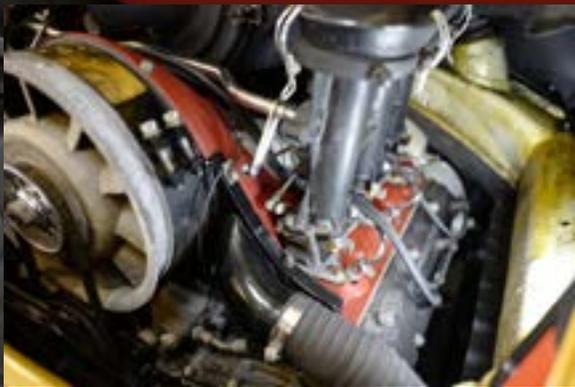
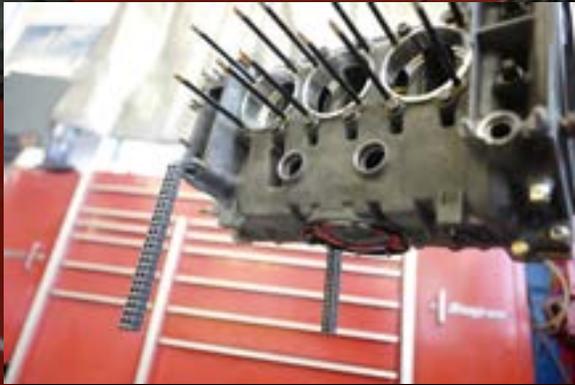




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# Call to Action

## Anker Berg-Sonne, Membership Chair

Making a club like the NER work is a mixture of participation and contribution. Without contributors there will be nothing to participate. Yes, contribution is work, but there are also rewards. The biggest rewards are expressions of appreciation from the membership, working with other contributors, expanding your social network and the satisfaction of doing a good job. Not to forget that it makes your resume interesting.

With 2000 primary members and another 1000 affiliate members you wouldn't think that staffing the Board of Directors and the Activity Teams would be easy, but right now we find ourselves in the situation of having no candidates for the following positions: Treasurer, VP of Driving, VP of Communications and Secretary. These are all critical positions and if they aren't filled, the club can't function.

A few words about each of these positions and their responsibilities:

- The Treasurer is responsible for managing the finances of the club, taking care of insurance, government reporting, tax filings, paying bills, reimbursing expenses and invoicing sponsors and advertisers.
- The VP of Driving serves as the liaison between the driving activity teams (Driver Education and Autocross) and the board.
- The VP of Communications is responsible for ensuring that the club communicates effectively with the membership through the club newsletter, the NOR'EASTER, newsletters, our web site and through social media. This involves more than just writing and formatting, it also involves acquiring the material that goes into these communications.
- The Secretary is responsible for minuting board meetings.

The Treasurer, VP of Driving and VP of Communications also contribute a monthly column to the NOR'EASTER. or encourage someone else to write an article.

Performing the duties of the VP of Communications is not a one person job, it requires a team. Ensuring that we have enough quantity and quality of material to communicate, the technical skills to create a high quality newsletter and web site in addition to performing a

through review of everything before it is published. The minimum communications team consists of the VP, the newsletter editor, the web master and team of reviewers. I have volunteered as the editor of the NOR'EASTER most of this year and need to free up time to perform my formal responsibility as Membership Chair. I am committed to train my replacement, a soft transition to the new editor and to serve as a backup resource longer term.

If you are a happy member of the club and wish to ensure that it continues to thrive, this is the time to step up and do your part. Even if you aren't able or willing to volunteer for the board positions we would love to have to join is as a non-board member of the communications team. Let us know if you are good at proof reading, enjoy writing, know how to produce publications using Adobe InDesign, or just love to help out.

Contact Kristin Larson, Nominating Chair, at [pastpresident@porschenet.com](mailto:pastpresident@porschenet.com) or 978-302-3634 to volunteer or to recommend a candidate.

# 2018 Photo Contest and Calendar

To wrap up the 2018 season, we invite each of you to submit your best photos to our contest. There will be two categories that all submitted photos will compete in: Judged and People's Choice. The first category will be judged by a panel appointed by our chief judge, Richard Viard. The People's Choice will be determined by your online vote on the Porschenet.com website. Prizes will be awarded to the top 6 photos in each category. First prize is a \$100 credit towards a 2019 event and second to sixth prize will be a 2019 wall calendar featuring the 12 winners. The calendars will also be available for purchase.

## Contest Rules

You can submit a maximum of 5 photos.

The deadline for submitting photos is November 15, 2018

The winners will be announced in the December 2018 edition of the NOR'EASTER.

Photos must be Porsche related, but not necessarily of a Porsche car.

Submitted photos must be jpg files no larger than 5MB and must be no more than 3000 pixels on both dimensions. If you need help resizing photos go here: <https://www.digitaltrends.com/computing/how-to-resize-an-image/>

Vulgar, inappropriate and non-Porsche related photos will be removed from the contest.

Submitted photos must have been taken by the submitter.

Entrants retain ownership and copyright to submitted photos but grant the NER the right to use the photos on their web site, Facebook pages, emails, NOR'EASTER and on the 2019 calendar. Credit will be given to the entrant for any photos used in the calendar.

Judges will use the following criteria: Originality/unique concept, technique, and composition. For People's Choice it is up to you to decide what criteria to use.

Winners will be asked to provide full-resolution versions for the calendar.

## How to Enter a Photo

You can enter up to 5 photos in the contest.

Connect to <https://porschenet.com/fall-2018-calendar-photo-contest/>

Log in if you are not already logged in

Click on UPLOAD PHOTO

Enter a title and a description of the photo in the corresponding text boxes.

Click on the Browse button to select the jpg file containing your photo.

Click on Submit Photo.

## How to vote in People's Choice

Voting will be open from the start of the contest and end on November 24th.

Connect to <https://porschenet.com/fall-2018-calendar-photo-contest/>

Log in if you are not already logged in

Click on Gallery

Select the order in which you want the photos displayed

Click on the first photo you want to judge

Scroll through the photos and decide which are your 5 favorites

Scroll back to one of your 5 favorites

Click on Vote For This Photo

## If you have a problem or question

Send an email to [comm-team@porschenet.com](mailto:comm-team@porschenet.com)



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# Editor's Corner

Well, it happened. Meteorological summer (June/July/August) has come to an end and school is back in session! At least one of these things can cause much consternation – and it's not the kids going back to school! Seriously, it's easy to lament summer's end. But here in New England, the 45-day period from September 1st through October 15th can often be the very best time of the year. The weather is still nice and warm in daytime, but we get some refreshingly cool nights. This "shoulder season" is great for Porsche owners to enjoy their cars. But before the sun sets on this summer, you'll get to read great material on Porsche-related summer activity.



You'll see and read how much of a success our Concours d'Elegance at Prowse Farm was this year. Ann Anderson tells us about NER's

renowned Driver Education Instructor Development program. Anker gives his thoughts on what it's like to be a DE newbie. Tom Tate talks about ways to maximize seat time on the track in a more laid back way. Gary describes his DIY project of refinishing the seats on his Boxster. Glenn reminds us of the incredible bevy of events that are now available to members. Robert muses about the future of driving for the next generation, and Bill adds some more talk about the Glen and some other miscellaneous ramblings.

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 view on the club website here:

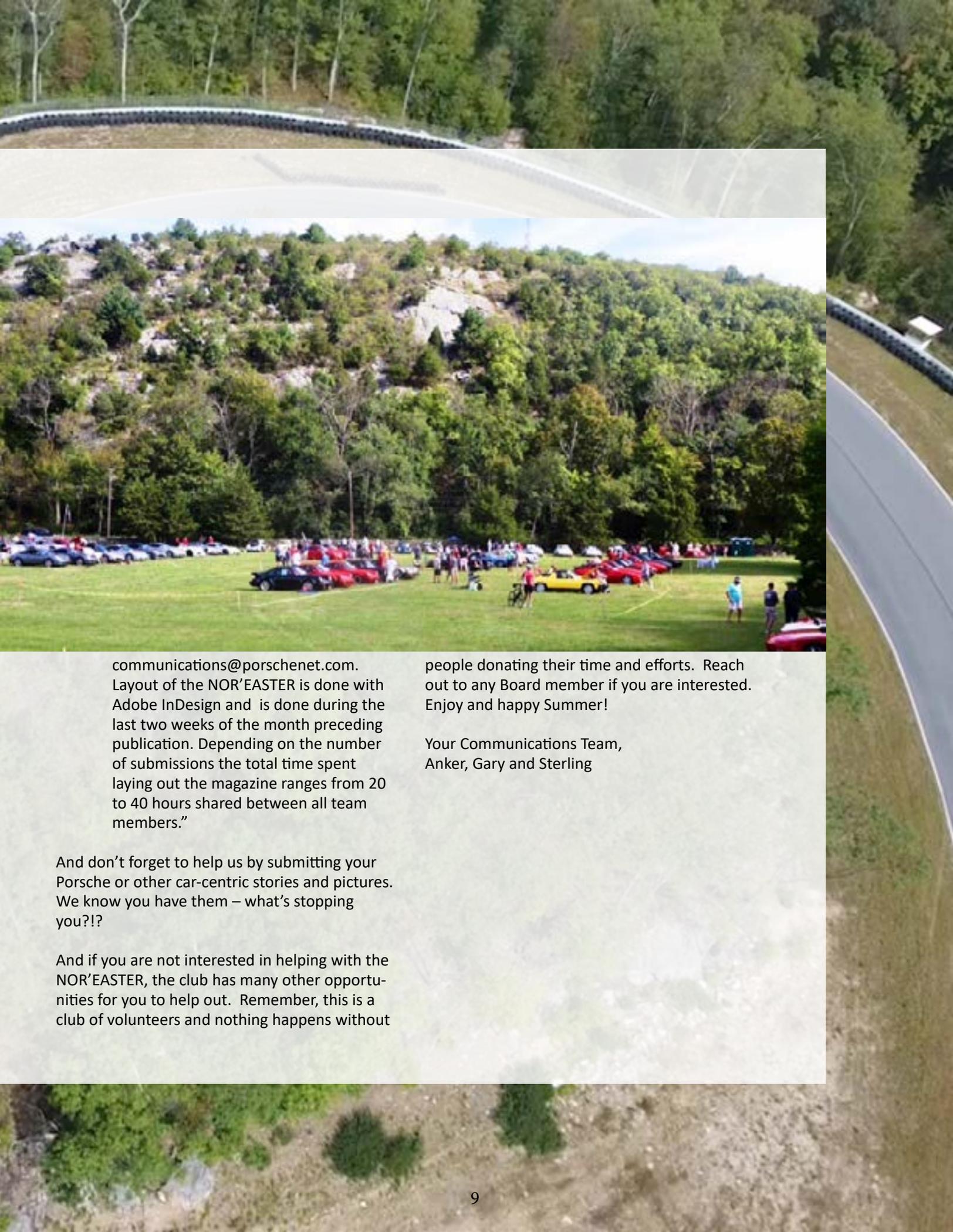
<https://porschenet.com/events/>

And please do not miss one of this fall's featured events:

<https://porschenet.com/events/porsche-on-the-mountain-2018/>

By the way, we are STILL asking for help in producing your monthly NOR'EASTER. Here's what we've previously asked:

"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@porschenet.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."

people donating their time and efforts. Reach out to any Board member if you are interested. Enjoy and happy Summer!

