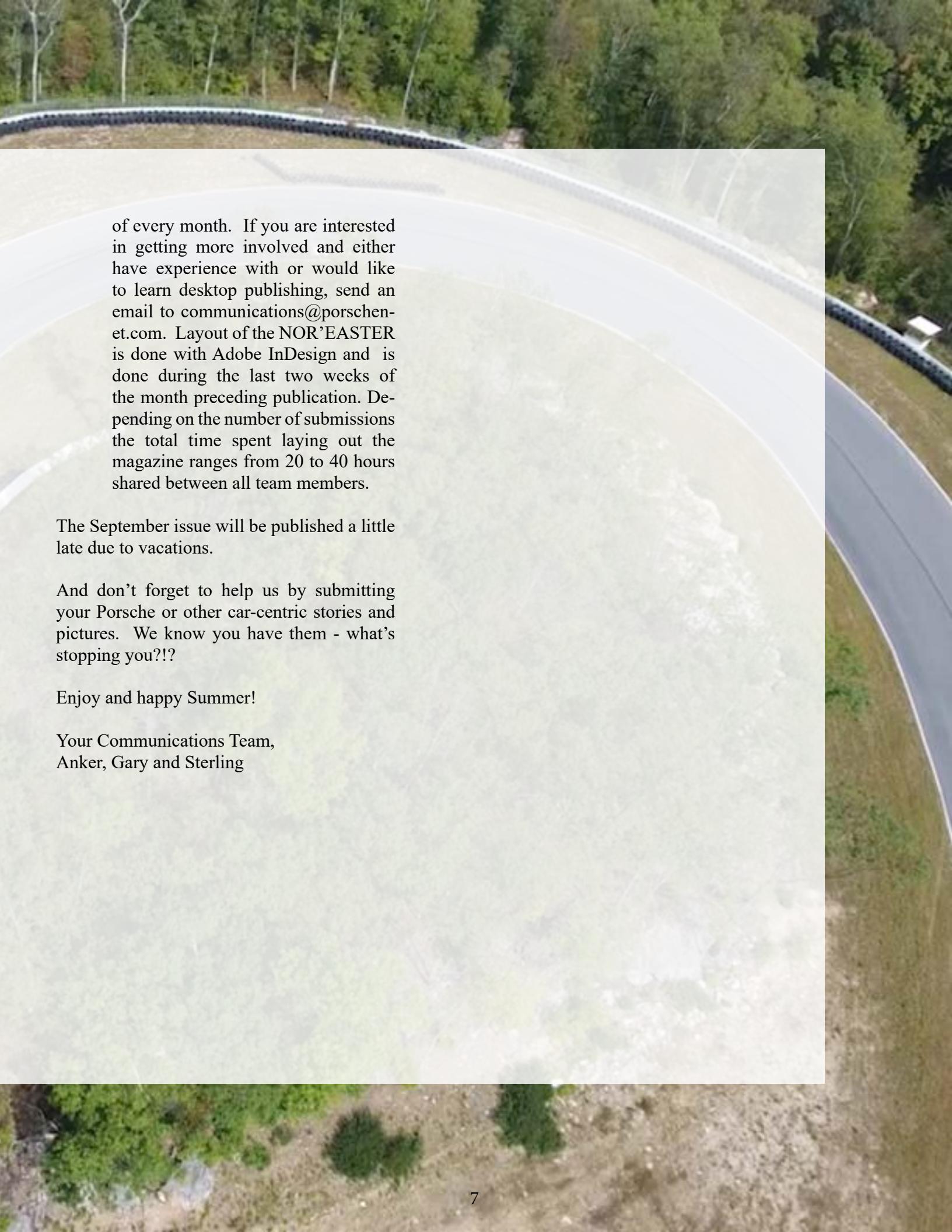
<https://porschenet.com/events/>

And please do not miss this summer's featured event:

The NER Concours d'Elegance at Prowse Farm on August 26th - early registration is now open! <https://tinyurl.com/yb2qorj6>

By the way, we are STILL asking for help in producing your monthly NOR'EASTER. Here's what we said last month:

With summer in full swing, vacations, and PCA events every week it has become clear that the communications team needs to be expanded in order to ensure that we have the NOR'EASTER ready for publishing at the start



of every month. If you are interested in getting more involved and either have experience with or would like to learn desktop publishing, send an email to communications@porschene-t.com. Layout of the NOR'EASTER is done with Adobe InDesign and is done during the last two weeks of the month preceding publication. Depending on the number of submissions the total time spent laying out the magazine ranges from 20 to 40 hours shared between all team members.

The September issue will be published a little late due to vacations.

And don't forget to help us by submitting your Porsche or other car-centric stories and pictures. We know you have them - what's stopping you?!?

Enjoy and happy Summer!

Your Communications Team,
Anker, Gary and Sterling

First Annual NER Summer Party

Text and images by Gary Cooper

On an absolutely spectacular mid-July Saturday, about 90 NER members gathered for the 1st Annual Summer Party at Boylston Schul-Verein in Walpole, MA. This event was intended to bring members and their family members (including kids) together to enjoy each other's company, listen to some great music (provided by the rockin' Brother Kane), eat some mouth watering BBQ, drink some fine German beers and wines, play a variety of games, and ogle a collection of fine Stuttgart autos in a People's Choice Show. By all accounts, the day was a great success, especially for a first-time event.

My wife, Ellen and I arrived shortly after noon and were directed to our parking spot. In our case, we were encouraged to place it on the People's Choice field. We were sufficiently humbled upon seeing so many stunning cars already on display. But as they say, it was a great privilege just to be asked.



We were also impressed by the cars brought by event sponsor, Porsche of Norwell - including an eye-catching violet GT3RS, and a hot new Panamera GT Sport Turismo.



After catching up with several friends, we made our way for some cold refreshments and to savor the smell of the day's BBQ faire.



I convinced Ellen to give her hand a try at cornhole, which she had never done. She did pretty well and even managed to place a bean bag in the hole. However, our scores were not sufficient to make it out of qualifying. After this, I felt I owed her a twirl on the dance floor. Well, she was dancing anyway. Shuffling would be a better description of my actions!



After lunch, we moved over to spectate at the AX event, which required entrants to navigate a small Huffy bike around a tightly placed sea of cones. Competition was fierce and some blood was shed by our President, but it was all in good fun! We also enjoyed seeing joy on the faces of kids - both young and old - getting their faces painted.

Next, we sauntered down to cast our ballots for the People's Choice Show. I think a few people had put some preparation into this effort, and you'll probably see them on August 26th at the real McCoy - the NER Concours d'Elegance. <https://tinyurl.com/yb2qorj6>. There were some real stunners on display.





A great measure of thanks is due event organizers Steve and Laurie James, Kristin Larson, along with Glenn Champagne and Betty Mae Mosley, our fantastic sponsor Porsche of Norwell, all of the volunteers (nothing happens without them), and everyone else who put this great event together. We are sure next year's will be even bigger and better!

At the end of the day, perhaps with some fitting karma in recognition of his AX injury, Bill Seymour's pretty 1960 356 was judged to be the People's Choice winner. A nice touch was his inclusion of the original bill of sale from when his Dad bought the car in 1961.



Images from the Summer Party

Adam Blauer



Elaine LaBelle

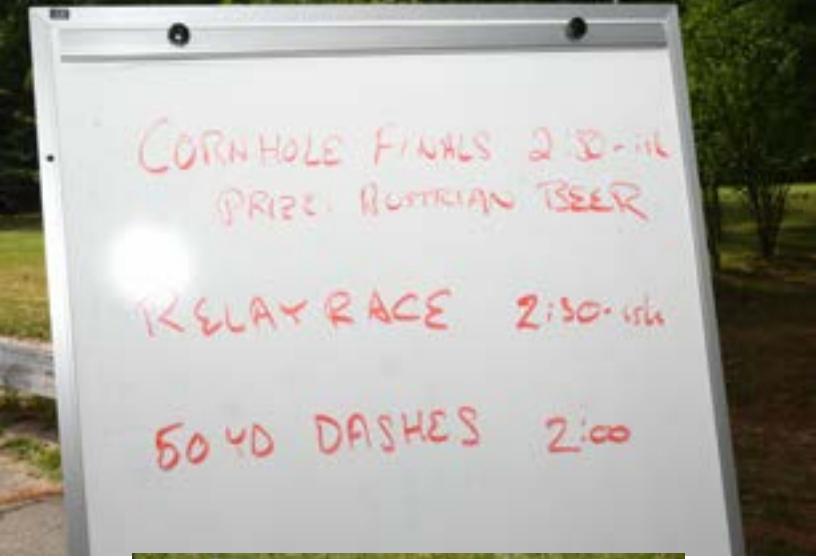


Peter Mozzone















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The Long & Winding Road

- Bill Seymour, NER President

Our Treasurer, Robert Jacobsen reports (see July Nor'Easter) that he is getting old. And while, yes, I scoff, I am not immune to similar musings, perhaps with greater reason. I am constantly reminded of this. No better example that I can now barely run a quarter mile at the same pace that I once ran a marathon. One must fight back. I don't think I am any slower on the race track (yet) so that's good. But the battle (at least for me) is not so much to avoid the inevitable slippage but to ward off laziness. And while the car activity level so far this year has been pretty normal, I will admit to one disappointing aspect of this: I am writing this on July 4th and I just started the Caterham and the 356 for the first time this year.

Before I moved to my current home in 2010 these two cars were sent off for the winter, usually to a kindly neighbor's barn, with the understanding that they would be retrieved by April 1st. [Sidebar: said kindly neigh-

bor bought a Boxster but didn't find it comfortable. I brokered a sale of the car to our current Autocross Chair, Chris Ryan. Chris had the car for 5 years but kept buying more Porsches to the point that his garage was overflowing and I brokered a sale of the same car to our Membership Chair, Anker Berg-Sonne. That's the kind of tale you usually read in Tom Tate's column, eh?] Now having my own barn and no April 1st deadline I have grown a little lax but never this bad.

I have now had the Caterham for 24 years - that is a frightening thought. After the 127 miles I put on it last year (drove to Devens for one autocross and a few turns around the block), it now has 25,421. It is a fun car but



I use it so infrequently that I have considered selling it. I mentioned this to my daughter Nora, noting that of course I couldn't sell the 356 which has been in the family for 57 years, asking if she minded. Her reply was roughly "I understand the thing with you and your Dad but if I was going to get a car I want the Caterham" so I guess that is staying put. The Caterham is usually a little tough to wake up after the winter. It has a tiny little battery from an electric wheelchair. These historically are good for two years so I was surprised it was still OK last year at three years old – and had no hope that it would hold a charge this year. The batteries aren't too expensive and getting one in and out isn't too hard once you learn the right method – jack up the car and drop it out the bottom. But to my surprise, after a short time on a battery charger and with a few puffs of ether the car started, ran smoothly and then restarted again after sitting.

The 356 was never converted to 12 volts and has an Optima gel battery that is at least 10 years old. It always starts easily even after a long slumber and this year was no exception. Even the tires didn't need much air (they are also crazy old and should be replaced). I'm not going to admit how many miles it went last year (I've almost run that far in a day). Once again it started fine and it also got a ride around the large block and ran great. I know the horror stories of ethanol but so far I've been pretty lucky and the moth balls have kept the

mice at bay.

So maybe I should make a resolution to drive these cars more. Lord knows they work better than the ones I have been using at the track. Oh, did we have to bring that up? The 914 awaits a new fuel cell bladder and has failed to provide more than a session of track duty at each of the two DE's it attended. The BMW was out of action for a while as we figured out the right combination of pressure plate, clutch, clutch fork, and throw out bearing to mate an E30 engine to an E36 transmission. With that problem finally solved it was swapping the lead at a one day endurance race at Thompson when it tangled with the co-leader and came out on the short end with a broken rear suspension (one more event where I never turned a wheel in anger). And the other Jamaican Bakin' team car – the new Miata – is also out of action after an encounter with a tire wall at Lime Rock (again, fortunately, not me at the wheel). And speaking of Miata's, the original, beloved and oft-lamented Jamaican Bacon (1991 Miata) was also at the Thompson endurance race with its new owner. It made it through the whole race, of course.

Last minute addition to this column: Our first ever Summer Party was a big success – there were a lot of volunteers but a big shout out to Steve and Laurie James as co-chairs who did a fantastic job. In keeping with my resolution to get the 356 out more, I entered it in the People's Choice car show and it won! There was a love-



ly 1965 911 owned by Rob Nudelman that I voted for and should have won, but I think I got some sympathy votes after my high speed bike autocross crash. (And thanks to Chris Donkin for the skilled nursing care!) Have a look at the pictures elsewhere in this issue and remember to join us next year.



Shared Passion

Gary Cooper, VP Communications

To those members who actually read my columns (many thanks to both of you, by the way), you may recall my February 2018 NOR'EASTER column entitled "When to Say When." It was about the journey down the slippery slope (Robert Jacobsen and many others have provided other slope-side stories) of spending on an older car. Back in those cold, dark days - man, that seems like a long time ago, as it is 90F and humid as I write this! - I had determined that I would spring for a new convertible top for my 15-year old Boxster. The top was still serviceable (or at least in that vicinity) in that it kept rain off of our heads, but it was failing and not going to get any better. And seeing that we drive and enjoy the car like the good Doctor intended, the only choice was a full replacement.

I had planned to do this in the Spring, but as often happens in life, other needs took precedent. I knew backyard fence was our number one priority. The 20-plus year old original fence had failed and many panels had blown down. We needed a good fence so the new member of our family - Gus, the rescue dog - could be safely put out as we have some new neighbors who've moved in behind us - a family of coyotes. While doing this, we also decided to purchase a new shed. Now the latter spend did actually benefit the Boxster, as I was able to remove most all of the non-car related items (yard tools, snow blower, etc.) from the garage - more room for the Box! We also needed to replace an aging storm door, and install a new one in another location. OK, OK.....you don't need to know all of this. Suffice it to say, by the time June rolled around - and with it the precious months of driving season - I was itching to get the convertible top addressed.