Your Communications Team,  
Anker, Gary and Sterling

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?!?

And if you are not interested in helping with the NOR'EASTER, the club has many other opportunities for you to help out. Remember, this is a club of volunteers and nothing happens without

# The 2018 PCA - Northeast Region Instructor Development Program

Article by: Ann Anderson, NER Instructor Development Chief



Photo by Anker Berg-Sonne

This year we had a outstanding Driver Education (DE) schedule that comprised 20 plus days of track time at Lime Rock, Thompson, Palmer, Le Circuit Mont-Tremblant, Watkins Glen, and Calabogie race tracks. It takes a tremendous amount of planning and coordination to prepare for and run these events and the entire NER DE Team works hard to ensure that all of the participants have a good driving and learning experience, enjoy the camaraderie of fellow drivers and experience a safe, fun event.

Those of you who have participated in the Northeast Region's High Performance Driver Education (DE) events know that we have a cadre of drivers who wear the "red wristband" which designates them as "Instructors". Our Chief Instructors, Track Chair, Instructor Development Team, Registrar and Safety Chair are all involved in the process of determining who will become an "Instructor" or continue to be an instructor in our region. Our Instructors are assigned to novice and beginner drivers (designated by the green and yellow wrist bands) to help them learn how to properly and safely drive their high-performance Porsches (and other makes of cars) on the track in controlled, high speed situations. Instructing novice drivers involves a significant amount of preparation and we have a formal Instructor Development Program to ensure that our instructors are prepared for the challenges that they will face when they get into the right hand seat on the track. Our instructors need to be able to assess their student's capabilities, understand what motivates them, and utilize a variety of instructing techniques to help them become better drivers.

You may have wondered what it takes to become an "instructor" and whether or not it is something that you would like to do. Our current Instructor Development Program has been in place for about 6 years and was originally designed by John Dunkle, Track Chair NER. The first step in our process is to determine whether or not an advanced driver has the skills, positive attitude, physical and mental energy, professionalism and temperament to be considered as a candidate in our program. We get inputs from all members of our NER Track Team before we enroll a driver in our Instructor Candidate (IC) Program.

The IC Program usually takes a season (4-5 events) to complete and incorporates a variety of materials and methods to ensure that candidates are adept at teaching students how to drive the "line" at high speeds consistently and safely around the track. We use articles prepared by PCA National (National Instructor Development Program) and teaching techniques including written materials, online exercises, classroom training, role playing on track, mentor/student scenarios, pro coaching and "check out" rides with chief/seasoned instructors.

Once we have identified an advanced driver as a candidate for our IC Program and provided him or her with the PCA and NER written materials, we role play and focus on several areas.

An overview of our Instructor Development Program includes several stages including pre-event preparation and event day actions:

"The 3 Minute Interview" - this is the standard conversation/interview that Instructors have with their students before they enter the track that sets the tone for the relationship and helps gather/give important information.

We generally cover four topics: Social - get to know your student, ask what they do for a living (to gain insight into how they learn). Ask about his/her car and determine their level of driving experience and any concerns they have; Technical - ask if any modifications been made to the car, what kind of tires they use and if they understand the importance of the Tech line before an event; Safety - do they understand the flags and did they attend the novice meeting; Directive - familiarize the student with the words - standard, consistent, simple vocabulary and techniques that you will

use to instruct them.

On track "Two Lap Orientation" - the instructor will drive (if the student has never been to the track) or wants to see the instructor drive the line or ride with the student to point out entry/exit lanes, flag stations, track layout, demonstrate driving the "line" to get the student comfortable with the track. After the two lap orientation, the instructor comes into the pits to change places with the student and they go back out on the track to finish the run.

Classroom and online sessions about "How to Teach" - we recognize that we may need to use different techniques to teach adults learners. Some students learn by doing, others by watching and learning. Some students want to think and understand more than others. We stress the importance of actively listening to the student and asking questions about how they are feeling about the experience. We pay attention to body language and nonverbal cues as well. It is up to the instructor to figure out how to overcome barriers and best instruct their student; so, we put the ICs in a variety of situations on different tracks with mentors, NER Track team members, other ICs and seasoned drivers to practice their communication (both verbal and hand signals) skills.

Classroom on On-Track Sessions about "What to Teach"

Track Protocol and Safety - review staging, pit out/in procedures, flags

Driving the Line - using consistent terms - Turn-in, Apex, Track-out

Operation the Car - emphasizing smoothness, proper accelerating and braking

Skills, Techniques and Vision - reference points, passing, consistency

Awareness - acute awareness of the car and situation on the track

Mental Preparedness -concentration, courtesy, self-analysis

Communication between the instructor and student begins BEFORE the event. ICs practice writing an introductory email to their "student" that includes some personal information about their background, type of

vehicle they drive, where they will meet at the event and asks about the student about his/her goals for the event.

After our Instructor Candidates have completed 3-4 events where they have had the opportunity to practice their driving and teaching techniques with a variety of instructors, mentors, advanced drivers and other ICs, we'll have them instruct a "blue" or "white" solo driver. Our expectation is that they will put into place all that they have learned including the "3 minute interview", the orientation ride, and actual instructing using the proper vocabulary, appropriate communication style and critique on the driver's skills. Feedback on the IC is provided by the "blue/white" driver to the IC and to the Instructor Development team. Assuming that we get good feedback, the Instructor Candidate will ride with one of the Chief Instructors or the Track Chair for a final check-out ride before being advanced to "Instructor" and getting their red wristband.

Instructing is hard work and you need to be willing to put in the time and energy to learn how to effectively teach your student. The payback for all your effort comes when you are on the track and experience your students progress and know that you are the one that helped him or her become a better high performance driver. It is a rewarding feeling!

I began by telling you that we had 20 plus track days this season. At those events we had more than 250 novice/beginner students (including a high of 54 at Watkins Glen) who were assigned instructors. Hopefully, these novice drivers enjoyed their driving experiences and will continue to participate and progress in our Driver Education program. New drivers are the lifeblood of DE and well-trained, dedicated instructors who selflessly give of their time, knowledge and energy to help these students are vital to the success of our region.

# Driving Season is here



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Season Finale Event



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Registration information:  
[porschenet.com/vintage](http://porschenet.com/vintage)

**Palmer Motorsports Park September 14**

**VINTAGE  
DAYS  
DE**



# Lake of the Ozarks Parade Report

Text and Pictures by Ed and Nancy Broadhead



Nancy and I left on Thursday to arrive in Osage Beach Missouri on Saturday. Two short 350-mile days and one 650-mile day. We took the southern NY route instead of the NY Thruway. I like to take the 944T but the A/C isn't as good as the Boxster. The Boxster rides a little firm with PSS-9 suspension. The Boxster averaged 27.5

to 28.5 mpg running with traffic 75 - 85 mph. Couple of days we averaged 72 mph, not including stops. Temperatures were in the mid 90's the entire two weeks.

We were staying off site due to registering a few hours after it opened. Turned out that was a good thing. Saturday night we had dinner at a local restaurant. Steak and Lobster \$50; we had shrimp.



Tan-Tar-A resort is on the shore of the Lake of the Ozarks, The lake is 92 miles long with 1300 miles of shore line. Condo/house prices range from \$150,000 to \$10,000,000. Much of the shore is limestone cliff so there is a lot of climbing at the resort. There were golf cart shuttles that helped in the 90+ degrees.





this evening.

The welcome party on Sunday was outdoors at the golf course, a good hike up hill from the main lodge. No tent, 95 degrees, sunny. Table favors were collapsible fans. The Mission E mock up was on display.

Wednesday we did a Stone Hill Winery tour. Great roads, about 45 cars in three groups. the route was about 150 miles, so after lunch, we didn't have time to

Monday was the Concours with 100+ cars on display. We worked scoring in the air-conditioned pro shop. Golf carts were dispensing water all day.

Presidents party Monday night. Busses to an off-site German restaurant, great munchies, open bar (beer & wine). Good discussions with past and present national officers & staff and other region presidents.

Tuesday was the TSD rally. We didn't participate. Comments were very favorable. Nancy did laundry in the AM. In the afternoon, we toured the Ozark distillery. Interesting. They make vodka, gin, bourbon, moonshine and flavored "shine". Free tastings. We bought some "shine" and "apple pie shine". Concours banquet





tour the winery and get back for the Rally banquet in the boathouse. Hot. Other banquets moved inside. This was also autocross day.

Thursday was the gimmick rally. The theme was Route 66, and much of the route was on that historic route. We were given 40 pictures of old postcards. We were to find them or their replacement on the route and put them in order. No restrictions on internet, smart phones, etc. We and many others did poorly. Winners got them all! Some commented that this year the gimmick rally was more difficult than the TSD! Open night. We went for pizza and a bottle of wine.

Friday We took the Technical and Historic Quiz in the early 911 class. Success! Nancy took first in class, I was second in my class. We then took a boat tour of the lake and I attended a couple of tech sessions. Autocross banquet.

Saturday was the workers' lunch. Nancy won a shirt and



some other items, but no tires! The Parade of Porsches was in the afternoon. Police stopping traffic. A very “brisk” parade including a heavy thunderstorm. Victory banquet and drawing for the trip to Germany. We didn’t win it.

Sunday: Pack Boxster and head for home. Cooler with rain.

Parade next year is in Boca Raton Florida, 2020 in Palm Springs California.

See you in Florida?

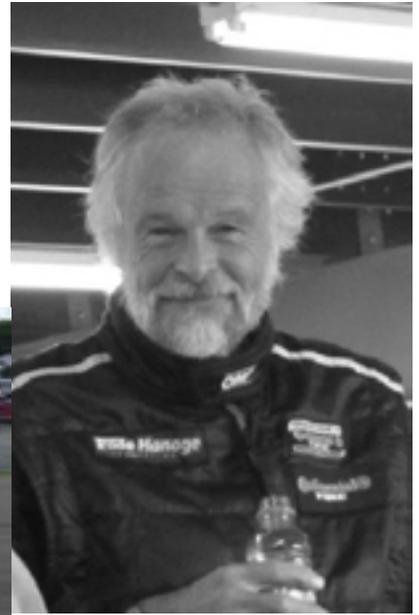
Ed & Nancy



# The Long & Winding Road

- Bill Seymour, NER President

## Tales from the Glen



it is a great track in a fantastic area with lots of things to do other than go to the track. As in: hike the Glen, go to wineries, the Corning Glass Museum, take a glider ride at Harris Hill, etc. So it really needs to be on the bucket list of any car enthusiast in the Northeast. So here are some highlights of the weekend...

There will be other write-ups of our annual DE trip to Watkins Glen but I can't resist devoting most of this column to our recent DE there. Let me start by saying that if Watkins Glen isn't your favorite track one of two conditions apply: 1) you have never been there or 2) you are a moron. Well, OK, that is probably a little strong (and of course my opinion can only include the tracks I have been to which is not so many). But

#1 I am about to be the proud owner of a 2003 Carrera 4S

which I am going to win because I entered a raffle run by the International Motor Racing Research Center (<http://www.racingarchives.org/>). (I don't really need this car so I'll make you a good deal – send me an email with your offer.) This outfit is located in downtown Watkins Glen with the stated mission “to preserve and share the history of motorsports, all series and all venues, worldwide.” While their scope is worldwide, it is





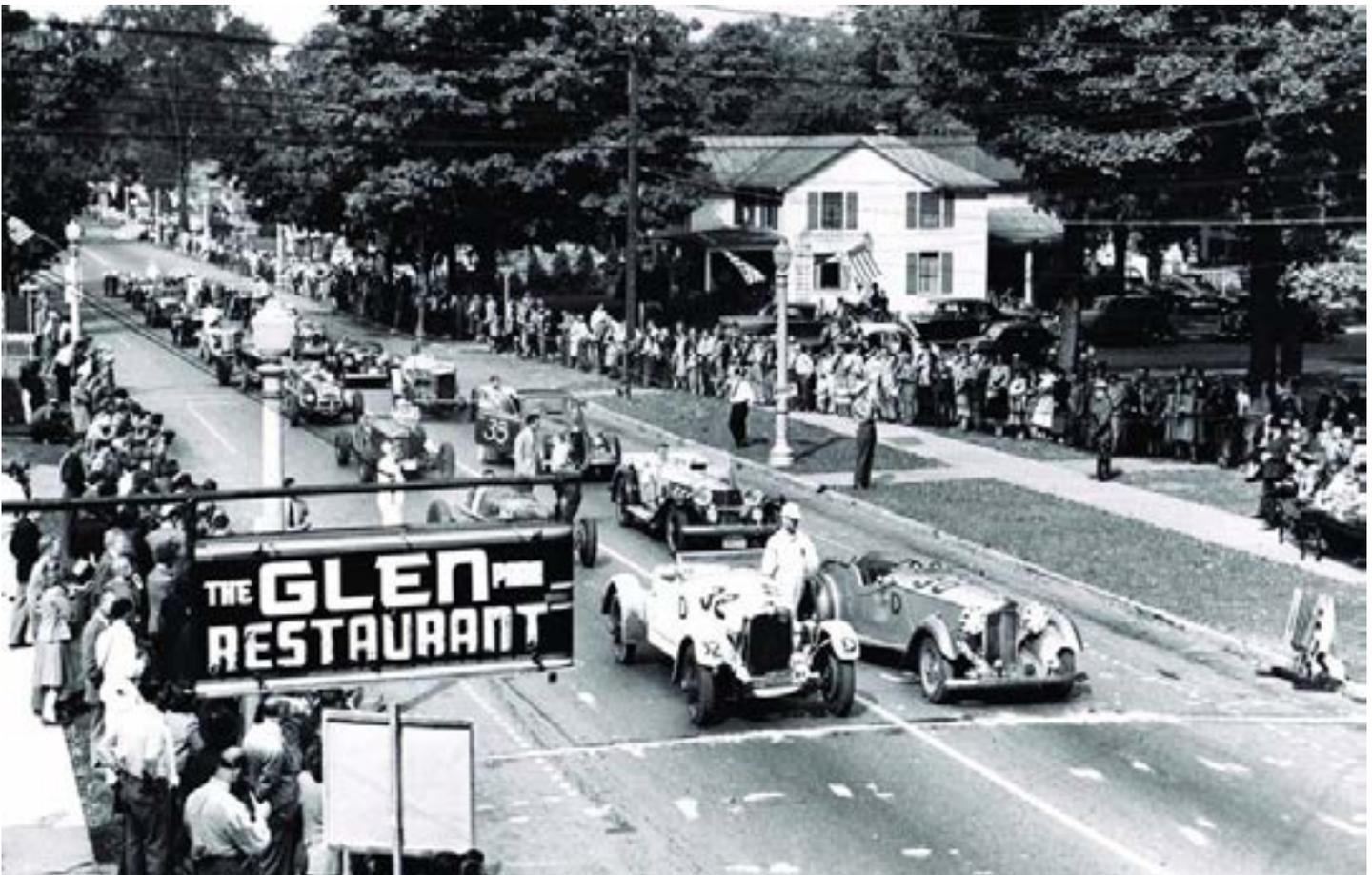
#2 A driver who will remain anonymous apparently decided that his trailer would handle better with 20 degrees of toe out. Probably figured the track is clockwise.

#3 Are there any Phish fans out there? We couldn't use the garages because on the weekend following our visit Phish's "Curveball" three day festival (up to 60,000 attendees per day) will take place and is already sold out. The amount of organization for this is stupendous. Example: they were setting up a huge tent city (tents with two cots cost \$929 for the weekend, not including the \$250 admission per person – hell, it's cheaper to do a DE!). This made our normal DE weekend very abnormal and John, Stan and the rest of the DE management team deserve a lot of credit for surviving the mayhem. And did I mention that we were told this was the largest club sponsored event at the Glen with over 250 cars?

#4 Weird car of the weekend. Scott Townsend's ex-IM-SA tube-frame Fabcar chassis with a 968 engine, a 928 torque tube and a Hewland gear box. I hear that if you own one of these you should flash your lights when you see another one.

#5 While we are giving credit for a great job, we en-

appropriately in Watkins Glen as the first Watkins Glen Sports Car Grand Prix, in 1948 on public streets in and near the village, was the first post-WWII road race held in the United States and is considered to be the cradle of American road racing. The streets used for the original course remain intact today and a checkered flag marks the original start-finish line on the village's main street. You can get a map to drive the course and imagine what it would be like to drive it in one of the cars pictured at 100 mph with no seat belt and a leather helmet. God love ya.



joyed a delicious BBQ when the track went cold...

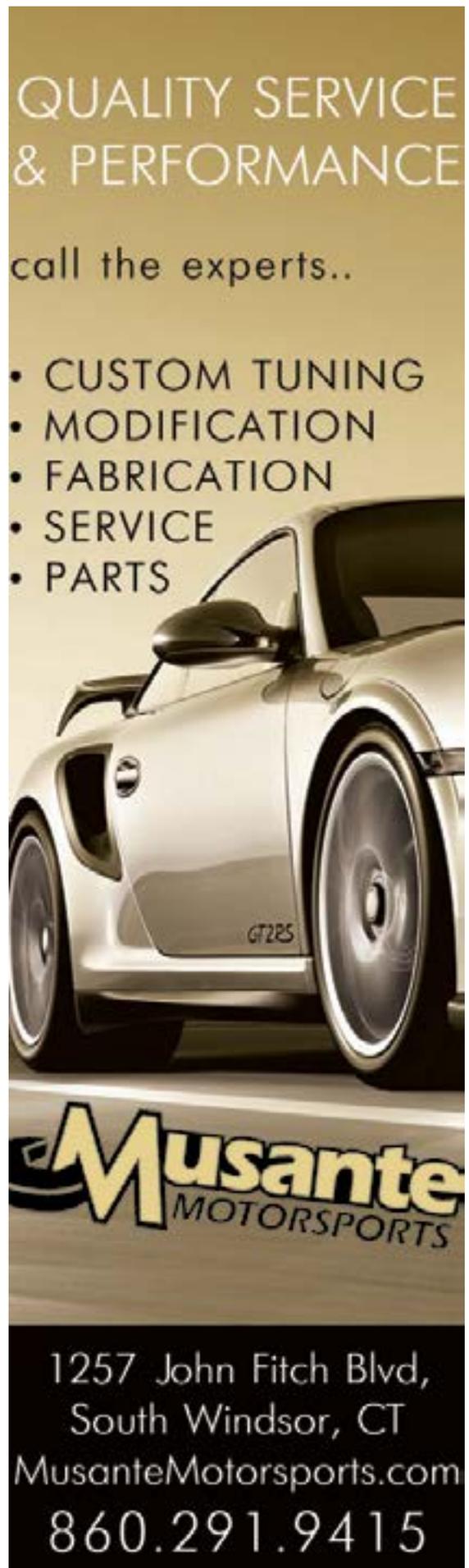
WE INTERRUPT THIS COLUMN WITH AN IMPORTANT ANNOUNCEMENT. KRISTIN AND I STILL HAVEN'T HEARD FROM ANY VOLUNTEERS. WE NEED A TREASURER, A VICE PRESIDENT FOR DRIVING EVENTS, A VICE PRESIDENT FOR COMMUNICATIONS PLUS SOME HELP FOR THE ANNUAL DINNER IN JANUARY. THIS IS A VOLUNTEER ORGANIZATION THAT YOU ALL BENEFIT FROM BUT IT CAN'T EXIST IF NO ONE STEPS UP. CONTACT ME OR KRISTIN PLEASE.