Fortunately, there is a well-established shop right in my town - Dynasty Auto Tops and Upholstery - that has plenty of experience with Box Tops (LOL). I went down and talked to Arthur, the owner, and let him know what I wanted. In this case, not just any top, but the real German A5 Sonnenland material made by The Haartz Company (see my column in the May 2018 NOR'EASTER on convertible top history) with the 4-bow design and heated glass window. This last feature was the prime reason I purchased a 2003 986.2 Box-



My wife, Ellen, checking out the new fence and shed.



One of the adult coyotes, peering into my back yard. As earlier models had the plastic rear window which is prone to yellowing, fading and cracking (not to mention the need for the famous "Boxster Chop" when putting the top down). Arthur let me know this top would have to be ordered and assembled by his supplier, and it would take 3 weeks.

The top arrived in early July, and I made an appointment to bring the car in. It would need about 8-9 hours of labor to remove and install the new top. Actually, mine required an additional hour for the technician to clean out all of the glue residue from my attempts at DIY repair with fabric adhesive (hey, I needed to get the car through our trip to NC for the Blue Ridge Boxster Summit). I dropped the car off on a Thursday and picked it up late the next day.



I am over the moon with how great it looks and feels! And, Arthur was able to repair and re-use the original headliner - saving me many hundreds of dollars. You tend to get used to things they way they were. In my case, a bit of noise and wind buffeting as 15 years had taken a lot of the tension out of the top. The new one, beyond having none of the typical creasing or wear marks and a beautiful Metropol Blue color, is quite literally as tight as a drum! I highly recommend the Dynasty shop if you need to replace the top on your roadster or Cabriolet.



I took the Box on a shakedown cruise with fellow member, Tony Miniscalco, to test drive the route for the 2018 Charlie and Martha Dow Fall Tour that will be held in September - look for details in upcoming issues, the NER website, or on

Facebook! This picture may give sharp-eyed readers a hint as to the route.

Again, this was a big spend on a car that is at or near the bottom of the Porsche value scale. But, it is one fantastic little driver's car and one that I intend to keep. I am happy to have taken another step down the slippery slope in this case. By the way, it looks like the market is slowly starting to come around on these cars and we could see demand to acquire a nice example go up - as indicated by Rob Sass (Panorama Editor): <https://tinyurl.com/yannxpoa> So maybe I've made a good investment too?

THE SLIPPERY SLOPE



By Robert Jacobsen, Treasurer

Driven to invest?

Investing in what you drive/ park in your garage? As I was sitting at a cars and coffee this morning taking in the various cars as they came and went, I began to think back on the past six years of my Porsche ownership. I bought my 993 in September of 2012 which was just in the nick of time before the air cooled market really went crazy. I had been looking at Caymans, but realized that they would be around and available for a while; the older cars, however, were a more rapidly diminishing commodity. In the time since, I have been a part of more “What is my car worth?” or “How much more my car is worth now than when I bought it” conversations than I can even count. While it is great that my 993 has gone up significantly in value during my ownership, that value could only be realized by selling. This is the point where the theoretical discussion of “what is it worth” breaks down. I remember as a kid bragging about how much my baseball cards were worth to my dad. He replied back with the typical fatherly wisdom of “It’s only worth what someone is willing to pay, so go find a buyer and when you do, sell it to him. Then you can tell me what it was worth.” Well, therein was a problem because I was not about to sell my Tom Seaver rookie cards. So, what then were those cards truly worth to me? Not much more than the enjoyment of flipping through the plastic pages in a three-ring binder or having the really “valuable” cards on display in their hard cases. With our cars though, there is so much more.

The pragmatic investor in me does take some consolation in knowing that while I am enjoying various automotive activities that my car is holding its “value” or perhaps even increasing. Realizing this secondary beneficial aspect though would require me to sell and I am not a seller. Other considerations include vehicles have significant carrying costs which my baseball cards and any traditional investment portfolio do not have. Traditional investments may pay dividends or interest, my baseball cards do not. The 993 however, is a dif-

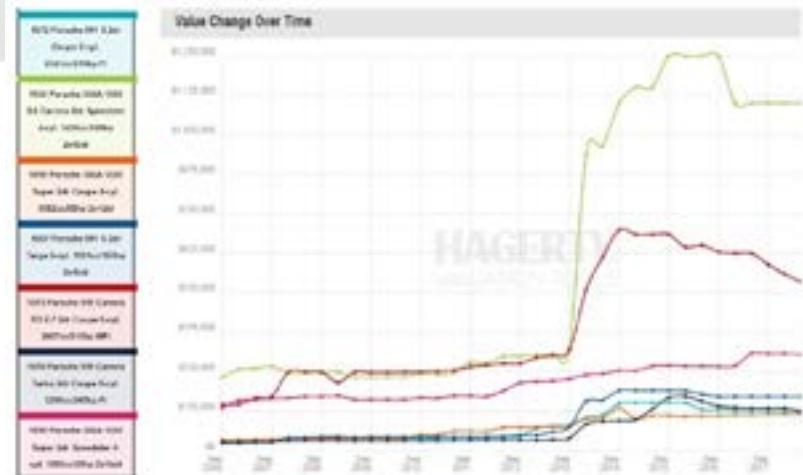
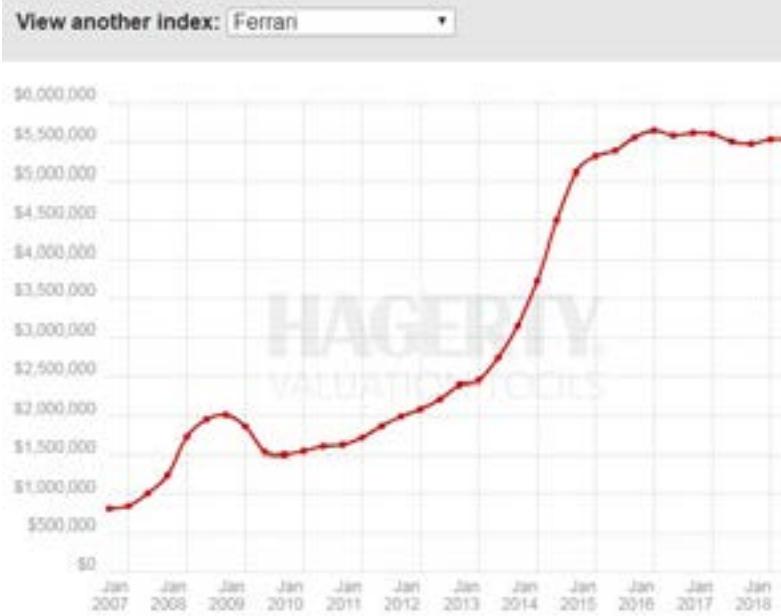
ferent story.

Whether your interest is just a simple cars and coffee or weekend cruise all the way to the opposite end of the spectrum driving track days with cars that are barely streetable (or not streetable at all), the cars were made to be driven and driving them is the greatest dividend I have ever received. I find few petrol-related things more enjoyable than waking up just before dawn and either finding new back roads or revisiting some of my favorite loops around Quabbin Reservoir or up into southern New Hampshire. When work, life and triathlon training allow for longer breaks in the action, my wife and I will drive up the coast of Maine or drive down to visit her family in Virginia. I have also been known to take 30 minutes to pick up a gallon of milk at the store which is almost visible from the end of our driveway.

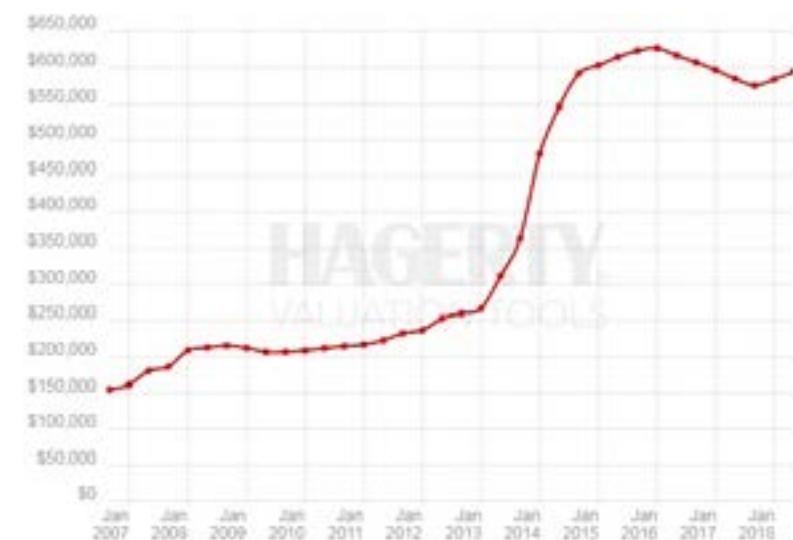
In the world of investing though, even in an unrealized sense, how do our cars stack up against the S&P500? Against gold? Hagerty does a great job compiling indices of cars by geographical segment and also allows you to overlay performance of different markets for comparison. Some time spent on their website and I was able to pull down the following data for your viewing pleasure:

These show the “indices” of British cars, Ferraris, German cars, a diversified pool of Porsches and then my 993 overlaid with the S&P500, gold and NASDAQ.



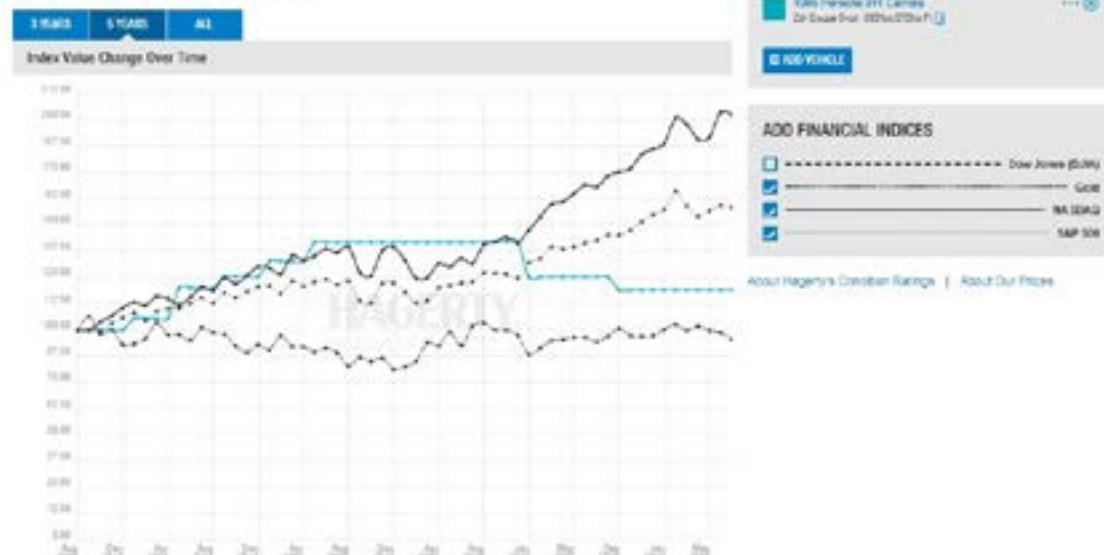


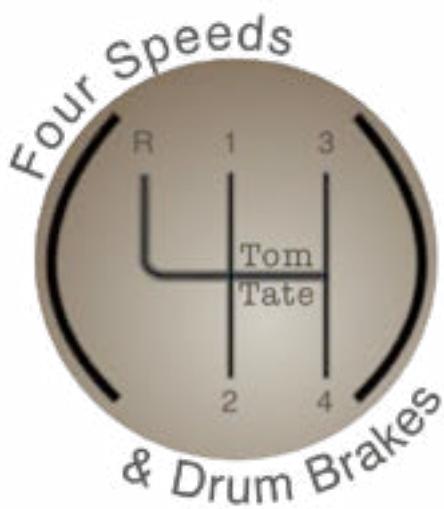
View another index: German Collectibles



I am not a seller, you might not be either, so the one piece of advice for us who think our cars will be a decision left for our heirs: Make sure you have explained the concept of stepped up basis to them. I do not want my wife or kids to sell my car after I die (hopefully many, many years from now) and think they owe capital gains tax over what I paid for the car. Which, I have heard, is worth more now than it was when I bought it.

Please add a vehicle to see values.





Keeping an Old Tub Running

I'm sure that old saying of "use it or lose it" was made up by a car guy. I have told many that nothing hurts an old Porsche like not using it. Today's modern gas is certainly a large part of the problem but other things stop working when a car isn't driven on a regular basis. The corollary to that statement is: "the more you drive old cars the better they run".

Ethanol in the gasoline that we buy at the pump might help the farmers in the Midwest but it evaporates quickly and with the open systems in our 356's it certainly leaves nasty stuff at the bottom of our tanks. There are fuel treatment available that we have been using for years but they don't prevent the new E10 (up to 10% ethanol) from separating inside the fuel tank in a little as 30 days. The market now offers an enzyme fuel treatment that will prevent the problems that the new E10 fuel cause, including retaining moisture that will wind up at the bottom of the tank.

Awaking the cars from their winter sleep this year was actually pretty easy. When the weather turned warmer back in April, a couple near the door gave me a ride to the Norwood train station. At \$4 a day I don't actually park in the Commuter Rail lot (what do I look like?) but in a friends business parking lot nearby. The employees enjoy seeing different old cars in the lot and are happy to keep an eye on them.

The Speedster got left in the back corner of the garage because I really couldn't leave that at the train station all day. When it finally came time to fire Blackie up I checked the sticker I had put on the gas cap indicating the date I last added stabilizer to discover that it had been 19 months between rides. Oops.

The smell alone told me that that old gas had to come out before it really caused a problem. There was about 7 gal in the 10 gal tank so it took a while to drain it out by disconnecting the gas line under the car and watching it run into a small tank. That then gets put into a larger tank that I keep for use in the lawn mower. That John Deere will run on anything.