...on Saturday thanks to the crack social team of Kristin Larson, Judi Mansing and Pam Mascetta. Kristin is particularly to be thanked for arranging a nice selection of keg beers including a Southern Tier Double IPA. Unfortunately the tap on this was faulty and the beer came out so slowly that it wasn't able to be completely emptied. I can attest however that the foamy beer still tasted great and was efficacious. One of those enjoying the beer was our usual professional track coach, Lee Carpentier (pictured with Greg Wood and two Yankees fans – this event was co-arranged by the Northern New Jersey region and sponsored by European Performance Engineering in Natick, MA. A truce was called which only disintegrated when the rat bastards wouldn't give me a point-by – only kidding guys!). Perhaps influenced by the good beer, Lee was talked into writing some columns for the NOR'EASTER so look for those in the future.

#6 We got to do a track walk on Friday night (led by Lee as above). Very informative. Yes, there is way more banking than is apparent when driving.

#7 Finally, along with the usual Porsche logo'd attire there were some good t-shirts.

One other note: I was just the first one to book a room for our Annual Dinner/Gala on January 5<sup>th</sup> (at the Newport Car Museum in Portsmouth RI). These are at the Bristol Harbor Inn – I splurged and got the fancy room with a fireplace for \$99 (regular rooms are \$79). I suspect these may sell out so you should book by November 20<sup>th</sup>.



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On Sunday October 7, 2018, enthusiasts from around New England and beyond will gather at Palmer Motorsports Park in Massachusetts for one of the largest Porsche-specific events of the year. The public is invited to join Porsche owners in celebrating the marque in it's full glory by holding a number of activities on the same day in a picturesque location. There will be a "People's Choice" car show - the public will vote for their favorite cars in 13 classes broken up in groups such as Best Air-Cooled Car, Best Vintage Race Car, Best Front-Engined Car, and many more. Vendors and collectors will bring rare and hard-to-find parts that will be on sale. In fact, anyone can purchase space to sell the spare Porsche items that may be someone else's next treasure. As a unique feature for this event, all event-goers are invited to drive their own car on the track for parade laps with a small donation to our club charity, Homes For Our Troops. You get to experience the twists and turns that make this a favorite race track among track enthusiasts nationwide! How many car shows offer a chance to drive your car around a race track with your family? That's what makes this event one-of-a-kind.

If that weren't enough, the location of the venue on the line between Palmer and Ware Massachusetts provides a spectacular fall backdrop - and exciting drives in the area for



# Sunday October 7, 2018

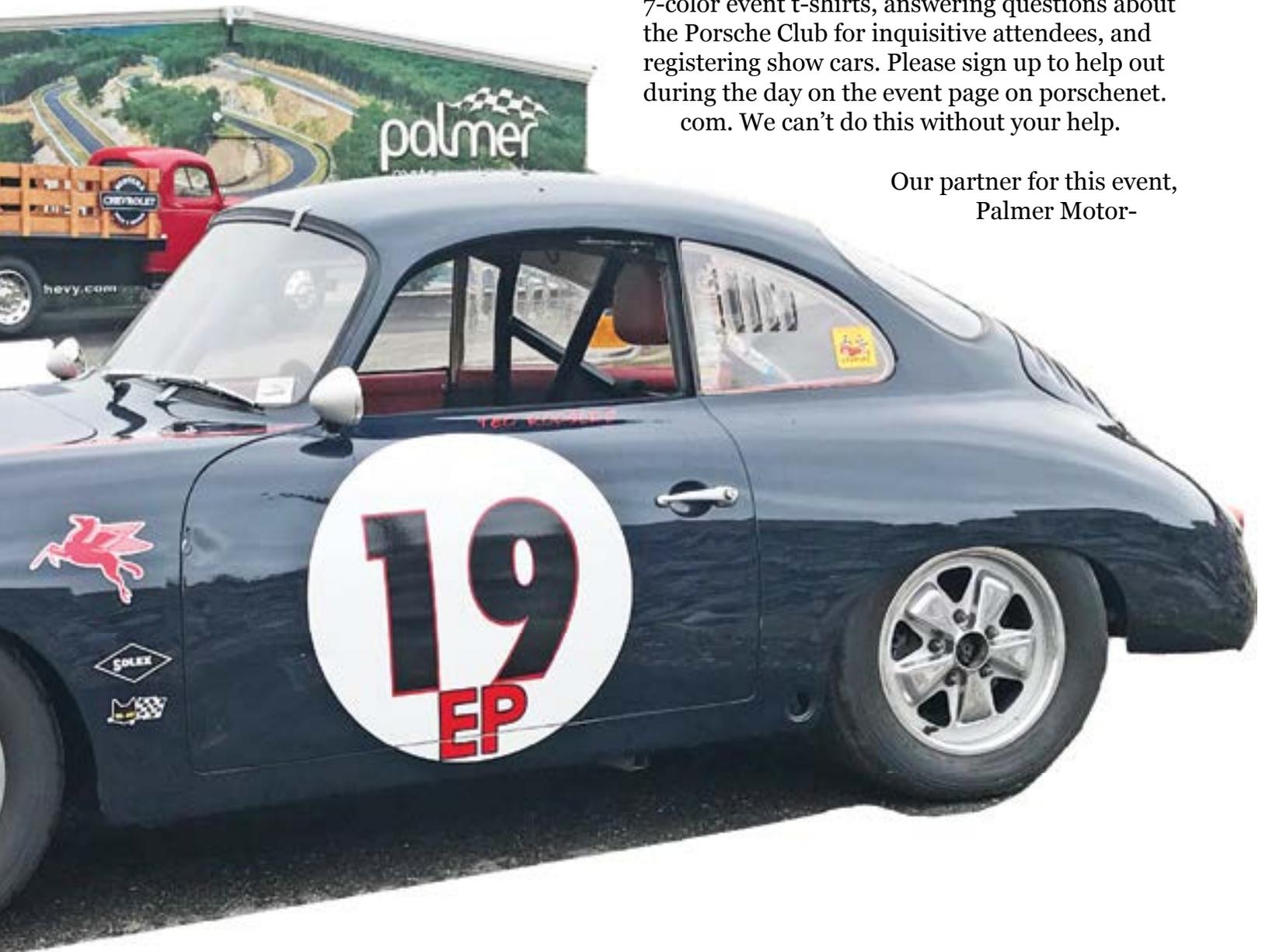
## “Porsche on the Mountain”

your Columbus Day weekend. There are nearby orchards and farms so you can enjoy the best part of our fall season.

To create and run this event, we also need your help. Last year saw a crowd of nearly 600 peo-

ple attend this event despite weather that was less than favorable. Provided we get the amazing weather day we've ordered, we may see well over 1,000 attendees. To make our guests feel welcomed and well-directed, we are seeking about thirty volunteers to help with the various activities throughout the day - from helping to direct traffic to parking areas, selling our bespoke 7-color event t-shirts, answering questions about the Porsche Club for inquisitive attendees, and registering show cars. Please sign up to help out during the day on the event page on [porschenet.com](http://porschenet.com). We can't do this without your help.

Our partner for this event,  
Palmer Motor-



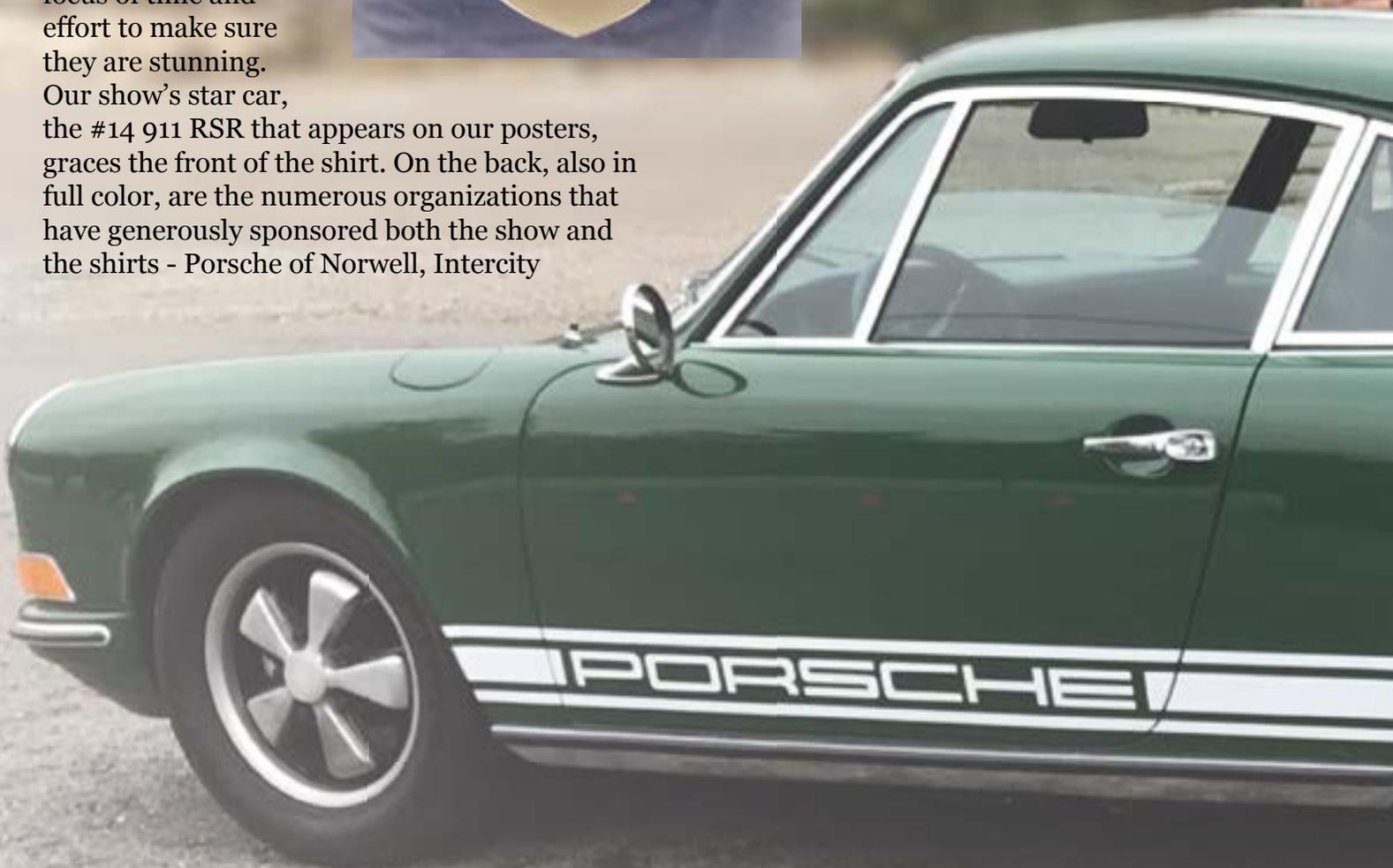
sports Park, will operate attendee arrival procedures and parade lap operations, in addition to making sure the event runs smoothly overall.

Another way to help the event run smoothly is to register your show car in advance. You can sign up on the Palmer Motorsports Park website - [palmermotorsportspark.com](http://palmermotorsportspark.com). Pre-registered cars will receive a free event 24"x36" poster to decorate your home or garage. Our event posters are printed by a shop that specializes in top quality printing for the real estate industry and they are first rate.

Our event shirts this year have been a big focus of time and effort to make sure they are stunning. Our show's star car, the #14 911 RSR that appears on our posters, graces the front of the shirt. On the back, also in full color, are the numerous organizations that have generously sponsored both the show and the shirts - Porsche of Norwell, Intercity

Lines Transport, South Shore Autoworks, Kachel Motor Company, Rennline, and, of course, Palmer Motorsports Park. We think you're going to love them! Quantities are limited and volunteers will receive a free shirt as a token of appreciation.

Our fully-custom mahogany trophies last year quickly became favorites for the lucky winners in the many categories. This year's trophies are even better. For this event, the trophies were hand-crafted from a huge plate of aluminum giving them a noticeable heft. On the polished plate a genuine Porsche crest hood ornament is arranged under an engraved plaque denoting the specific class. And since this is a "People's Choice" contest - the winners are often as surprised as anyone. So please don't hesitate to jump right into the show car lineup no matter what issues you may be



obsessing over on your car!

Families and children are more than welcome! Not only can they enjoy seeing the phenomenal array of show cars and drink in the racing atmosphere, we will again be looking to provide some kid-specific fun for the little ones. When they get back to school, they can tell all of their friends that they were on a real race track!

As yet another unique treat for attendees, Porsche of Norwell will be bringing a group of new Porsche automobiles to the event - that you

can try out during the parade laps sessions!! With so many people coming from across the country to this event, we know that you, our fellow club members, will help us to make sure they all leave understanding that we mean it when we say, "it's not just the cars, it's the people."

**We'll see you at the show!**





 **Shared  
Passion**  
Gary Cooper, VP Communications

## Seat Makeover

Drive it like the good Doctor (Dr. Ferdinand Porsche, that is) intended. We've all heard that before, and I am quite sure the Doctor would be pleased with our ownership. While I would never judge those that portion out miles on their cars like rationing water in the desert - and I would surely do the same if I had certain one of the air-cooled cars due to the crazy market values we are seeing these days - it always struck me as almost sad to see any great car that hasn't been used.

A few years ago, friend of my brother sold a 1969 Boss 429 at a Mecum auction for \$250,000 - a quarter of a million dollars for a Mustang! The car had about 5,000 original miles on it. He had acquired this car some years prior from the family of the original owner. It was the exact car he had seen on the showroom floor as a teenager when he was lusting after his first car - which turned out to be a Boss 302 of the same year which he still owns. It seems the original owner of the 429 car had passed away and the family had simply stashed the car away. My brother's friend was able to acquire it, perform any work it needed, and kept it for the day when he was ready to cash out and retire. The monster car (the 429 was so huge that Ford needed to modify the engine bay to shoe horn it in) was, needless to say, in pristine condition. I'm sure the new owner has no plans to drive it much either, not at these values. But isn't it a shame to know it had never lived it's life gloriously roaring down highways and burning rubber on drag strips?

When you own a 986 Boxster, these aren't typically the kinds of things you worry about! Our 2003 car had about 110,000 miles on the clock when we acquired it three years ago (albeit with an engine that was completely torn down and rebuilt). As of this writing, it has about 145,000 miles - or just over 10,000 miles/year. We drive it in all four seasons. The good Doctor would

be pleased, I think. But, even though it seems 986 prices have bottomed out and are slowly starting to climb, I don't think I'll ever be retiring to Buena Boca Vista (a Seinfeld reference) on any sale proceeds. Besides, it's such a great car and so fun to drive, we'll probably keep it for the foreseeable future.

But the price you pay for owning and driving an old, high-mileage car is in its upkeep. And we all know, for a Porsche of any kind, that is not cheap. You may recall my writing of our decision to pay for a new top for our car - something that cost a significant percentage of the car's total value. But it looks great and should last the better part of the car's remaining life.



A before picture from when I attempted my first DIY repair

That brings me to the next area that needed to be addressed - the car's leather covered seats. Leather is a fine and luxurious seating surface, but 15 years of fannies settling in and out of them have taken their toll. Especially on the high-wear bottom and back side bolsters. Shortly after we acquired the car, I did a DIY re-finish of the seats with a kit I found on the inter-web. And they looked great - but, unfortunately, the job did not hold up well. I noticed this was especially noticeable in those areas in which I had used the provided filler (a spackle-like product) before applying the color dye. It claimed to be flexible, but the color in these areas cracked and flaked worse than it had originally. I attempted to patch and repair these areas, but the same thing kept happening.



After picture (note I removed the seats for this repair as the color dye was sprayed on).

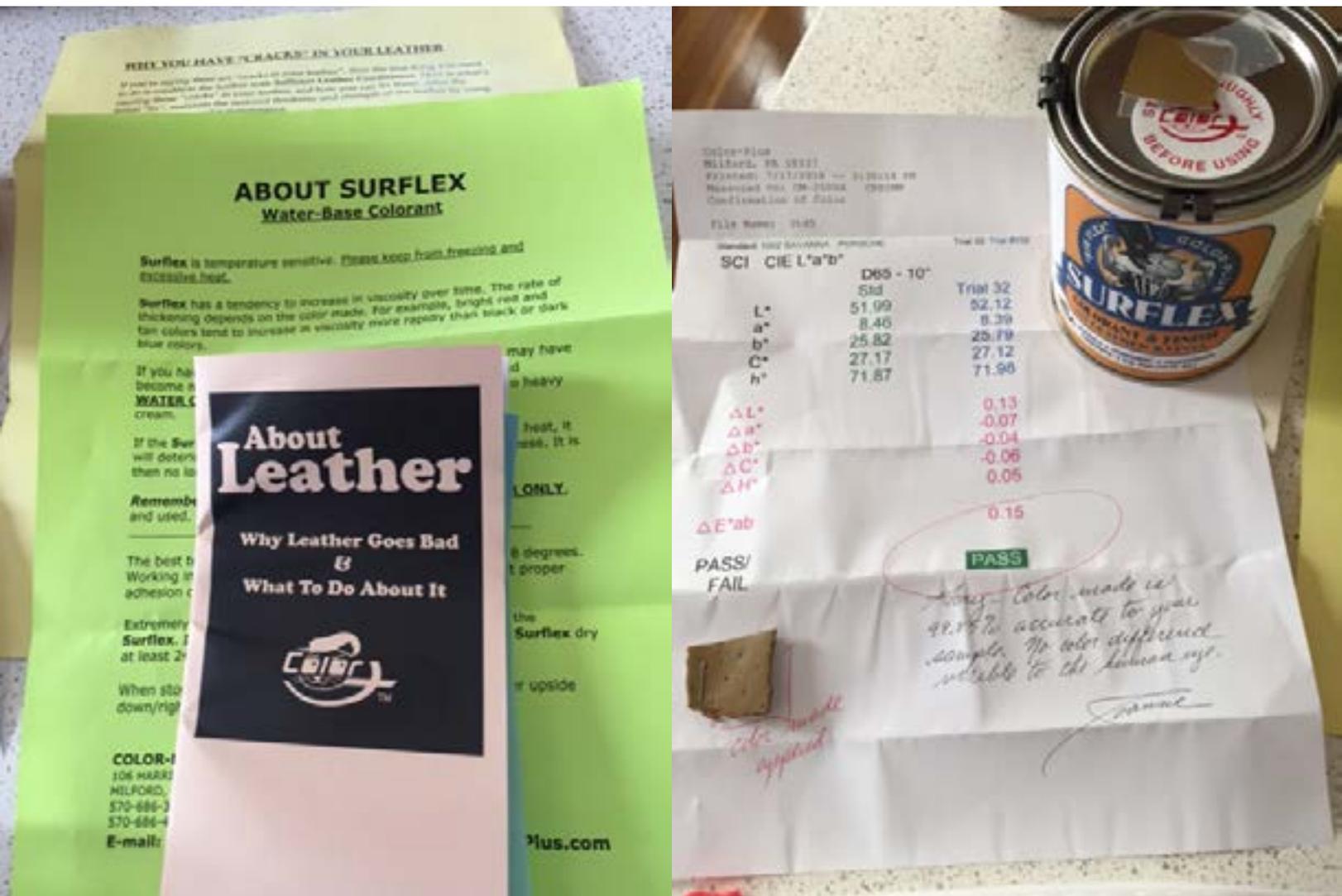
After the expense of replacing the convertible top, we had no appetite for re-covering the seats (estimated to be at least \$1,000 per seat for re-padding and new skins). That brought me back to the inter-web. I found an outfit called Color-Plus Restorations out of Pennsylvania, and called them up. A very nice lady named Joanne answered and was super knowledgeable about leather and leather repair. She explained to me the secret of a long-lasting, successful repair was in deep conditioning the leather before applying any dye. I later mentioned

this to my fellow PCA friend in Virginia, and he said he had great results keeping the seats preserved in his 1984 3.2 Carrera by just using the Color-Plus cleaner and conditioner. So, I made the decision to order their Clean, Condition and Re-Color Kit and give it another go.

Another difference this time was my decision to forego the use of any filler. After letting her know of the issues with my seats, Joanne convinced me to explicitly follow the seat preparation instructions - which included removal of most of the old color and all of the filler. I figured I could always go back and use the Color-Plus filler product if I wasn't satisfied.

After the kit arrived, I waited for a stretch of warm, dry days before starting. This was needed to promote a thorough and complete drying - of critical importance - of the seats between each step of the process. As mentioned, the first step was to remove as much of the old surface as possible. For the faint of heart, there is no going back after this step! I used acetone (you can also use a fast-drying lacquer paint thinner) and a lot of elbow grease - vigorous rubbing with a cloth and the use of a dull-edged knife to get all of the old filler up. NOTE: Take caution not to get any of the acetone on plastic surfaces (I taped off these areas). After being satisfied with the results this step, I used a medium grit sandpaper to smooth out the creased areas where the filler had been, and to "key" the less damaged areas to promote adhesion of the colorant. Next came a complete rub-down with the citrus cleaner product to remove any accumulated dirt and oils that were deep in the surface. This stuff is strong! Use gloves and rinse and wash your rags when your wife is not home!