Some years ago we had a tour of a car collection up in NH that had more than 120 cars on display, all in running condition but driven infrequently. When asked what they did about the gas problem they said that every car was displayed with no gas in the tank. When it was time to exercise the car they added fuel and went for a ride. Upon returning, the remaining gas was immediately drained out. That's beginning to sound like a good idea, at least at the end of the driving season each year.

With fresh gas the Speedster started right up and ran great but a short drive saw the temperature gauge soar to 240 degrees. Not good. That was the kind of number that caused me to leave the Puddle Jumper in Helen GA back in 2016.

The fan belt was on, the engine didn't seem that hot so I removed the dip stick and installed what looks like a meat thermometer to get a better idea of what it was doing. My car is one of the early Tubs that has a temp gauge on the dash with numbers printed on the face but a second opinion never hurts. After 1958 the oil temp gauge just had a green zone for about $\frac{3}{4}$ of the scale and a red zone for the rest. I guess the Factory got tired of telling owners what a reasonable temperature should be.

A quick trip around the block saw only a 180 degree reading so the problem was either the sending unit or the dashboard gauge. I had a couple of sending units so I tried them but saw no change on the dash reading.

I phoned a friend (my brother) who explained that they worked by increasing the resistance as the temp went up which made the gauge read higher. That meant that if there was a poor connection anywhere in the system it would add resistance and cause a higher reading. The following day I went out again and watched the needle head back to big numbers so I reached up under the dash and wiggled the wires that went into the back of the gauge. Sure enough, the needle swung back and

forth a couple of times and then stabilized at 180 degrees. Problem solved.

As the Autocross series didn't start until July, the 914 was the last to get pulled out of the neighbors barn. I just popped a fully charged battery into it and turned the key and it fired right up. I did notice that the temperature gauge wasn't working, I guess this is just the year for temperature gauge problems. I figured that it was a loose wire that had caused a problem a couple of years ago so I wasn't worried. Besides it was a short ride to the gas station to add fresh gas. That car had been parked with less than $\frac{1}{4}$ of a tank of gas so the fresh fuel with a little more additive was all it needed.

A short ride over a couple of bumpy roads snapped the temperature gauge back to attention and all was well again. I just love old cars.

Things are not so simple with modern cars that have loads of sensors checking everything from outside temperature to exhaust mixtures. Pearl, the Audi RS4 that I have been through a couple of times with different turbos, different intercoolers and a computer that could put a man on the moon is resting it's engine management system on the bottom rung of its performance ladder and I'm not sure how to fix it. There are three settings that can be set depending on what fuel is being used. The lowest setting is handy when you toss the keys to the valet or one of your kids. By turning on the key and pressing the cruise control button, the check engine light will begin to flash. Released after one flash will produce a kid safe 250 hp running on regular gas. Held to a second flash (with 93 octane gas) will increase the boost from 12lbs to 20lbs and produce 400hp. The third flash setting (along with race fuel – 110 octane) allows a huge 24lbs of boost and 440hp.

I usually use the mid-range setting but Pearl has decided that she wants to operate at the lowest setting. There is nothing wrong with 250hp, it is more than 3 of my Tubs combined but I've really gotten used to having one real rocket in the barn. I have attempted to reset it without success. I have no idea where to start to fix it. It's not like an old car that a new set of plugs or a tank of fresh gas will restore the power that I'm used to. I need a programmer or a modern mechanic with more computer skills than Snap-on tools.

It's much easier for me to keep an old Tub running. KTF

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BACK TO BASICS

Anker Berg-Sonne,
Membership Chair

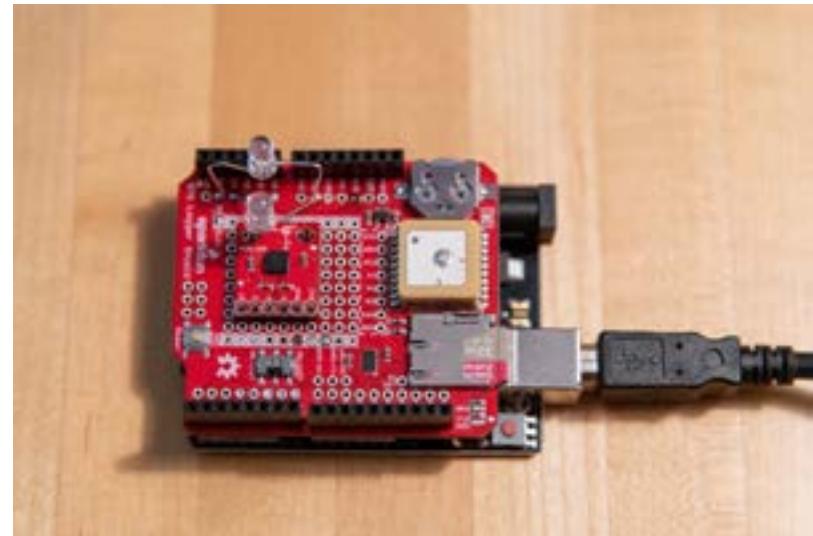
Home Made Data Logger

In an earlier column I wrote about being in a slump with my Autocross (AX) performance. I have driven two autocrosses since, the first the North Country Region (NCR) AX #2 and most recently last weekend, NER AX #1. Over the winter and spring I had upgraded my tires from Sumitomo HTR IIIs, which are good high performance summer tires, but there are stickier street legal tires, the most popular being Bridgestone RE71-Rs. Fortunately I had acquired a set of spare rims (thanks Sterling), and put a set of Bridgestones on the standard Carrera 17 inchers and the still good Sumitomos on the spare set.

Unfortunately I found that Chris, my friend and co-driver, was still beating me by several seconds since his performance also had improved with the tire change, so something else was needed.

The trouble I have is that I don't know what the good drivers are doing differently, other than getting through the course several seconds faster than me, so somehow I have to figure out what they are doing right and I am doing wrong. I have tried asking them, but have trouble understanding exactly how to translate their advice into action, so I decided to record what they are doing and do the same with my runs and compare them. There are devices that you can buy to do that, but they are expensive, so I gave building my own a crack.

The core of the device is an Arduino UNO R3 (\$16.98), with a GPS Logger Shield (\$44.95), a Sparkfun Triple Axis Accelerometer Breakout (\$14.95) and a couple of LEDs, headers and a coin cell battery A grand total of \$76.88. A couple of hours of soldering and everything was assembled. You can see the prototype device, without its case, in the first picture.



One of the two LEDs one tells you whether there is a useable SD card inserted and the other lights up when the device is actively logging.

Now all it needed was a bit of software, but I have written software since 1969, so how hard can that be?

Getting the software to work with the GPS, SD card and accelerometer wasn't hard, thanks to the World Wide Web. How could we get anything done before Googling? Getting it to work well was a lot harder. The first major problem was to acquire data from the GPS at 10HZ (get data 10 times every seconds) and write the data to the SD card without losing any. For \$16.98 you don't get a very fast computer, and it is only able to do one thing at a time, so while it is doing one thing, it can get behind on something else. Getting everything working took a few, fun, days. You have to limit the data sent by the GPS to the absolute minimum, and set

the speed of the connection between the GPS and the Arduino just right. If you set it too high the buffer overflows while the software is doing other things, and if you set it too low the connection can't move the data fast enough to keep up with the GPS.

Writing your own software has its advantages. For example, to record a session on my GoPro, I have to remember to press a button at the start of the run, and press it again at the end. I regularly forget to do one or the other in the excitement, so I either end up with no video or a very long video of the view from a parked car. So with the logger I implemented a simple scheme. It is powered through a USB charger in the cigarette lighter and it stays on all the time (thanks Porsche). As soon as the GPS records a speed of more than 10 mph it starts logging, and when the speed has been lower than 10 mph for 10 seconds the logging stops. I'll get some small log files between runs, but the run files are easy to identify because of their size.

The log file is a CSV file (Excel spreadsheet), with 10 records per second containing the date, time, latitude, longitude, speed, course, longitudinal acceleration (acceleration and braking), lateral (turning), and vertical (varies as you go over bumps and hollows), the total acceleration horizontally (circle of friction), and finally available traction. This being an attempt at calculating whether I am about to lose traction and uses the data from all three axes. It doesn't include weight shifts, so it's not perfect.

Initially I had 5 LEDs on top of the device that showed decreasing numbers of green lights when I was getting closer to the traction limit and a red one when I had exceeded the theoretical limit, but I found that when you drive an AX course you have zero time to look at anything other than the course, so I cut those off after the AX.

As in most data processing applications, you have to extract the information from it. I want to compare runs across drivers, cars and runs for the same driver, so I have

to be able to look at runs side by side. That isn't simple, because you collect a lot more data per yard when you drive slowly than if you are driving fast, so I have two Excel files that have different numbers of rows for each section. How to merge them that is an interesting intellectual challenge, at least for me. I wrote a small Windows program that accepts two Excel files and spits out a combined file where each row contains data from the two original files. It ensures that the data from the two files in a row are from the same location on the track. Getting the two data sets in sync took several days. In addition to syncing the data it calculates the differences in run time, speed, course, acceleration along all three axes, circle of traction and remaining traction at each point.

So now for the really fun part. For visualizing the track I use Google Maps. I'm not going to do instructions on how to do it here, but as many other things, it is easy to do once you have figured it out. Here's a satellite image of Moore Airfield with two runs superimposed on it. Each colored dot shows the car's position at 1/10 second intervals. The track from run 1 is shown with blue dots and the track from run 9, my last and best run,



with green dots.

You can see that the satellite image has an autocross about to get underway with the tech inspection lines underway, but it is not ours, just a coincidence. The two runs are superimposed on each other, and the numbers next to the track is the number of seconds difference in run times. Pretty cool, isn't it?

To me the interesting part are where the time differences change. One is the start of the runs shown below in a zoomed-in view



There are a couple of things that jump out at me. The obvious one is that I was off course on the first run. The first slalom was sneaky and I went the wrong way around the first cone. In the second run I made the exact same mistake at the start. A lot of drivers also did. I think the explanation is that the course is usually laid out to slow you as much as possible, which wasn't the case here. Shows why the walkthrough is so important. I have found that the best way to memorize the course is to pay attention to where it isn't straight forward. Missed this one.

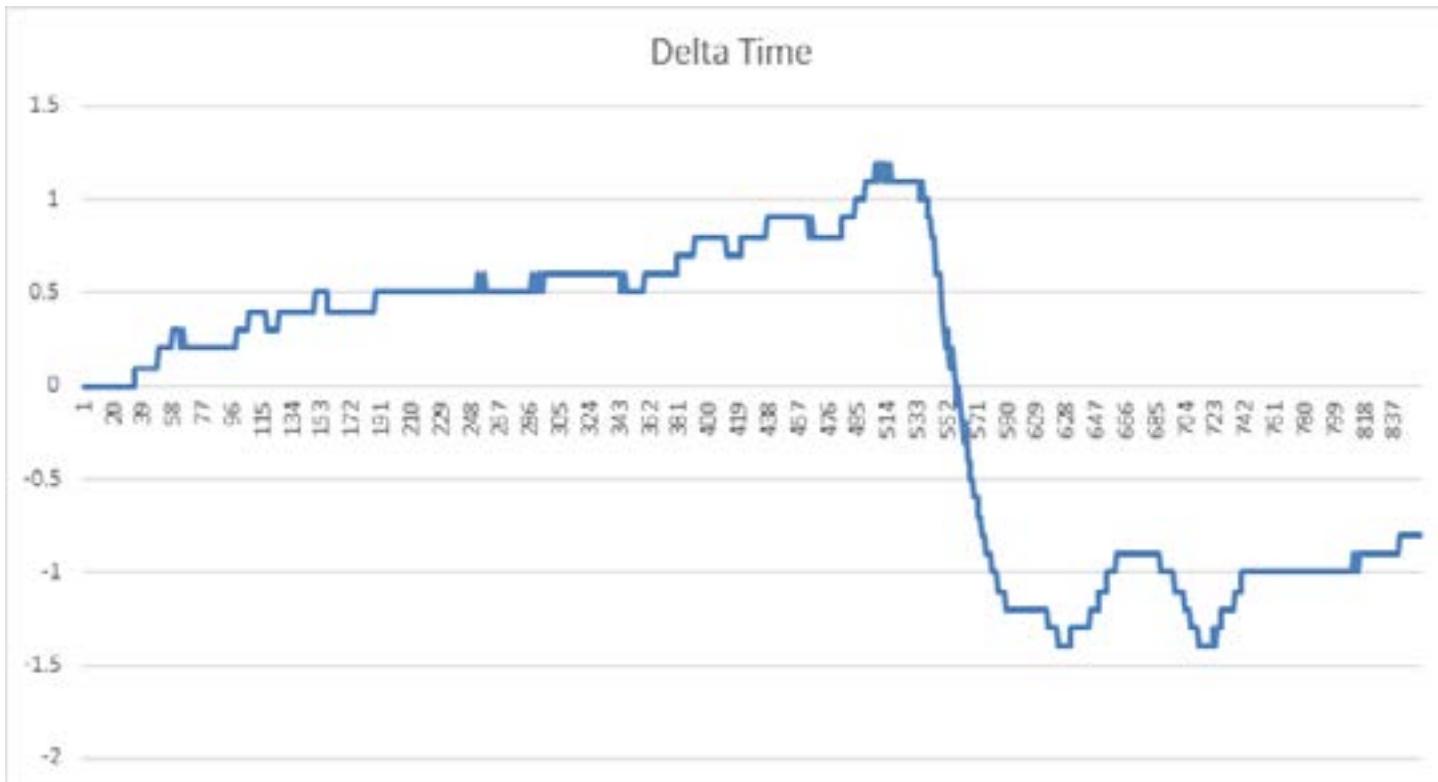
In the next view lies a partial answer to one of my un-answered questions: How to drive through a sweeper. Is tighter better or higher speed and wider better?