Then, the waiting begins as 24 hours is required for full drying time.

The next day brought me to what Joanne said was the most important step - the application of the deep conditioner. This product is said to have 60% more penetrating oils than any leather conditioner on the market. I applied it liberally with a paint brush. In those bolster areas where I had taken the surface down to bare leather, I brushed on multiple applications as the surfaces really “drank” the conditioner. After application, another 24 hours is required for complete absorption and drying.

The next day I noticed the seats already seemed noticeably more soft and supple. I then did another wipe down with the acetone, but this time with only a moistened cloth. After another 24 hours, I was ready for application of the “Surflex” colorant. This product is water-based, which gives it some more flexibility and enables it to absorb future conditioner. Color-Plus has some standard Porsche colors pre-mixed, but others - such as my Savanna Beige - need to be custom mixed. I had to provide them a 1” square swatch (from the bot-

tom/back of the passenger seat), and they matched it to 99.85% of the swatch - no difference to the naked eye! What I like about this product was that it could be either sprayed on, rubbed on, or brushed on. I chose the brush method as I would not have to remove the seats (again, a careful masking and taping is called for). Only 2-3 coats is required, and Joanne said the thinner the coats, the better. The colorant dries quickly, but another 24 hours was needed before the seats were ready for use.

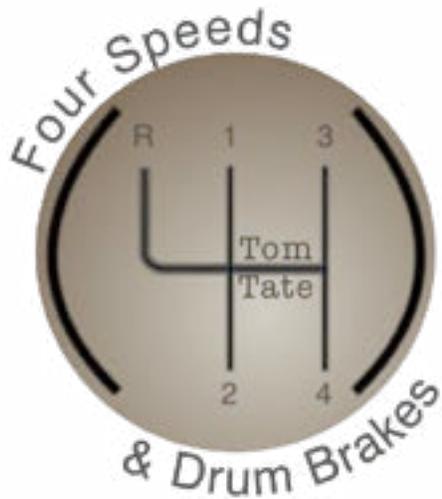
I wish I would have thought to take pictures of each step of the process, but I am pleased with the results, so far, after about one month of use. The results are surely not as good looking as with new or professionally re-covered seats, but they are certainly good enough for our old Boxster. I will say the seats are definitely softer. Sitting in them still causes a bit of the unavoidable creasing, but I’ve noticed the creases do seem to smooth out a bit after each use. Joanne says the seats will be fully cured after six months. After that time, I can reapply the conditioner as a maintenance step once or twice a year to keep the seats soft and pliable for



years to come.

Again, the real test will be over time - but the Color Plus system seems to be the relatively inexpensive answer to keeping the seats nice while we enjoy the car - per Doctor's orders!





## Back to the Races

The summer has been speeding past and some time has been spent on race tracks in the North East. Readers will remember that I have participated in a few race series and there are some real differences between them. A driving career is certainly not the object here but I really do like to play with cars in an environment where everyone is going in the same direction.

The Vintage scene tends to be old guys in old cars, some of which are very expensive (both the guys and the cars). Racing with and against cars that you have watched since high school is a real thrill. With 30-40 car fields the starts go green at the start finish line as the two rows of cars pass by. The races are started with the fast cars in front and the slow ones in back. Based on practice and qualifying, when you line up on the grid, the cars in front of you are all faster than you are and all the cars behind you are slower than you are. When the green flag drops the guys ahead of you drive away and the cars behind get smaller in the mirrors. Folks tend to be pretty careful as the field spreads out and racing incidents are few. After a couple of laps it sort of becomes a DE where you are all by yourself unless someone makes a mistake or you suddenly learn how to drive faster. It's still a lot of fun but 30 minute races seem short when you waited all day for the flag to drop.

Both LeMons and Chump Car (Champ Car?) on the other hand are set up to maximize the seat time and minimize the cost. That's really tough to do unless you're driving cheap cars and a lot of people are on the team to share in the expenses. Their races are all day events that normally run for 8 hours on Sat and 6 hours on Sunday. They draw large fields (100-120 cars) and are lined up in no particular order. After all

the entrants are circling the track in single file and behaving themselves, every corner waves the green flag at the same time. From that point on and for the next two hours (driver changes required) there will be 3 or 4 cars for you to pass and 2 or 3 trying to pass you on every lap. With a crowded track the proper line through the corner is never found as there are always a few cars where you want to go.

It only takes a few laps to figure out who knows what they're doing and who doesn't. Of course driver changes can certainly catch you off balance if a slow car that was easy to pass suddenly gets a new driver that blocks every attempt that you make and drives away. It's a lot of action and a lot of laughing.

The race last weekend at Thompson, CT had about 2/3 experienced drivers and 1/3 who had never been on a track before. My team had about the same breakdown and we were trying a new car for this weekend as the turbo diesel Beetle that we drove last year had been laid to rest with a blown engine and bent frame. It takes a lot to kill those things.

Staying in the German family the new ride was an Audi TT that was found for short money without an engine. Four cylinder turbo engines are easy to find and Dr. Volks, our leader, joined the two in short order. OK, it took all summer but it was ready to go by race day and it looked like a winner.

Two of us had taken the TT to Thompson the weekend before the race on a Test & Tune Sunday and the car did great after we got the fire put out. It seems that the turbo was running hot (as in glowing) at a test session



the week before and so to shield other under hood components, a piece of used laminated flexible heat shield was wrapped around the exhaust pipes that went into the unit. Once warmed up, about the third lap at Thompson, a small amount of oil that was inside the shield dripped down on the lower part of the exhaust manifold and began to smoke. At speed it probably would never have been a problem as the wind would've kept it from igniting but once stopped in the hot pits it burst into flames. A small hand held fire extinguisher was all that was needed to put it out. Of course the extinguisher was clamped to the floor in front of the driver's seat and I couldn't see it under my leg. The lock pin was still in place when finally retrieved so the operation which only took a minute would've made a good YouTube video. Mo, Larry, Curley stuff. That and the moves I made trying to exit the car in a hurry without opening the door, removing the steering wheel, or disconnecting the communication cable from my helmet. We all really need to practice exits more.

Race day began with a steady rain that made everyone careful as they all tried to figure out how much grip they had on cold tires in water. Not much. By the time I got in most of the new drivers had scared themselves pretty good and were easy to pass with the Audi four wheel drive. Except for some miscalculations on gas mileage (done my me) and no gas gauge, it all went smoothly.



We weren't as well dressed as Flo, the 944 PCA team, but we did stay with them and had a great time diving into the turns alongside Team Regressive.

I hope that Ollie and the gang contribute to this month's edition with a column [about](#) their race, we'll see if they had as much fun as we did.

Sat night found the garage filled with teams working on their entries with engine and transmission swaps common. The team next to us in a Camaro had brought two extra transmissions and needed them both before the weekend was over. The Chevy was painted with zebra stripes and the stuffed animals rode along. The TT just needed its windows cleaned. It was great.

Sunday the flag dropped on a dry track but after a few laps one of the cars ran out brakes at the end of the straight (where else?) and blasted through a tire wall and a section of guard rail. It took almost 2 hours to repair which shortened our race but the driver wasn't hurt and that's all that counted. I got in enough dry laps to know how well the car will do in the future and am looking forward to more contests. The rain came back as I finished my stint but the car held its own the rest of the day. Finishing mid pack with no marks on it, the TT did us all proud.



Leaving the track we found an example of a car enthusiast that didn't race his old car but put it on display in his front yard. I had to stop and take a photo it was so impressive. It's only about a mile from the track so lots of car people will enjoy the display. Good stuff.

KTF

# THE SLIPPERY SLOPE

By Robert Jacobsen, Treasurer

I had to get a new phone recently. This is now smart-phone #4 for me after having a flip phone throughout high school and college. My most previous smart-phone was terrible from the moment of purchase, but I don't demand much from my phones so I endured through all of its deficiencies. Over this past weekend however, while doing the Presidential Traverse in New Hampshire, my phone decided that was the perfect time

to give up the ghost. Who needs the ability to call 911 should an emergency occur in the middle of the White Mountains? Thankfully the trip finished uneventfully for all the members in our group, but, first thing on Monday, I was out shopping for a new phone. I was stunned at the tech that is now being packed into small rectangular pieces of carbon fiber, glass and plastic. My new phone has retina scan, facial recognition, more processing power than any laptop I have ever owned and can record in 4k. It also has a host of other features that I could brag about, but I would not: A. even know exactly what they are nor B. probably ever actually utilize them. The phone did get me thinking though. Phones have advanced to this level in basically a decade. What about cars? To the casual passerby, cars have probably only added a few nifty options over the same decade and a lot of those have been in the navigation/ infotainment areas in an effort to incorporate the owner's ever advancing cell phone. However, the cars being rolled off assembly lines today are some of the best performing vehicles of all time. Magnetorheolog-



ical shocks, direct injection, 10 speed transmissions, the use of lighter and stronger materials throughout are just a few things that make today's cars incredible pieces of machinery (with a few exclusions). If one is willing to spend the coin anything from a station wagon that does 0-60 in 2.8 seconds (E63 AMG S) to a Lamborghini SUV can fill a stall in your garage. For the non-trust fund beneficiaries, you can choose from a variety of "normal" sedans that have quicker 0-60 times than pretty much any non-turbo, air cooled Porsche and that have quite respectable handling as well. Test drive a Golf GTI or a Focus RS and you will quickly see how owning a "practical" car can be an absolute blast.

So, with all these titillating vehicles at our fingertips, why are kids becoming so unattracted to driving and what does that mean for the future of our club or just driving in general? I remember growing up (oh, boy, here comes the old man I wrote about a couple articles ago) and reading car reviews in the newspaper, magazines, begging to go to car shows and drooling over everything shiny and fast. I could not even wait until I had my license before I bought my first car. I paid \$800 for a 1995 Mercury Cougar and my dad drove it home for me. The following three months before I would be able to get my license were some of the longest months of my life. I longed to drive and be "free". All my friends were the same way, all dying to get our driver's licenses and no longer having to be chauffeured by our parents. Being dropped off by a parent after turning 16 or 17 years old was a borderline embarrassment. Now it seems the pendulum has swung in the other direction. Kids want to be chauffeured by their parents, Uber or Lyft. A lot of them look at driving as an unnecessary burden that requires a change of focus from Instagram, Snapchat or Fortnite. Even when you expand beyond the 16 year old just on the verge of legally being able to get a license to older teens and people into their early 20's, you see the numbers demonstrate a growing apathy or even dislike for driving.

The University of Michigan did a study recently and showed the following results:

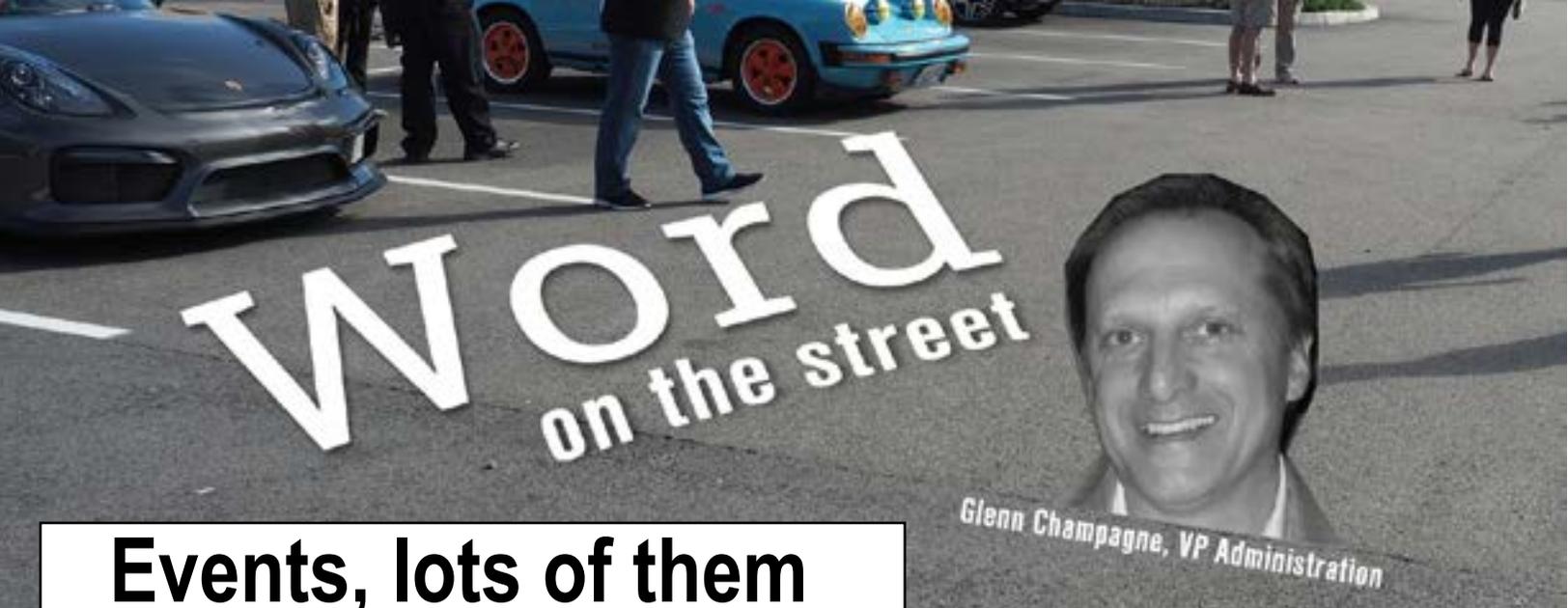
Age	% of licensed drivers	
	in 1983	in 2014
16	46%	24%
17	69%	45%
18	80%	60%
19	87%	69%

Over this same period of time, drivers in their 20's saw a decline of around 13%, drivers in their 30's declined almost 9%, and drivers in their 40's and 50's the numbers were smaller with decreases ranging from 4-5%.

Obviously the evolution of Uber and Lyft have "driven" some post-teen demographics to not see a need for a license, but, for teens, ride-sharing apps have not had as dramatic an affect. Teens are simply more comfortable with relying on parents for transportation. The tantalizing freedom that automobiles offer has lost some of its luster.

So, what does this mean for the future of automobiles? As the teens of today become the adults of tomorrow, will this indifference persist? Life situations will certainly change as the ones relying on parents for transportation today become parents themselves. However, just because age and life situations evolve, that does not mean the actual interest in cars and driving will increase. In fact the argument could be made that as the necessity for driving increases with the next generation, but the distaste/ apathy still remains, this only strengthens the push for autonomous vehicles.

Does all this mean we are facing the grand finale of sports cars, super cars and hyper cars? I don't know, but despite not being able to afford a McLaren Senna, Porsche 918 or Bentley Bentayga I absolutely love the thought that they exist. So, encourage younger people who show an interest, let them sit in your car at a cars and coffee, answer questions etc. Perhaps it sounds self-serving or greedy, but they are the future drivers and customers. The auto manufacturers will produce what sells. Let's hope the next generation is a little more McLaren Senna and a little less Reva G-Wiz (Google it)...



Glenn Champagne, VP Administration

## Events, lots of them

When I started this role back in January 2017, a few questioned if there was a sufficient inventory of events, let alone events of varying type with broad membership appeal. I presented a list of 15. That was day 1.

It was a fair question considering this had been somewhat of a struggle in years past. I saw things differently. I was more concerned if there was enough time in the year to do all of them. Please believe me, I'm not complaining. It's a good business challenge to have.

At last count, NER produces 42 events during the calendar year. There are 11 DE events, 6 Autocross events, 21 social events, the Ramble, Fall Tour, Concours, and Porsche on the Mountain. And, I might be missing one or two.

DE produces the Ground School, 4 Vintage Days, and 6 DE (Calabogie, Tremblant, Palmer(2), Thompson, & The Glen) events.

The 6 Autocross events include 1 Autocross school and 5 driving events all at Moore Airfield in Devens.

The 21 social events – yes there are that many – include 10 Cars & Coffee events thanks to Robert Jacobsen's 5 events at Lala Java in Northboro, and Roger Slocum's 5 events at Sweet Berry Farm in Middletown RI. Not counted are the Cape Cod Gruppe weekly meetings on the Cape. We start the first half of the year with The Gala, The Winter Warmer, The Newcomers Meeting, The Car Photography Clinic, 1<sup>st</sup> Tech Session, and a visit to The Collings Museum. The second half of the year includes our 1<sup>st</sup> Annual Summer Outing, Wine and Italian Food Pairing, As-Is Car Show/ Cars and Coffee, 2<sup>nd</sup> Tech Session, and conclude the year with a tech ses-

sion and a cars & coffee.

In addition, there's The Ramble, The Concours, The Fall Tour, and Porsche on the Mountain.

That's just NER.

NCR offers 5 DE and 5 Autocross events, plus hosts the Zone 1 Autocross championship. SCCA has 4 AX events at Devens through the rest of the year. Not sure how many they produce during the entire year. NE-SVT, a non-Porsche club offers 7 AX events also at Devens. Then there's the many non-Porsche clubs that allow all cars to participate, and there's too many of them to mention. Back in June, Porsche of Norwell held a Beginner Track Day at Palmer.

If you think that the 10 NER Cars & Coffee events are a lot, many of the Porsche dealers host cars & coffee events of their own. Some even include a tour with the event, like our generous sponsor and good friends at Porsche of Norwell did this year. The Museum of Transportation, a.k.a., Larz Anderson, a.k.a., Larz Anderson Car Museum, hosts another 5 in Brookline.

Speaking of Larz Anderson, they offer 22 lawn events (includes a German Car Day and a Porsche Car Day), plus another 3-5 special events annually.

Continuing with museums, The Audrain Museum in Newport offers 12 exhibitions, bi-monthly motors & mansions (cars & coffee like) and an annual Gala second to none. Some guys named Jay Leno & Donald Osborn host. The Newport Car Museum, located in Portsmouth RI (confusing yes) and home of our January 2019 Annual Gala, holds at least one event/month

including a German Car Day, as well an event hosted by CVR.

And speaking of celebrities, the Downeast Region held its second annual Porsches in the Park event to benefit the Dempsey Center. The Dempsey Center provides free support services to anyone impacted by cancer. In 2017, 100 Porsches participated. Not sure what the final count was for this year, but they were expecting 150. Famed actor and Porsche racer, Patrick Dempsey was on hand.

Then there's our friends on the Cape. The Cape Cod Gruppe hosts an annual lunch at the Hyannis Yacht Club and a weekly cars & coffee breakfast in Dennis. Yes, that's every Saturday throughout the year. January through December.

And as I write this article on August 15<sup>th</sup>, and I'm not kidding, Porsche of Norwell just invited us to watch the Formula 1 Italian Grand Prix on September 2<sup>nd</sup>.

Now it's August 16<sup>th</sup> and the folks at Lime Rock Park have contacted us inviting NER to attend a dinner and with a speaker panel discussing the GTP racing era panel. Legendary racers David Hobbs, Geoff Brabham, Lyn St. James, and Tommy Kendall are amongst the panelists.

I will stop now otherwise Anker will never publish the NOR'EASTER!

*As always check out [www.porschenet.com/events](http://www.porschenet.com/events) for the latest info on events and all things NER!*



# BACK TO BASICS

Anker Berg-Sonne,  
Membership Chair

## Task Loading

Are you familiar with the Monkey Business Illusion?

If you aren't, or even if you are, take a look at this YouTube video, [https://youtu.be/IGQmdoK\\_ZfY](https://youtu.be/IGQmdoK_ZfY), and don't read the rest of this column before you have.

The illusion illustrates that if you are focused on one task you become blind to other things going on around you.

So what does that have to do with Porsches? The same effect comes into play if you try to learn too many (actually more than one) thing at the same time. Learning Driver Education (DE) and Autocross (AX) requires that you learn a large set of new skills that you never learned driving your car on the street. How much was a surprise to this driver who thought he was a pretty hot customer.

In AX you have to learn to memorize the course, be on the optimal line through the course and drive your car close to the limit. When looking at an AX course the first time it seems to be a sea of cones with no obvious path through them. But after the first few times you learn that a lot of the course changes are obvious. The course designer wants to keep your speed down so after making a left turn you typically have to make a right turn. All you really need to memorize is the tricky non-obvious parts of the course. Another thing you have to learn is the best path, or line, for your car through the course. Different car models and vintages will have different optimal lines so you will need to learn where to brake, where to turn, how hard to turn and when to get on the throttle, all without losing control of your specific car.