The blue track is from run 1 and the green from my best run. I gain 1/10 of a second in my best run. 1/10 doesn't seem like much, but over a long course the 1/10ths add up to multiple seconds. So what is different? Because the dots are exactly 1/10 of a second apart the relative speeds can be seen. In my best run I enter the sweeper faster but lift and turn tighter. In my best run I took a wider arc and accelerated as the arc widened. Because of the shorter path in my best run my lower speed doesn't hurt and I maintain the 1/10 of a second after leaving it.



So yes, there's a lot of information in the maps that is useful, but the spreadsheets are even more revealing!

Graphing the time differences make the places with significant performance differences jump out at you. Just look at the plot of the time differences between runs 5 and 9. Right around row 500 in the spreadsheet the 1 second time advantage in run 5 is lost completely and turned into a best run advantage of more than a second. More than two seconds lost in an extremely short distance!



Looking at the tracks from run 5 and my best run there's one point at which they diverge quite considerably. You can see how the run 5 time drops dramatically from being even with my best run to behind by 1.2 seconds in a very short distance.

Coming into the slalom I am carrying a bit more speed in run 5, but that causes me to run wide lining up for the first cone. By the time I get to it my line is awful and I am headed straight for cone 2. To avoid hitting it I slam on the brakes and avoid hitting it, but my speed has dropped down to the point where the engine is lagging.

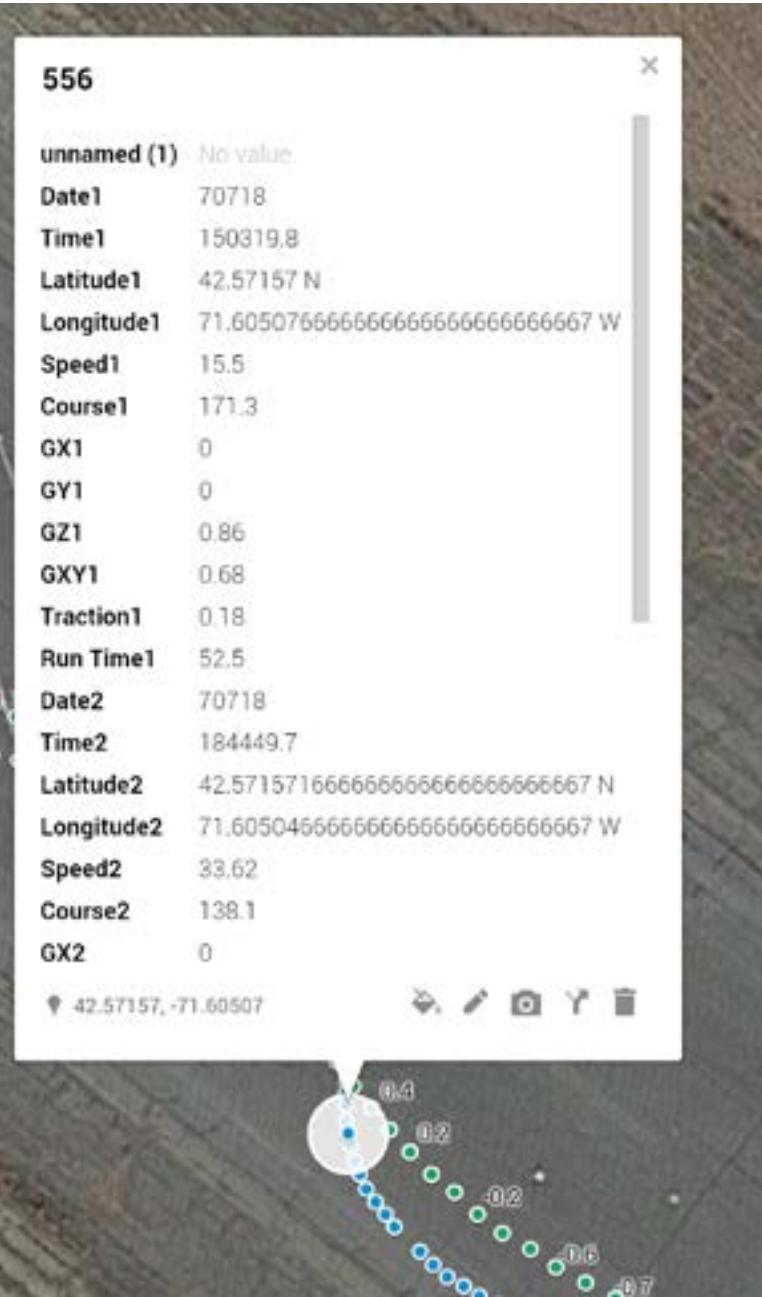
If we click on the point where the paths start diverging I get all the data from the spreadsheet at that point.

504	x
unnamed (1)	No value
Date1	70718
Time1	150315.1
Latitude1	42.571935 N
Longitude1	71.605588333333333333333333 W
Speed1	40.09
Course1	156.33
GX1	0
GY1	0
GZ1	1.01
GXY1	1.03
Traction1	-0.01
Run Time1	47.8
Date2	70718
Time2	184445.9
Latitude2	42.571938333333333333333333 N
Longitude2	71.60558166666666666666666667 W
Speed2	32.64
Course2	155.97
GX2	0
42.57193, -71.60558	▼



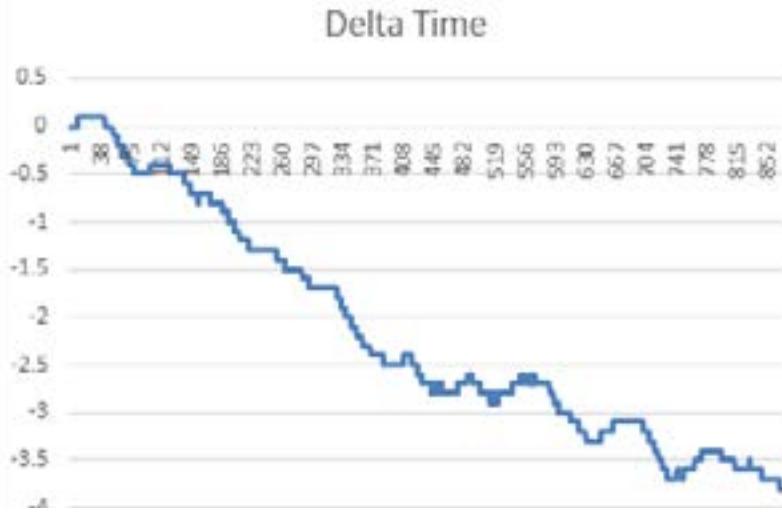
At this point I am going 40.09 mph in run 5 and 32.64 mph in my best run, enough difference to cause the front tires to scrub.

Clicking at a point just after cone 3 my run 5 speed is just 15.5 mph and the engine was luging. In my best run it was 33.64 mph and I had good acceleration. Big difference. Amazing that you can lose so much time in such a short distance. A classical case of driving too fast

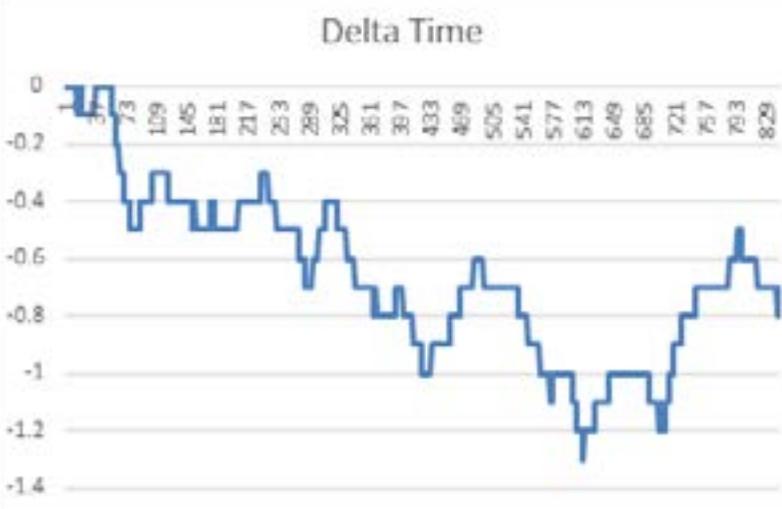


to make a good entry into a slalom.

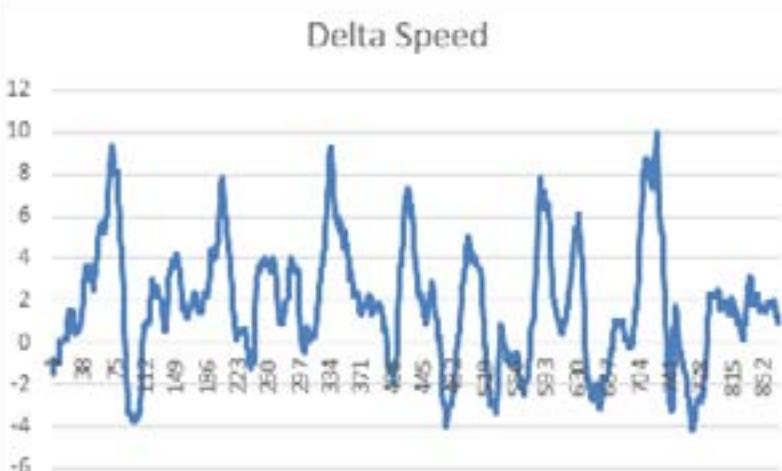
In run 6 I decided not to overdrive, but drive slow and remain in control all the time. Not a good idea, I lost time during the whole run, a whole 3.5 seconds. Too conservative.



In run 7 I decided to push again, but clearly not enough. I lost time in all of the difficult sections, ending up 1.2 seconds behind my best time



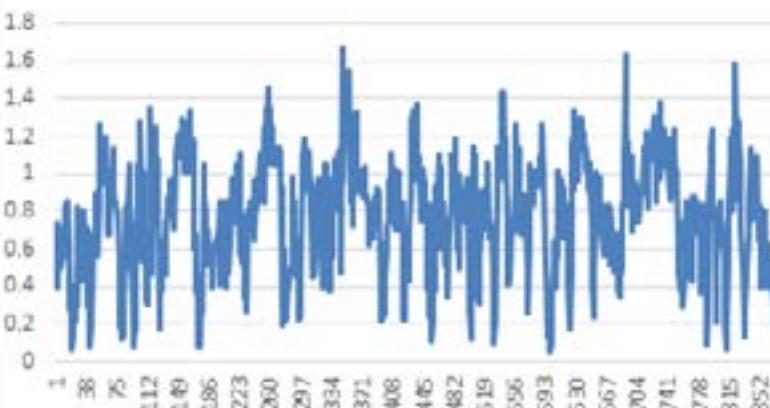
If we look at the speed differences we can see that the average speed was higher in my best run most of the time. Nothing dramatic like in run 5, but clearly not pushing hard enough.



I did discover a few things that need improvement. I

wasn't logging those GX (acceleration and braking) and GY (cornering forces), just GXY (the circle of friction) but decided that they are important enough to warrant inclusion. So in the future they will be logged. I also noticed that the GXY and Traction numbers were very unstable. The accelerometer is so sensitive that it picks up all the shakes and jolts from the pavement, so they have to be smoothed out. Not much can be gleaned from this graph:

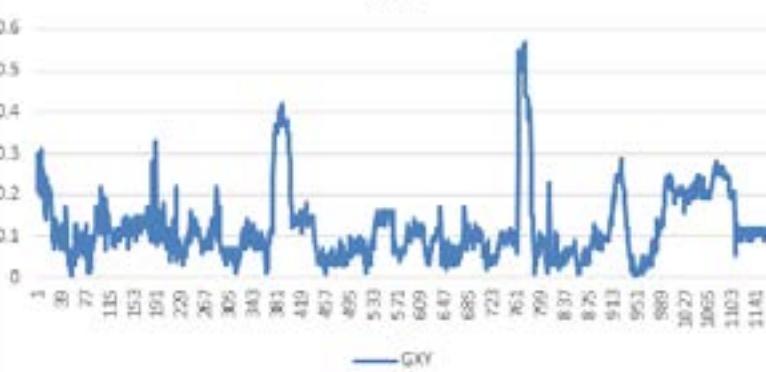
GXY2



Part 2:

In an effort to improve the G force logging I made two changes. The first was to continually read the accelerometer every time the Arduino is idle and then average the reading when I write a log entry every 10th of a second. There's enough idle time to allow me to take close to 100 readings between log writes and that helped significantly. The other was to improve the mounting of the logger. In the example above I used Velcro. To make the mount more stable I hacked a GoPro tripod mount and glued it to the bottom of the Arduino. The GoPro mount made an even bigger improvement and after making a run to the doctor's office with the logger turned on I got the G force graphs shown here:

GXY



As you can see, the signal to noise ratio is vastly improved and the data is now useable.

Finally, I decided to make a case for the logger with an inexpensive 3D printer we purchased earlier this year. It came out a lot better than I expected.

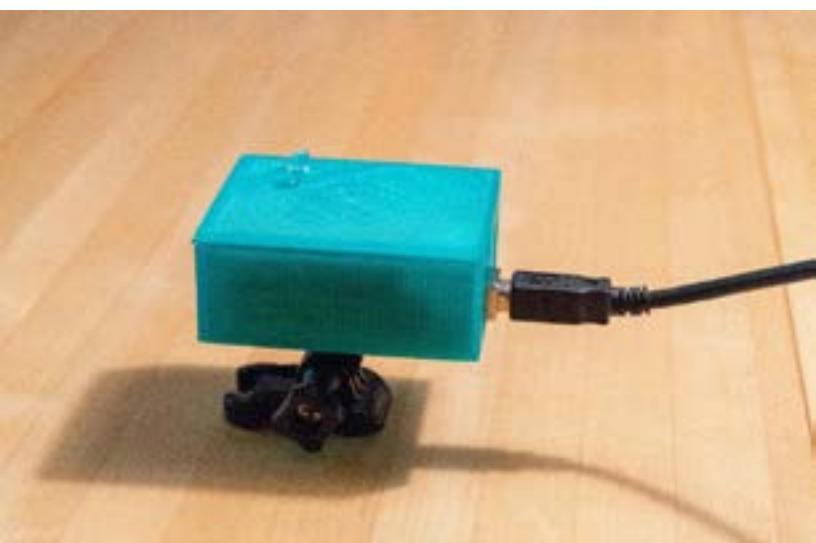
The next autocross I can make is NCR AX #5 on September 15. Enough time to make another logger and hopefully get one of my better competitors to record some runs for me to compare with mine. I'd like it to be a car in the same class as mine so we are comparing drivers, not cars.

So where do I go with this project? I need to get some time on it and see whether it has any impact on my performance. If it works well I am tempted to add OBD-II logging to it. It would be fun, and potentially useful, to look at. Adding OBD-II will make the logger bigger and more expensive, probably in the range of \$50 to \$100 more.

Can it be used for Drivers Education? Yes, all that's needed is a program that splits the logs from a session into individual files for each lap. Can be done in a few hours. The device itself doesn't need to be changed at all.

For the effort and money invested there's a good return. I can compare tracks, compare significant performance metrics at a 1/10 second resolution, easily visualize where I did things right and where I messed up. At this point of my career its definitely a great help.

If this intrigues you, drop me an email at Anker@AnkerSoft.com.





VIP's - Very Important Porscophiles

New members as of August 1, 2018

Michael Assimus, Belchertown, MA, 2007 911 Carrera
Mark Clemons, Weston, MA, 2006 911 Carrera
Molly Cole, Plymouth, MA, 2017 Macan
Jeanne Craig, Harvard, MA, 2017 911 Carrera
Bernardo DaCosta, Boston, MA, 2018 718 Cayman
Brian Farrington, Eastham, MA, 2003 Boxster S
Mike Foley, Bristol, RI, 1987 911 Turbo
Tom Gernon, Concord, MA, 2018 718 Boxster GTS
Dan Gramm, Waltham, MA, 2006 Boxster
Emmanuel Idi, Beverly, MA, 2017 911 Carrera 4S Cabriolet
Paul Jensen, Lexington, MA, 2002 911 Carrera Cabriolet
Yosef Klein, Brookline, MA, 2018 Macan GTS
William Masopust, Warwick, RI, 2003 911 Carrera Cabriolet
Don Norris II, Cumberland, RI, 2004 911 Carrera
Hamid Palo, Cambridge, MA, 2014 911 Carrera 4S
John Sutherland, New Bedford, MA, 1986 944 Turbo
Audra Tella, Maynard, MA, 2017 Cayman GT4
Andrea Torri, Northborough, MA, 2018 718 Cayman
Dan Tremblay, Hamilton, MA, 2015 911 Carrera 4S Cabriolet
Keith Vargas, Peabody, MA, 2018 Macan S
Joe Vlcek, Dunstable, MA, 2006 Boxster
Gregory White, Billerica, MA ,1983 944
Carl Wied, Wellesley, MA 2013 911 Carrera Cabriolet

Anniversaries



49 Years
Richard Plotkin
Erik Plotkin

42 Years
Mark Mathison
Brandon Mathison

35 Years
Mark Greenberg
Debra Greenberg
Stephen Contons
Theresa Contons
Hans Szimmetat

10 Years
Robert Crawford
Marcia Crawford
Ed Mansing
Judi Mansing
David Munch
Barbara Munch

30 Years
Eric Dow
Daryn Dow
Alicia Kullas
Peter Mozzone
Peter Tracy
Terry Tracy

5 Years
Sue Beebee
Christopher Chand
Ronald Doire
Sally Doire
Joseph Gagne
Matthew Gineo
Paul Lebedevitch
John McHarrie
Anthony Sbarra
Andrew Sbarra
Daniel Skeirik
Andrew Skeirik
Gary Stearns
Cheryl Stearns
Knut Streitlien
Janet Stymest
Adam Walsh
Jeremy Waltzer
Jeffrey Wilkinson
Janet Wilkinson

20 Years
Marcus Collins
Timothy Cronin
Judy Cronin
Samuel Curley
Josh Martin
Paul Martin
Greg McSorley
Fran O'Day
Christopher Tuck
Michelle Tuck
William Wooding
Peter Wooding

15 Years
Christopher Caulfield
Jennifer Caulfield
Brian Horvitz
William Kargman
Lynn Kargman
Ted Shaw
Lesia Shaw
Warren Waugh
Liz Waugh

Driven to America
2



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#driventoamerica, #dta2



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PORSCHE

Chopard



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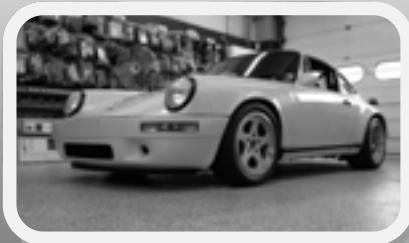
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By the Numbers

Primary members: 1876

Affiliate members: 1010

Total members: 2886



Minutes of the Board

The June 13 board meeting was hosted by Bill and came to order at 7:30pm after a delicious enchilada dinner provided by his wife Rosemary. The attendees were:

Bill Seymour - President
Glenn Champagne - VP Administration
Robert Jacobsen - Treasurer
Nick Durham - Secretary
Anker Berg-Sonne - Membership
Kristin Larson - Past President
Gary Cooper - VP Communications
Stan Corbett - DE Registrar Chair

The June meeting began with a focus on our club's financial health and future. The board appointed Bill, Adam, Glenn, Anker, and Robert to a new Sponsor & Advertising committee which will be responsible for management, communications, and tracking of sponsors and advertisers. The committee's immediate assignment is the development of a comprehensive package covering the rules and benefits of sponsorship. Robert submitted his treasurer's report which was accepted by the board. After some discussion of the club's financial history and reserves, Robert motioned to require all event chairs to submit a target budget at the beginning of the year, and also for the board to create soft financial targets for each activity in the overall annual budget. The motion was accepted and passed by the board.

Getting back into the driver seat, our region was contacted by PCA National to gauge our interest in contributing volunteers to a 2019 Treffen tour in the southern Vermont area. The board voted to support the event with the stipulation that our volunteers would be able to participate in the tour or receive a fair compensation.

Club member Wayne Kunkel communicated an interest in running a fall driving tour on the Cape and the board agreed to support the event in addition to our annual Dow Fall Tour run by Tony Miniscalco. This month, board members had been contacted by developers of a new Pebble Beach level concours in the Newport area. This prospect initiated a discussion of the merits of lending our support and concerns of stretching volunteer resources. No motions were made, but there is an expectation of revisiting the topic as plans for the event progress. Rounding out our social affairs, Glenn introduced the notion of a new chair position for our annual end-of-year gala to provide planning continuity that is not bound to a term-limited board position. The board recognized the calendar year obstacle and plans to discuss a possible chairperson. For this year's gala, Glenn has begun negotiating the catering and drinks menu and schedule details. He is also actively looking for additional planning volunteers.

Anker reported another increase in membership this month and has received positive responses on his personalized welcome messages to new members. Anker and Gary decided on a hard deadline of the 15th of each month for NOR'EASTER articles. The board recommended that the communications team keep upcoming events on the front page of porschenet.com and to focus on providing fresh content for the club's website. Gary noted that the Summer Party tickets and t-shirt purchases were active and that volunteers have been offering support.

Anker hosted our July 18 board meeting at his home in Stow. After devouring some local sandwiches and having a rousing discussion about boat restoration and the recent Mt Tremblant DE, the meeting came to order at 7pm. The attendees were:

Bill Seymour - President
Glenn Champagne - VP Administration
Adam Schwartz - VP Driving Events
Nick Durham - Secretary
Anker Berg-Sonne - Membership
Gary Cooper - VP Communications
Stan Corbett - DE Registrar Chair

Adam opened the meeting by discussing the administrative elephant of document organization and storage. The board members each weighed in on their requirements and those of the committees and event chairs. Armed with an inventory of our specific needs, and before committing to a software platform, Nick motioned for a strengths and weaknesses list of the current software options to be presented at the next board meeting, which was approved by the board.

Gary and Anker, our NOR'EASTER editors, announced that they are searching for additional newsletter content. Stan agreed to induce DE follow-up reports for the newsletter and for additional sponsor acknowledgment. Glenn noted that event creators are responsible for creating newsletter promotions and they will be more strongly encouraged to provide NOR'EASTER material both before and after events. Using the DE and autocross event announcement templates, Nick suggested a dedicated newsletter page to publicize upcoming social events for the year that are both planned and to be determined. Bill offered an alternative interpretation of our policy on board member columns; namely that board members can enlist other members to write a newsletter article as a monthly column alternative. The goal being to both make board positions more enticing for less verbose candidates, and to keep the content focused. Speaking of attracting candidates, the summer requirements of the board include choosing a nominating committee chair for the next election. A motion was passed to nominate Kristin as committee chair and she will be scouting replacements for our retiring VP Admin and Treasurer as well as any other board positions for which there are volunteers.

Adam summarized the activity of the driving event chairs: Chris reported that the autocross attendance for the first event of the season had far surpassed previ-

ous years, Dennis is in contact with the 2019 Treffen organizers to help with planning and volunteers, Tony is fine-tuning the route for the Fall Tour, and Rich has secured a big presence from Porsche of Norwell and South Shore Autoworks for the August 26th Prowse Farm Concours. Last, Robert's treasurer report was accepted by the board.

Driving Season is here



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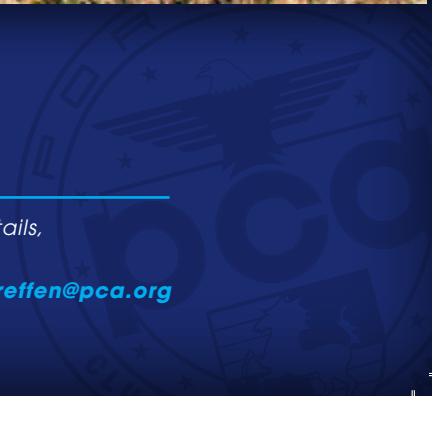
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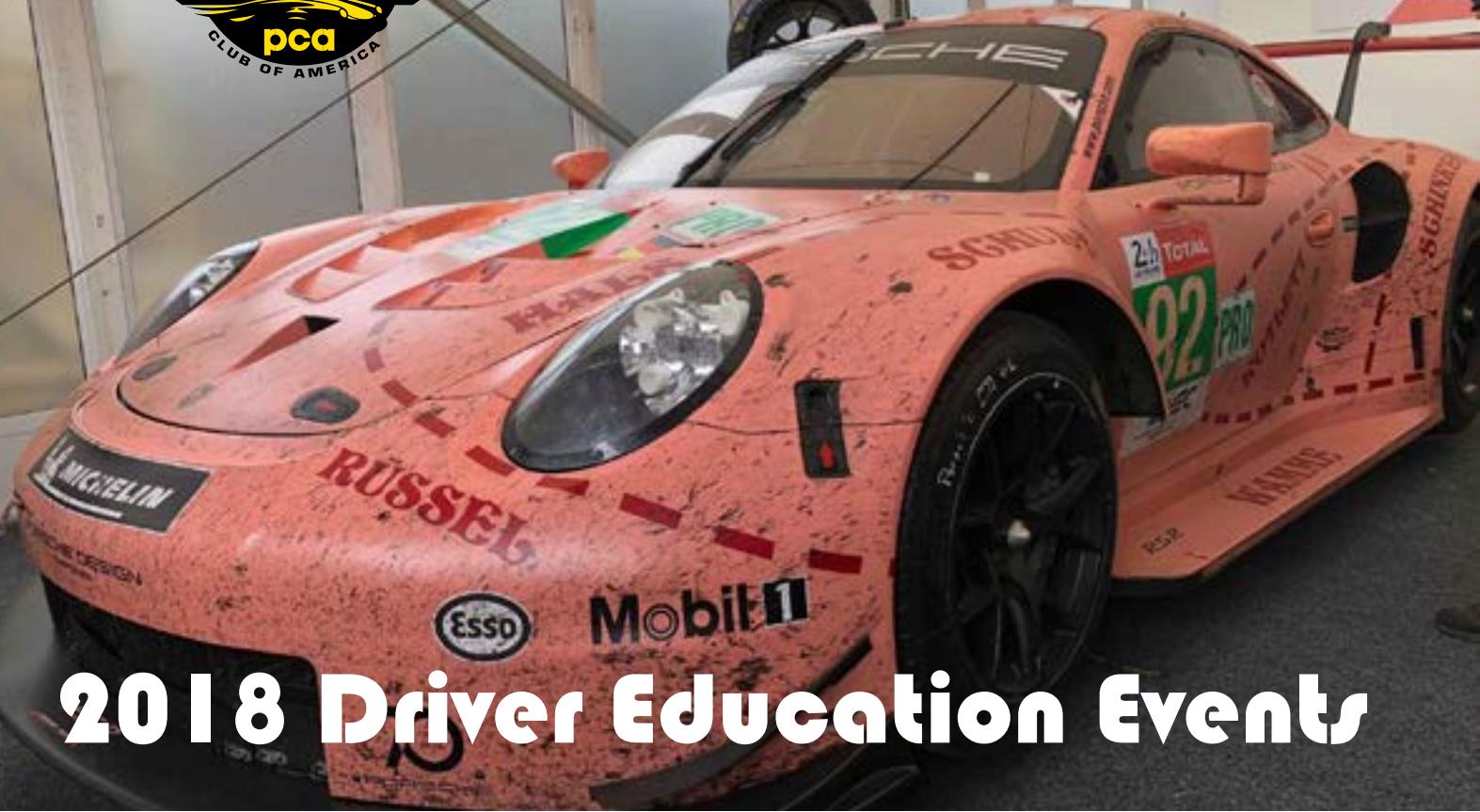


September 12-15, 2018

Fairmont Banff Springs
Banff, Alberta, Canada

For program information and registration details,
see the Treffen website: treffen.pca.org
or email the Treffen North America staff at: treffen@pca.org





2018 Driver Education Events

YouTube Video Ground School at HMS Danvers

April 4,5 Lime Rock Park



May 25-27 Thompson Speedway Motorsports Park

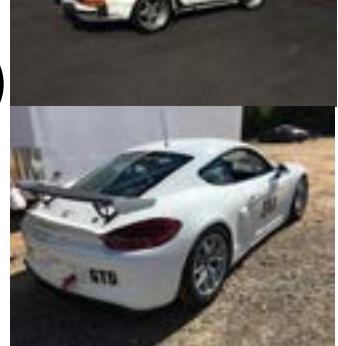


June 8-10 Palmer Motorsports Park (clockwise)



July 6-8 Le Circuit Mont-Tremblant (sold out)

August 10-12 Watkins Glen International



August 14-16 Calabogie Motorsports Park ("deep dive")

September 21-23 Finale at Palmer Motorsports Park

More info: porschenet.com/events & clubregistration.net



**Thompson Speedway August 24
Palmer Motorsports Park September 14**

**VINTAGE
DAYS
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2018 Northeast Region

AUTOCROSS

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#1 JULY 7 || #2 JULY 28 || #3 SEPT 1

#4 OCT 13 || #5 NOV 4

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NER Social Events

Have more fun!



New! Our 2018 NER Concours d'Elegance will be at Prowse Farm in Canton MA on August 26

Saturdays	<u>Porsches on the Cape</u>
8/12	<u>SoBo at Sweet Berry Farm</u>
8/16	2nd Annual Italian Wine and Food Pairing
8/26	<u>NER Concours d'Elegance, Canton MA</u>
9/8	<u>2nd Annual Charlie and Martha Dow Fall Tour</u>
10/TBD	Detailing Tech Session
10/6	2nd Annual Cars & Coffee / As-is Car Show
10/7	<u>Porsche on the Mountain, Palmer MA</u>
10/14	<u>Driven To America 2, Long Island NY</u>
11/4	<u>NER AX Party, Ayer MA</u>
11/5	Auction



2nd Annual Charlie and Martha Dow Fall Tour



Join us on September 8th for the 2nd Annual Charlie and Martha Dow Fall Tour!

view of its famous Bridge of Flowers).

We do this tour in honor of the late Charlie Dow and his wife Martha - longtime, active NER and board members and all-around Porsche enthusiasts.

Those of you who were part of the inaugural tour last year will recall we toured the quaint towns and rocky seacoast of the North Shore. This year the planners have decided to put a little more driving into the tour - we hope that is a good thing for a Porsche owner - and head out to some of the amazing roads and bucolic scenes of Central MA.

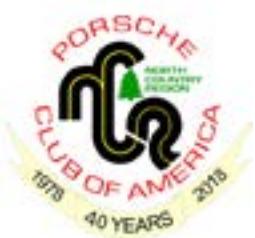
We'll meet early in the morning with an 8:00AM jump-off from a gathering point off of Route 2 in Leominster. From there we'll drive a route which includes some of the great MA Scenic Byway routes - including Route 122 skirting the Quabbin Reservoir, Route 116 across the Connecticut River, and Route 112 through the picture postcard town of Shelburne Falls (with a great



Our final destination will be the highly rated restaurant and shopping destination in Bernardston - The Farm Table and The Kringle Candle Co. We'll order off of the menu for an early lunch, leaving plenty of time for some "retail therapy" and perhaps an ice cream cone before saying our goodbyes and heading home.

Space will be limited to approximately 60 people, so be sure to let the organizers know if you'd like to attend. Send an email to grc0456@icloud.com with your name, your guest name(s), and the year/model/color of the car you'll be driving.





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

Located just northeast of Lake Winnipesaukee 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.**

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Mont Tremblant DE Trip Report

Copy by Stan Corbett, photos by Jean-Francois Leclerc or as marked

Thursday morning Carie and I headed for Mont-Tremblant. We arrived at the track late afternoon, went straight into the paddock (this is the fourth year in a row we have been able to go directly to the paddock, avoiding the congestion of parking in the spectator area then moving, en masse, to the paddock Thursday evening), found a parking spot near the control tower, and unloaded the car. Ed Pepe, NNJR Track Tech Lead, and the Track Tech Team were busy doing afternoon tech inspections that made the Friday morning tech go much quicker. Thanks for doing this Ed. The first morning of any DE is always very busy and getting a lot of cars teched the night before helps to relieve the madness.



Friday morning the paddock was busy and, thanks to the sold out nature of the event, was pretty crowded. I set up registration in the control tower and Justin Becker, NER Chief Scrutineer and Track Tech Lead and the tech team set up the tech line by the tower to catch all the cars that didn't tech Thursday afternoon. The Drivers' Meeting scheduled for 8 was handled by John Dunkle and Janice Ernsting as NER and NNJR Track Chairs, respectively. Adam Schwartz as Track Operations / Control Chief provided all the info on worker assignments. The Instructors' Meeting was run by the NER/NNJR Chief Instructors. Your Chief Instructors at this event included Mike Carr, Dyke Hensen, Knute Hancock, Craig Mahon, Charlie Kenney and Dave Berman. These meetings were followed by the Novice Classroom session for Green and Yellow run group drivers run by our Driver Development team of Peter Tracy and Ed Mansing.

Friday was a great day on track and the weather was cool, in a word, excellent, a welcome break from the oppressive heat those of us who drove up from the states had been putting up with the previous couple weeks. Friday after the track went cold we had our “next generation” beer/wine/soda and snacks social which everyone enjoyed while replaying the events of the day. Thanks go to Judi Mansing and Kristin Larson for taking care of the logistics of procuring and getting everything to the track and set up for all to enjoy at the end of the day. Thanks Judi and Kristin!



We provided an added benefit to our drivers that are interested in using data to evaluate and improve their driving. Matt Romanowski held General Data Workshops (aka Deep Data Dive) on Friday and Saturday. Though I regrettably missed both opportunities to attend I heard several positive comments about the workshops and Matt's knowledge of the collection and analysis of data.



Saturday was another good track day. Cool in the morning, only in the upper 40's according to my car. On Saturday we held three 45-minute DE Enduros for the approximately 90 Black (Advanced) and Red (Instructor) run group drivers. This year we repeated last year's format; holding the Enduros at the end of the track day on Saturday afternoon to avoid having drivers in the rest of the run groups sit around waiting for their next run. Drivers not eligible for the enduros were free to enjoy an afternoon on the mountain or whatever other activity they chose, or they were welcome to stay at the track and cheer on the enduro participants. Also on Saturday we ran Parade Laps at lunchtime, raising about \$300 for our charity Homes for Our Troops.



Sunday, our last of three days, again saw good track weather with a cool start to the morning. Everybody enjoyed a more laid back day as a few of our drivers packed up and headed home. Some to beat the Monday traffic and some who had to be at work Monday morning. I had fun during this entire event both at the track and on the mountain. Good driving, good friends, who could ask for anything more! (I promise not to break into actual song.)

There were several check rides given during this event. Congratulations to the following drivers who received promotions during the event. Promoted from White to Black – Peter Gehring; Blue to White – Warren Wulff; Yellow to Blue – Tim Barnes, Ian Krane, Michael Melnyk, Bruce Robinson and Loren VanRiper; and from Green to Yellow – Kurt Drottar, Weston Kelliher, Brock Lewis, Catherine Monoxelos, Tonya Robinson and Guy Williams.



The official announcement promoting two of our Black run group drivers to Red (Instructor) was made at the event. Those newly minted instructors are Eric Hjortshoj and Robert Jauch. Congratulations to both and I expect to see you signed up early for all our future events.

The mix of driver home regions at Mont-Tremblant was widely distributed. The co-hosts, NER and NNJR led the way with NCR and Downeast the next largest groups followed by Rennsport and Metro NY and then onesy-twosies from Upper Canada, Hudson Champlain, Northern Ohio, Niagara, Connecticut Valley, Hudson Valley and Space Coast regions. Almost ev-

eryone drove their favorite Porsche for the event with a handful of other marques including BMW (M3s), Chevy (Corvettes and a Camaro), Lotus (Elises and an Exige S), a Mazda MX5 Cup, a Dodge Viper ACR, a VW GTI and a Ford Focus joining in the fun.



If you are interested in getting pictures of you and your car from Mont Tremblant, and didn't leave your contact info for the photographer, please contact Jean-Francois Leclerc at leclercjf@cgocable.ca. Provide him with your run group and car number so he can send you a link to review your pictures which are available for purchase.

couple takeaways from our experience gained over the last two years. One, register and pay QUICK to guarantee you are one of the initial 150 drivers that get into the event. Two, if you're not part of that initial 150 register and pay so your position is held on the wait list (NER policy says registration is not complete without payment and a spot will not be held for you in the event and priority order on the wait list is based on date paid). If you are waitlisted be patient. About 15% of the cancellations were very late, happening within a week or two of the event. Be sure to watch for our emails in early 2019 announcing the registration opening dates for this and other DE events.



Hope to see many of you at WGI (NER event) August 10-12th, Calabogie (NER event) August 14-16th, Club Motorsports (NCR event) September 7-9th, WGI (NNJR event) September 12-13th, Palmer (NER event) September 21-23rd, NHMS (NCR event) October 6-7th, NJMP Lightning (NNJR event) October 13-14th and at VIR (NNJR event) October 26-28th! And, most especially, I hope to see you in 2019 at Mont-Tremblant.

Stan



2018 was the second year we have co-hosted the Mont-Tremblant DE with our friends from Northern New Jersey Region. Similar to 2017 the event initially sold out within a couple days of registration opening. This meant a long wait list with people sitting on the list who missed registration opening by as little as 48 hours! Similar to 2017, when we had over 40 cancellations, we again had lots of cancellations (over 60) as the event approached. I guess life can get in the way of the plans made a third of a year earlier. I think there are a



NER Autocross #1

Summary by Chris Ryan

Sponsored by Porsche of Norwell

We finally ran our first Autocross (competition event) of the season. The day was spectacular as was the turnout. We had 86 people sign up for the event (83 running after a few last-minute no-shows) which was about 26% up from the average # of signups for last season (68). There were 11 students from the May NER Car Control Clinic that signed up. In addition, Jason Landry and Mike LeBreque from Porsche Norwell (sponsor for the event) showed up in a 718 Cayman S and a GT4 (both with dealer plates off the showroom floor). They both said they had a great time and would like to come back. Also, Kenny Conway showed up (who sponsored the CCC in May). I can't recall the last time we had so many sponsors at an event and we were certainly happy to have all of them at our event. Thank you!

We also had Richard Viard and his son Julian doing some video filming during the day. Richard and Julian are working on a new NER Autocross video to be posted on the website ... this one will be more of an instructional tool for newcomers to Autocross that will also include some instructional footage for both drivers and course-workers. We hope it will encourage more people to feel comfortable about Autocross and come try us out!

The event ran relatively smoothly, in spite of my decision to run subgroups (almost as controversially hated or loved as PAX times). We had 12 of the 20 dual drivers in one class in Run Group 1 and I think dispensing with the dual driver shuffle in that group was worth it. We logged 9 runs with a lunch break and that was just about enough time out on the tarmac for the course-workers.

As for the results, we saw a couple of interesting upsets where Nigel Fenwick took first in Class 6 beating the ever-speedy Rachel Baker, and Adam Small took first over Nick Durham in Class GHS-3, a first for Adam! Elsewhere, Tom Tate took won Class 1 in his 914, Adam Blauer won Class 2 in his 968, Gareth Peters prevailed over Charley Sayers in the Boxster Class 4. Class 7 saw seven (7!) 718 Boxsters and Caymans – they're popping up big time all of a sudden ... Scott L'Hereaux in his 2017 Boxster S edged out Jeff Johnson in his Cay-

man GTS by less than .3 seconds; Lev Tabenken took Class 8 over yours truly by a little over a second, Aaron Walker took Class 9, Ed Wong Class 10, and Scruffy beat Suzy in Class 10R. The Improved Porsche Class had Ollie Lucier taking out Kenny Conway - after a close series of runs - by .4 seconds. Alex Palfrey took the Macan Class (12) and the non-Porsche Class was won by old friend Rob MacAlpine in his "Renegade" Miata.

We thank all the participants for coming out to this event. Our next Autocross event is coming up on July 28th. We hope to see you there!



Final Results

Total Registered: 85, with Times: 82

Pos.	Class	#	Driver	Car Model	Total	Diff.
1T	1S	3	Tate, Tom	1976 Porsche 914	75.103	[+]13.375
2	1S	575	Varrasso, Peter	1986 Porsche 944	88.478	13.375
3	1S	575B	Varasso 3, Peter	1986 Porsche 944	90.216	1.738
1T	2S	2	Blauer, Adam	1994 Porsche 968	71.916	[+]0.704
2T	2S	69	Rouhart, Georges	1993 Porsche 968	72.62	0.704
3	2S	58	Halbert, Neil	1990 Porsche 944 S2	74.034	1.414
4	2S	96	Sandhu, K.	1992 Porsche 968	81.73	7.696
1T	3S	437	Small, Adam	1984 Porsche 911	72.095	[+]0.085
2T	3S	770	Durham, Nick	1991 Porsche Carrera 4	72.18	0.085
3	3S	22	Canter, Robert	1984 Porsche 911 Carrera	75.303	3.123
4	3S	12	Bryant, Arthur	1986 Porsche 911	76.337	1.034
5	3S	469	Hohensee, Paul	1991 Porsche 964	79.68	3.343
6	3S	666	Skaubitis, Christine	1993 Porsche RS America	84.186	4.506
1T	4S	373	Peters, Gareth	2004 Porsche Boxster S	71.462	[+]1.318
2T	4S	23	Sayers, Charles	2001 Porsche Boxster	72.78	1.318
3	4S	59	Donkin, Alan	2003 Porsche Boxster S	73.627	0.847
4	4S	245	Berg-Sonne, Anker	2004 Porsche Boxster S	77.864	4.237
5	4S	440	Polson, David	1999 Porsche Boxster	DNS	
1T	4R	61	Aubin, Bill	1984 Porsche 944	70.426	-
1T	5S	606	Mullins, Robert	2005 Porsche Boxter	76.344	-
1T	6S	969	Fenwick, Nigel	2008 Porsche Boxster S	69.352	[+]0.349
2T	6S	135	Baker, Rachel	2008 Porsche Cayman S	69.701	0.349
3T	6S	135B	Sizemore, Donour	2008 Porsche Cayman S	70.442	0.741
4T	6S	696	Fenwick, Susan	2008 Porsche Boxster S	72.238	1.796
5T	6S	54	Grasso, Ernest	2006 Porsche Cayman S	72.396	0.158
6T	6S	42	Lewis, Mark	2014 Porsche Cayman	74.362	1.966
7	6S	477	Doty, Chris	2014 Porsche Cayman	74.49	0.128
8	6S	246	Brousseau, Jean-Luc	2007 Porsche Cayman S	76.274	1.784
9	6S	42B	Lewis, Ryan	2014 Porsche Cayman	76.332	0.058
10	6S	47	Kessel, Eric	2009 Porsche Cayman S	77.096	0.764
11	6S	291B	Keen, Stephen	2013 Porsche Boxter	77.168	0.072
12	6S	291	Carolan, James	2013 Porsche Boxter	77.336	0.168
13	6S	754	Aubin, Eric	2006 Porsche Cayman S	77.547	0.211
14	6S	126	Tibma, Dan	2009 Porsche Cayman S	80.596	3.049
15	6S	47B	Sonoda, Keishi	2009 Porsche Cayman S	82.168	1.572
16	6S	4	Petipas, Blake	2015 Porsche Cayman	82.523	0.355
17	6S	126C	Pavao, Louis	2009 Porsche Cayman S	96.508	13.985
18	6S	715	Johnson, Aaron	2006 Porsche Cayman S	DNS	
1T	7S	153B	L'Heureux, Scott	2017 Porsche 718 Boxter S	72.58	[+]0.291
2T	7S	49	Johnson, Jeff	2018 Porsche Cayman GTS	72.871	0.291
3T	7S	809	Galejs, Robert	2014 Porsche Cayman S	73.228	0.357

Pos.	Class	#	Driver	Car Model	Total	Diff.
4	7S	153	Geller, Dave	2017 Porsche 718 Boxster S	74.21	0.982
5	7S	90	Mann, Ron	2017 Porsche Cayman S	74.72	0.51
6	7S	461	LeBrecque, Michael	2017 Porsche Cayman 718 S	76.884	2.164
7	7S	17	Haney, Tim	2017 Porsche 718 Cayman S	80.35	3.466
8	7S	90B	Mann, Ian	2017 Porsche Cayman S	81.262	0.912
9	7S	703	Steinhauser, Chuck	2018 Porsche 718 Boxter S	82.133	0.871
1T	8S	31	Tabenkin, Lev	1996 Porsche 993	71.006	[-]1.093
2T	8S	156	Ryan, Chris	1996 Porsche 993	72.099	1.093
3T	8S	993	Viard, Richard	1995 Porsche 993	72.18	0.081
4	8S	32	Champagne, Glenn	1999 Porsche 996	74.246	2.066
5	8S	741	March, Marcos	2003 Porsche 996 C4S	74.684	0.438
6	8S	353	Bresnahan, Jay	2000 Porsche 996	85.158	10.474
7	8S	14	Fruh, Art	2005 Porsche 911	85.428	0.27
1T	9S	563	Walker, Aaron	2004 Porsche GT3	69.344	[-]1.493
2T	9S	194	Lindquist, Chris	2009 Porsche 997S	70.837	1.493
3	9S	87	Flessas, George	2013 Porsche 991	80.156	9.319
4	9S	491	Ramamurthy, Arun	2008 Porsche 997 S	83.784	3.628
5	9S	163	Buckley, John	2007 Porsche 911 Turbo	88.876	5.092
1T	10S	631	Wong, Ed	2016 Porsche GT4	69.208	[-]1.094
2T	10S	360	Davis, Alan	2015 Porsche GT3	70.302	1.094
3	10S	904	Mochimaru, Akira	2017 Porsche 991S	73.68	3.378
4	10S	460	Landry, Jason	2016 Porsche Cayman GT4	78.264	4.584
5	10S	79	Getchell, Shaun	2015 Porsche 991	82.176	3.912
6	10S	769	Doherty, Joseph	2013 Porsche 991S	DNS	
1T	10R	887	Lefebvre, Stephen	2016 Porsche GT4	67.71	[-]6.283
2	10R	104	Kelley, Susan	2007 Porsche 997 C2S	73.993	6.283
1T	11	1	Lucier, Ollie	2010 Porsche Boxster S	68.291	[-]0.409
2T	11	0	Conway, Kenny	1992 Porsche 964 Cup	68.7	0.409
3T	11	75	Skala, Mark	1970 Porsche 914-6	69.84	1.14
4	11	1B	Jolly, Elizabeth	2010 Porsche Boxster S	70.74	0.9
5	11	124	Fox, James	1997 Porsche 911 C2S	70.802	0.062
6	11	332	Timberlake, David	2005 Porsche 997 Turbo S	72.964	2.162
7	11	25B	Mazzariello, Jeremy	1986 Porsche 944	78.72	5.756
1T	12	508	Palfrey, Alex	2017 Porsche Macan GTS	79.599	-
1T	13	55	MacAlpine, Rob	1999 Mazda Miata	66.529	[-]4.603
2T	13	600	Tabatabai, David	1999 Acura NSX	71.132	4.603
3T	13	94	Bickford, Michael	2017 Chevy Camnaro Z1	71.756	0.624
4T	13	11	StGermain, Justin	2007 Honda S2000	71.988	0.232
5	13	781	Fleming, Read	2003 BMW M3	72.904	0.916
6	13	451	Van Gorder, Reid	1999 BMW M2	73.354	0.45
7	13	324	Lewis, Richard	1994 BMW 325is	76.848	3.494
8	13	420	Viard, Julian	1995 Mazda Miasta MX5	80.666	3.818
9	13	952	Schuler, Maxwell	2017 Alpha Romeo Giulia	81.66	0.994
10	13	757	Burke, Lisa	2000 Honda S2000	83.196	1.536

NER Autocross #2

Summary by Chris Ryan

Sponsored by Autobahn Performance of Peabody

NER's Autocross #2, sponsored by **Autobahn Performance of Peabody**, saw our second 80+ driver turnout (actually 87 registrants and 6 no-shows). With the reported threat of thunderstorms passing through in the afternoon, the setup team hustled to get up and running quickly in case we needed to reduce/sacrifice afternoon runs. Fortunately, the weather cooperated and we didn't see a drop of rain all day. We had 20 novices at the event, about half of whom were first-timers to an NER autocross event and many of the rest returning students from the May CCC.

Once again, the mid-engine classes seemed to dominate the event with 31 drivers, including our old friend Ron Mann back for the 3rd time this season with his son Ian in his new 718 Cayman S. We clocked 9 runs for the day and when the dust settled, it appeared that the universe restored things back to "normal" in terms of the couple of "upsets" we saw last event as Nick Durham managed to beat Adam Small again, Rachel Baker edged out Nigel Fenwick (although by only .024 seconds). In class 8. In another exciting race in Class 8, Richard Viard almost took out perennial winner Lev Tabenkin by taking second place only .048 seconds behind him. In Class 10, Walter Lunsmann was back in his GT3, but newcomer Joe Barbato, brought along by Ed Wong as a co-driver, took the class by .445 seconds. Guess he's no "novice" newcomer! And in another closely watched "battle of the SUV's" we saw Alex Palfrey driving his Macan GTS to a win over Bob Canter in his Macan S.

Elsewhere, the winners included Tom Tate in Class 1, Georges Rouhart in Class 2, Gareth Peters in Class 4, Bill Aubin in Class 4R, Robert Mullins in Class 5, Jeremy Mazzariello in Class 7, Aaron Walker in Class 9, Scruffy (also posting FTD) in Class 10R, Grant Barron taking Class 11, and our favorite Miata guy Rob MacAlpine taking Class 13 along with non-Porsche FTD. Full results are also posted on the NER website.

Richard Viard and son Julian shot more video throughout the day, including a fair amount of footage with Rachel Baker providing instructional advice during the Novice walk. That should be a big help in making the new AX video a useful instructional tool for newcomers to Autocross.

We thank all the participants for coming out to this event, as well as our Sponsor Autobahn Engineering. Our next Autocross event is on September 1st. We hope to see another great turnout and to see you there!

Summary Results

Timed Entries: 81

Pos.	Class	#	Driver	Car Model	Total	Diff.	From 1st
1S - '924(all), 914-4, 944' - Total Entries: 1							
1	1S	3	Tom Tate	1976 Porsche 914	74.52	-	-
2S - '944S/S2/Turbo, 968' - Total Entries: 4							
1	2S	69	Georges Rouhart	1993 Porsche 968	62.814	[-]0.840	-
2	2S	2	Adam Blauer	1994 Porsche 968	63.654	0.84	0.84
3	2S	58B	Brian Halbert	1990 Porsche 944S2	64.054	0.4	1.24
4	2S	58	Neil Halbert	1990 Porsche 944 S2	64.565	0.511	1.751
3S - '911 1965-1994, 930, 928' - Total Entries: 4							
1	3S	770	Nick Durham	1991 Porsche Carrera 4	61.82	[-]1.974	-
2	3S	437	Adam Small	1984 Porsche 911	63.794	1.974	1.974
3	3S	12	Arthur Bryant	1986 Porsche 911	66.852	3.058	5.032
4	3S	666	Christine Skaubitis	1993 Porsche RS America	75.596	8.744	13.776
4S - '986 Boxster and Boxster S up to 2004, 914-6' - Total Entries: 6							
1	4S	373	Gareth Peters	2004 Porsche Boxster S	61.598	[-]2.298	-
2	4S	23	Charles Sayers	2001 Porsche Boxster	63.896	2.298	2.298
3	4S	67B	Graham LeBossiere	2004 Porsche Boxster	66.055	2.159	4.457
4	4S	59	Alan Donkin	2003 Porsche Boxster S	67.068	1.013	5.47
5	4S	67	Dale LeBossiere	2004 Porsche Boxster	68.454	1.386	6.856
6	4S	440	David Polson	1999 Porsche Boxster	DNS		
4R - 'Class 1-4 on R-compound tires' - Total Entries: 1							
1	4R	61	Bill Aubin	1984 Porsche 944	63.348	-	-
5S - '987 Boxster and Cayman (not S or R)' - Total Entries: 2							
1	5S	606	Robert Mullins	2005 Porsche Boxster	67.273	[-]4.509	-
2	5S	82	Ted Nivison	2008 Porsche Cayman	71.782	4.509	4.509
6S - '987 Boxster S, Cayman S, 981 Boxster (not S) and Cayman (not S)' - Total Entries: 14							
1	6S	135	Rachel Baker	2008 Porsche Cayman S	60.996	[-]0.024	-
2	6S	969	Nigel Fenwick	2008 Porsche Boxster S	61.02	0.024	0.024
3	6S	696	Susan Fenwick	2008 Porsche Boxster S	62.218	1.198	1.222
4	6S	54	Ernest Grasso	2018 Porsche Cayman	62.352	0.134	1.356
5	6S	111	George Dominik	2009 Porsche Boxster S	64.286	1.934	3.29
6	6S	291B	Stephen Keen	2013 Porsche Boxster	65.152	0.866	4.156

Pos.	Class	#	Driver	Car Model	Total	Diff.	From 1st
7	6S	126B	Andrew Tibma	2009 Porsche Cayman S	65.763	0.611	4.767
8	6S	246	Jean-Luc Brousseau	2007 Porsche Cayman S	66.14	0.377	5.144
9	6S	291	James Carolan	2013 Porsche Boxster	66.321	0.181	5.325
10	6S	47	Eric Kessel	2009 Porsche Cayman S	66.756	0.435	5.76
11	6S	754	Eric Aubin	2006 Porsche Cayman S	67.964	1.208	6.968
12	6S	16	Tony Miniscalco	2007 Boxster S	68.116	0.152	7.12
13	6S	126	Dan Tibma	2009 Porsche Cayman S	68.546	0.43	7.55
14	6S	715	Aaron Johnson	2006 Porsche Cayman S	DNS		

7S - 'Boxster Spyder, Cayman R, 981 Boxster S/GTS, Cayman S/GTS' - Total Entries: 9

1	7S	25	Jeremy Mazzariello	2012 Porsche Cayman R	59.262	[-]3.810	-
2	7S	49	Jeff Johnson	2018 Porsche Cayman GTS	63.072	3.81	3.81
3	7S	809	Robert Galejs	2014 Porsche Cayman S	63.652	0.58	4.39
4	7S	90	Ron Mann	2017 Porsche Cayman S	64.481	0.829	5.219
5	7S	809B	Camille Galejs	2014 Porsche Cayman S	66.366	1.885	7.104
6	7S	703B	Chadd Steinhauser	2018 Porsche 718 Boxter S	66.394	0.028	7.132
7	7S	703	Chuck Steinhauser	2018 Porsche 718 Boxter S	67.502	1.108	8.24
8	7S	90B	Ian Mann	2017 Porsche Cayman S	69.374	1.872	10.112
9	7S	209	Robert Hollis	2018 Porsche Cayman GTS	DNS		

8S - 'Normally Aspirated 993, 996 (not GT3), 991 (not S or GT3)' - Total Entries: 9

1	8S	31	Lev Tabenkin	1996 Porsche 993	61.972	[-]0.048	-
2	8S	993	Richard Viard	1995 Porsche 993	62.02	0.048	0.048
3	8S	156	Chris Ryan	1996 Porsche 993	62.828	0.808	0.856
4	8S	31B	Nathan Tabenkin	1996 Porsche 993	62.98	0.152	1.008
5	8S	32	Glenn Champagne	1999 Porsche 996	65.254	2.274	3.282
6	8S	741	Marcos March	2003 Porsche 996 C4S	65.414	0.16	3.442
7	8S	520	David Newman	2007 Porsche 997	70.81	5.396	8.838
8	8S	791	Paul Jensen	2002 Porsche 996 Cab	77.618	6.808	15.646
9	8S	520B	Gloria Barzi	2007 Porsche 997S	79.062	1.444	17.09

9S - 'Turbocharged 911 (993, 996, 997), 997S/GTS/Speedster, 996GT3, 991 Base, 996GT2' - Total Entries: 7

1	9S	563	Aaron Walker	2004 Porsche GT3	60.888	[-]0.854	-
2	9S	194	Chris Lindquist	2009 Porsche 997S	61.742	0.854	0.854
3	9S	485	Alex Petrovsky	2007 Porsche 997 Turbo	62.601	0.859	1.713
4	9S	87	George Flessas	2013 Porsche 991	68.204	5.603	7.316
5	9S	480	Brian Kwon	2008 Porsche 997 Turbo	69.434	1.23	8.546
6	9S	737	Ali Pirnar	2007 Porsche 997 4S	70.138	0.704	9.25
7	9S	491	Arun Ramamurthy	2008 Porsche 997 S	DNS		

Pos.	Class	#	Driver	Car Model	Total	Diff.	From 1st
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10S - '997GT3, 991S/GT3/Turbo, Carrera GT, 997 GT2, Cayman GT4' - Total Entries: 6

1	10S	631B	Joseph Barbato	2016 Porsche GT4	58.526	[-]0.445	-
2	10S	880	Walter Lunsmann	2015 Porsche GT3	58.971	0.445	0.445
3	10S	360	Alan Davis	2015 Porsche GT3	60.166	1.195	1.64
4	10S	631	Ed Wong	2016 Porsche GT4	61.166	1	2.64
5	10S	904	Akira Mochimaru	2017 Porsche 991S	62.388	1.222	3.862
6	10S	79	Shaun Getchell	2015 Porsche 991 S	67.921	5.533	9.395

10R - 'Class 5-10 on R-compound tires' - Total Entries: 2

1	10R	887	Stephen Lefebvre	2016 Porsche GT4	57.978	[-]6.114	-
2	10R	104	Susan Kelley	2007 Porsche 997 C2S	64.092	6.114	6.114

11 - 'Race and Improved (All Porsches not conforming to Free Modifications)' - Total Entries: 3

1	11	318	Grant Barron	2011 Porsche 997 GTS	61.468	[-]0.402	-
2	11	124	James Fox	1997 Porsche 911 C2S	61.87	0.402	0.402
3	11	944	Kris Dacosta	1989 Porsche 944 S2	69.918	8.048	8.45

12 - '356 (all), 912(all), Cayenne, Macan, Panamera' - Total Entries: 2

1	12	508	Alex Palfrey	2017 Porsche Macan GTS	68.95	[-]0.790	-
2	12	22B	Robert Canter	2016 Porsche Macan S	69.74	0.79	0.79

13 - 'Non-Porsche' - Total Entries: 15

1	13	55	Rob MacAlpine	1999 Mazda Miata	58.368	[-]3.532	-
2	13	11	Justin StGermain	2007 Honda S2000	61.9	3.532	3.532
3	13	600	David Tabatabai	1999 Acura NSX	62.408	0.508	4.04
4	13	781	Read Fleming	2003 BMW M3	63.262	0.854	4.894
5	13	138	Gary Yu	2015 BMW M3	65.584	2.322	7.216
6	13	324	Richard Lewis	1994 BMW 325is	66.884	1.3	8.516
7	13	350	Angshuman Parashar	2007 Nissan 350Z	70.506	3.622	12.138
8	13	952	Maxwell Schuler	2017 Alpha Romeo Giulia	70.512	0.006	12.144
9	13	74	William Licho	2014 Subaru WRX	71.958	1.446	13.59
10	13	74B	Robert Licho	2017 Subaru WRX	72.14	0.182	13.772
11	13	420	Julian Viard	1995 Mazda Miasta MX5	72.216	0.076	13.848
12	13	757	Lisa Burke	2000 Honda S2000	75.274	3.058	16.906
13	13	743	Bill Duffy	2004 BMW 325	75.438	0.164	17.07
14	13	350B	Nishant Parashar	2007 Nissan 350Z	77.474	2.036	19.106
15	13	743B	Will Duffy	2004 BMW 325	77.964	0.49	19.596

Top Time Of Day

Raw time: 57.978 10R 887 Stephen Lefebvre

First Annual Summer Party

Report by Steven James. Images by Peter Mozzone



On July 21st a nice group of 125 NER members, sponsors, friends and family enjoyed a perfect summer day at the spacious and park like setting of the German Club in Walpole Ma. The summer party was initiated by an idea from Kristin Larsen to organize a summer party with activities for the whole family. Having spent a few years growing up at the track, she thought many NER members and especially members with growing families would enjoy a summer social.



A special thanks to Jason Landry and Porsche of Norwell for sponsoring the event and bringing several stunning examples of the latest Porsche eye candy. A favorite was the GT3 RS parked under a tent with a steady stream of attendees circling to take a closer look. Our treasurer Robert Jacobsen's firm, Assabet Advisors LLC provided the spiffy event arm bands.

The Summer Party delivered on all levels, from the band Brother Kane playing classic rock and blues, a plentiful

BBQ buffet, German beers on tap, children enjoying a face painter who also offered custom twist balloons, a spirited game competition in Cycle X, Corn Hole and a well-represented people's choice car show. During the game day, event winners were awarded placement ribbons, or a German beer or wine. As the day progressed it was obvious the face painter had made her mark on both children and adults with even our President sporting a lightning bolt.

Voting was heavy at the people's choice car show with the early examples of the classic air-cooled Porsche winning the day. 1st Place Bill Seymour's 1960 1600, 2nd place to Rob Nudelman's 1965 911, and 3rd place to Guy and Christine Crosby's 1972 911S. 75% of all votes placed were placed for these three cars with Bill's "Blue" receiving an impressive 30% of the votes.

Adding a new event during the busy New England summer schedule required many months of planning by the committee of Bill Seymour, Kristen Larsen, Glenn Champagne, Laurie James and Don Kelly. Many thanks go to both the committee and the NER event volunteers sporting special T-shirts to keep the four-hour event on schedule, from parking to helping with food, games, and running a people's choice car show.

A fun time was had by all. If you missed this year's event you should plan to attend next summer.





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10 June 2018 South of Boston (SoBo) Porsches and Coffee

Text and images by Rog Slocum

The day before our scheduled coffee Rosemary and I hosted a family reunion of fifty, plus eight kids and a few friends. Our two boys and their families stayed with us for the week. Josh and his family are recent transplants to Michigan from Japan, while our son, Tyson, and his wife and newborn son live in Maryland. Our daughter, Jessica, and her family live in Newport. Our oldest (Josh) accompanied me to Sweet Berry Farm.

The humidity had dropped substantially, making a great sunny day. Josh and I arrived and parked on the grass about 9: 30 AM and set up my table and Porsche logo sign. A perfect beach and sailing day, I actually was surprised by the turnout of Porsches, with a count of 28.

The first Porsche that really grabbed my eyes was Tim Palmer's red 91 964 C2 Targa, a gleaming example of a well kept car that lives in Indiana during the winter. All the seams and spaces looked perfect. Tim purchased his first Porsche when he was in his thirties, a 1978 924, which he obtained in 1986. In 1989 Tim bought a 944 Turbo and still owns it. Tim (a PCA member for a couple of years) has owned the Targa for about five years with the odometer showing 108K miles. Tim is the third owner and purchased it from his mechanic.

Don Bailey parked his very original dark blue 82 911SC (euro) with the odometer displaying about 92k. This is Don's first Porsche, purchasing it last fall from a private seller on eBay. As Don explained the work that has been recently completed, it appears that he does some wrenching. He replaced brake components, new oil lines and cooler, and installed Bursch headers. The body looks straight, but it appears that some of the exterior has been repainted. I suggest not to re-spray the entire car, but attempt to restore what is there. On his current do list, the manual shift bushings are next. Don says that he enjoys the drive.

Mike Mulhern parked his black 99 911, a very well cared for car and well above average maintained ex-

terior. With white instrument gauges, GT3 body kit, and GT2 wing, with re-sprung suspension lowering the Porsche a couple of inches, along with Porsche Turbo rims, the car is definitely intimidating. Mike's first Porsche was a 944. My notes indicate that Mike is the fourth 996 owner, odometer showing 65k miles. He recently purchased the car from "In Motion" in Seekonk, MA. Mike said that the 996 is the last of the more driver oriented Porsches.

Because of the popularity of Porsche SUVs, met the family (Asma, Mohsin and son Zia) of a purple metallic 2017 Cayenne. This is their first Porsche, which they purchased, used (just 8k miles) from Inskip Porsche, Warwick. Asma said that she really likes the interior space, as it will soon have to accommodate two child car seats.

Both my wife and I have driven Cayennes as loaners from the dealer, and they are big, and feel big; ideal for a growing family that also like the stride of a Porsche.

A link (<https://youtu.be/ln9EzelRaYU>) is a video of Rosemary and me running the laps at the New Hampshire Speedway during the 2018 Ramble. After the track she said, "that was better than Disney Land".

The next SoBo will be on Sunday, August 12th, 10AM – noon at Sweet Berry Farm, 915 Mitchell's Lane, Middletown, RI 02842. Free, the only requirement to park on the grass is your Porsche. A Porsche logo sign should be in place directing you to the parking area. Sweet Berry Farm is child friendly, encouraging small children to enjoy a working farm, so when entering and exiting, drive carefully, and, as always, for any SoBo related questions, please email me at: rr356c@aol.com

Rog Slocum
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Newport, RI 02840
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Asma's 2017 Cayenne



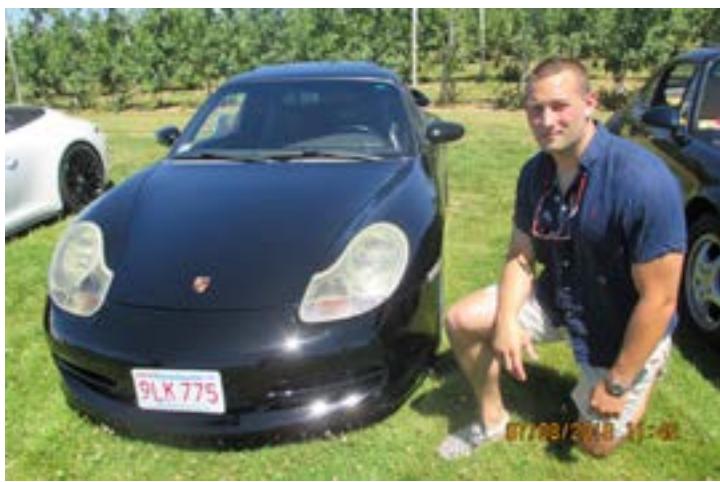
Photo by Paul Soares



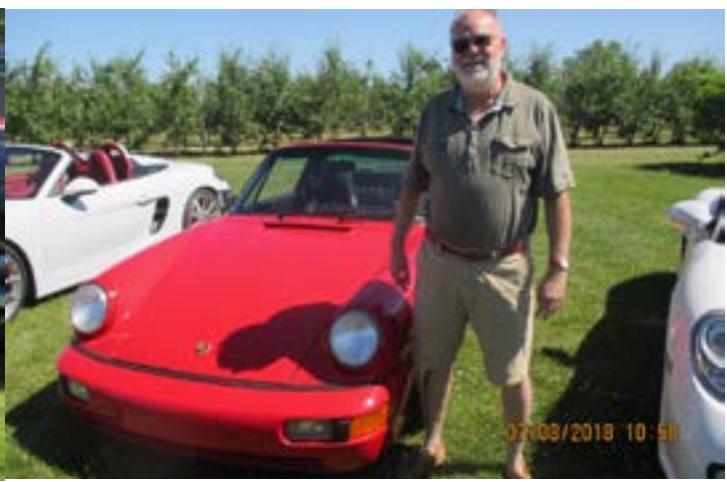
Don Bailley's 82 911SC



Sweetberry Farm



Mike Mulhern's 99 996



Tim Palmer's 91 964 Targa

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NER Concours d'Elegance

Saturday, August 26, Prowse Farm, Canton, MA 7am-2pm

Join your Porsche club friends and enthusiasts at the Northeast Region Porsche Concours D'Elegance this August 26, 2018 from 7am-2pm at Prowse Farm in Canton, MA. (rain dates are available on September 2, 2018 and September 3, 2018 if needed).

Over the years we have had some great events at the Lars Anderson Auto Museum and at the Elms in Newport (pictured above) but this year could be the best. Pre-registration online is encouraged (we'll update this page once we have that process sorted out). Please go to porschenet.com for judging information and scoring sheets.

This year's event will have nine judged classes with awards going to the top three (3) scored cars in each class. The classes will include:

- a 356 Class
- a Boxster/Cayman Class
- a 991, 996 & 997 Class
- a Panamera/ Cayenne/ Macan Class
- a 924, 928, 944 & 968 Class
- a 914 Class
- a 911 & 912 Class (1965-1973)
- a 911 & 912 Class (1974-1989)
- a 964 & 993 Class
- a display class for track/race cars and any other Porsche model not listed above

There will be awards also for the non-judged classes with an award given in the new Race Car Display Class, the judge's choice Porsche Display Only Class and the Display Only 356 Replica Class.

A portion of the event proceeds will go to support the Club's charity, Homes for Our Troops.

- 1) EARLY Registration is \$20 for preregistered Judged Cars up to and including August 22, 2018. After August 22, 2018 up to and including the day of the event on August 26, 2018 the registration is \$30. The first 40 online pre-registered judged cars will get a T Shirt. All display cars are \$10 anytime and up to the event. No charge for spectators or parking.
- 2) No judged or display cars will be accepted prior to 7:00am. All judged cars must be on the judging field by 9:30am with judging beginning at 10:00am. All display cars must be in place to be considered by 11:00am
- 3) All registrations the day of the event will be cash only – no credit cards will be accepted on the event day.

VISIT PORSCHENET.COM FOR REGISTRATION