This requires learning how hard you can push your car through corners, braking right at the point where the antilock braking is about to set in, easing up on the brakes as you start turning, and how hard, and when, you can accelerate coming out the turns. You also have to learn how to shift the weight of the car between the front and rear wheels to optimize tire grip turning and accelerating.

In street driving you drive at partial throttle, brake lightly and spend a lot of time coasting. In AX you are either on the throttle, most of the time full throttle, or hard on the brake. New AX students have a hard time learning to be on full throttle until they have to get on hard brake. Learning all of this takes time and makes AX challenging and fun. You also have to learn to recognize when you are over driving, pushing the car too hard, and counter intuitively slowing you down.

In DE many of the skills to learn are the same as AX, but with more emphasis on driving at high speed and never losing control. In AX you can spin out and all you may hit is a cone or two. In DE you may hit a wall at high speed if you spin out. Something that is unique in DE is paying attention to the course workers and the flags they are displaying. Actually, you have to do the same in AX. After my most recent AX I was looking through my GoPro videos and was surprised to see a course worker run out of my path after righting a cone at the very last moment. In the actual run I never saw him!

What you have to realize is that you can't learn everything at the same time. You have to focus on learning

one skill at a time and practice it until it becomes second nature and then progress to the next skill. If you don't take this approach one skill will become the white players in the illusion video and the other will become the gorilla.

There's a good reason why you have an instructor next to you in the green and yellow run groups is DE. The instructor has all the necessary skills and will ensure that you don't end up in trouble. In my first DE days I didn't notice any of the flags displayed by the course workers. My instructor had to point them out to me. In my most recent DE I felt comfortable with my car control and paying attention to course workers and other cars, so I made up my mind that this time I would practice trail braking (continuing to brake as I enter a corner) and accelerating as I exit the corner, but my instructor did a fantastic job showing me how to drive the optimal line for my 2004 Boxster S, so that became an added skill. I did OK with both, but when I tried to do more shifting going into and coming out of tight corners and also doing heel/toe I got sloppy on my braking and staying on the optimal line, a clear sign that I was trying too many things at the same time. My instructor also noticed and advised me to forget about the added shifting.

Having quite a few AXes and a few DEs under my belt I have learned that I do best if I decide before an event what skill I will work on and stick to it at the event. It also helps if I tell my instructor, then he or she can also focus on the same skill. An alternate approach is to ask my instructor after an event what is the most important skill I need to improve on and then make that my focus for the next event.

OK, enough lecturing!

Following up on last month's column, I should now have a log file from a DE and as soon as I have finished the NOR'EASTER and the next email blast I will write software for analyzing and comparing laps. Friday of next week I will be driving FUNTOY in the Palmer Vintage DE and the following two days I will be participating in the Zone 1 AX, so there will be lots of new data.

I was also contacted by someone who is interested in taking this hardware and software to a completely different sport, so you will be reading a lot more about my home made logger. I also found an inexpensive GPS that is accurate to the centimeter level as opposed to the meter level that one my current version uses.

Winter is coming, so hurry up and get some more events under your belts, and start planning for maintenance and upgrades to your Porsche. I have a long list from last year that I haven't finished and added some more items, among them a louder exhaust. The only thing I have been envious of 911s for is their exhaust note. No more!

## By the Numbers

Primary members: 1880

Affiliate members: 1014

Total members: 2894



## *VIP's - Very Important Porschephiles*

New members as of September 1, 2018

William Band, Winchester, MA, 2014 Boxster  
Stephen Brox, Manchester, MA, 2016 911 Turbo  
Thomas F Casey III, Natick, MA, 1986 944 Turbo  
Tim Claman, Andover, MA, 1987 911 Carrera  
Joseph Cracco, Cumberland, RI, 2013 Boxster  
Thomas DeCotis, Hingham, MA, 2009 911 Carrera  
Chris Dunn, Sherborn, MA 2004, 911 GT3 Carrara  
Steven Eichberg, Plymouth, MA, 2001 911 Carrera Cabriolet  
Bradford Gardner, Barrington, RI, 2018 Panamera 4S, 2017 Macan S  
Michael Goldner, Natick, MA, 2015 911 Carrera  
Raymond Lucci, Boston, MA, 2015 Boxster GTS  
Vincent Massaro, East Greenwich, RI, 2018 911 Carrera  
John Moody, North Easton, MA, 2013 Boxster  
Timothy Mungovan, Wellesley, MA, 2017 Macan S, 2003 911 Carrera 4S  
Hien Nguyen, Boston, MA, 2018 911 GT3, 2018 Panamera 4S  
Christian Pechmann, Plymouth, MA, 2015 Cayman  
Frank Ribezzo, North Smithfield, RI, 2015 Cayman S  
Christopher Ritchie, West Roxbury, MA, 2015 Macan S  
Roger Terry, Lakeville, MA, 1987 911 Carrera Cabriolet  
Alex Vogel, Newton Center, MA, 2016 Boxster  
Peter Walker, Beverly, MA, 2005 Boxster S  
Kevin Walsh, North Kingstown, RI, 2001 911 Carrera  
Kenneth Watson, Marion, MA, 2008 Cayenne S  
John Wise, Providence, RI, 2015 Cayman  
Martin Zieff, Boston, MA, 1996 911 Carrera 4S

## 50 Years!!!

Edwin Shenk

Shirley Tam

# Anniversaries



### 35 Years

Ciara Selders

James Selders

### 25 Years

Vicki Dangelmayer

John Kelley

### 20 Years

Danielle Fleming

### 15 Years

Mariah Fitzsimmons-Mello

Jeffrey Marselle

Joanne Marselle

Claudine McBride

Shamus McBride

Michael Mello

### 10 Years

Kim Colomdi

Eric Greene

Roger Greene

Gary Leopold

### 5 Years

Jeffrey Bellanti

Michael Choe

Heather Curtis

Paul Curtis

Jennifer Dallas

Ann Gotta

Gregory Gotta

Lee Heiler

Joseph Kovacs

Nathan Kovacs

Timothy Leahy

David Manoogian

Angela Mauceri

Robert Mauceri

Benjamin Tenczar

Steven Tenczar

Thor Wallace

NOTE: Anniversary dates are from the National PCA database and may not reflect your original anniversary if there have been lapses in your membership.



# Minutes of the Board

The August 8th board meeting was hosted virtually through video conferencing. Speaking for my house, the catering was delicious. Attendees included:

Bill Seymour - President  
Glenn Champagne - VP Administration  
Adam Schwartz - VP Driving Events  
Robert Jacobsen - Treasurer  
Nick Durham - Secretary  
Anker Berg-Sonne - Membership  
Kristin Larson - Past President  
Gary Cooper - VP Communications  
Sterling Vernon - Communications Team  
John Dunkle - DE Chair

This very efficient meeting launched with a discussion to alter our monthly NOR'EASTER newsletter delivery to every other month plus an annual paper issue. Driven by the volunteer effort required to publish our newsletter and a fastidious committment to quality, Anker motioned for the board to consider this new schedule which was approved and will be a subject for further discussion. In addition to the frequency of our newsletter, the board also approved a recruitment search for a grammatically passionate volunteer to help proofread NOR'EASTER content before publication. In a final endeavor to ease volunteer time, Anker also proposed converting our enews email updates to the more capable MailChimp provider.

The Communications Team had a fruitful meeting prior to the board meeting and presented a number of recommendations and actions. To motivate member volunteers, Gary will be interviewing some of our event chairs for inspiring newsletter features. The upcoming enews email will also be highlighting some of our current volunteer needs, in particular help for the silent auction at the approaching winter Gala. Helping standardize our event promotional materials and our sponsorship package offerings, Anker will be drafting

an expectation-of-standards document for our event chairs to more easily navigate requirements. Sterling will be looking at the face of our website with the goal of highlighting some of our special upcoming events on the front page. And, based on member feedback, our enews will now be limited to a single email on the 15th of each month to aid in reducing our members' inbox clutter.

Our DE program is setting records with 253 drivers registered for the sold out event at Watkins Glen over the weekend of August 10th (John promises that there will be more than enough room on the tarmac for everyone). In exchange for helping promote NCR's Club Motorsports (Tamworth) DE, John suggested a bit of reciprocity in the promotion of our DE Vintage Days by NCR which was agreed upon by the board. Furthering the Vintage Days advertising, Gary will be sending activity information to Panorama and PCA national on the program and also on our successful June Summer Party.

The board document storage and organization discussion soldiered on with John recruiting Sterling, Anker, and Adam to work on a long-term solution. Glenn announced the official addition of the 2nd Annual Wine Pairing and Italian Food afternoon at Alta Strada in Wellesley to the social events calendar. Another 2nd annual event, the Porsches & Coffee gathering on October 20th, will be turning into an informal car show and charity event with the host University Station graciously donating \$1,000 to Homes For Our Troops. Kristin continues her tireless effort to draft volunteers for next year's open board positions. Finally, the online meeting concluded by approving Robert's well-prepared treasurer's report.

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# NER Concours Wrap-up

**Text by Richard Archambault  
Pictures by Ricard Viard**

With recent rainouts at the NER Concours in 2016 and again at the Zone 1 Concours in 2017, everyone was looking for a sunny and warm day for the 2018 NER Porsche Concours at Prowse Farm in Canton, MA this past August 26.

Well the wish was granted as the Porsche gods looked over this year's event and provided endless sunshine and high 80 degree temperatures to the delight of participants and spectators. This year's event was one of the most successful in recent memory with 23 Club volunteers overseeing 57 judged cars and 48 display cars which participated in this event. This year's group included the largest contingent of 356s assembled at a Concours with 15 in attendance and with visitors as far away as Long Island, NY. The winners of the day were the participants who took the time to detail their cars and bring them out to a great event. The winners by class were as follows:

## **356 Class**

First Place	Don Schoeny	1957 356A Speedster
2 <sup>nd</sup> Place	Carl Luck	1959 356A
3 <sup>rd</sup> Place	Robert Siegel	1959 356D Cabriolet

## **914 Class**

First Place	Joe Moscia	1973 914
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No other entries

## **911/912 ('74-89) Class**

First Place	Paul Wooten	1986 911 Turbo
2 <sup>nd</sup> Place	Karl Spooner	1986 911 Turbo
3 <sup>rd</sup> Place	Paul Soares	1985 911

## **911 ('65-73) Class**

First Place	Dick Yirkian	1970 911
2 <sup>nd</sup> Place	James Woods	1970 911T
3 <sup>rd</sup> Place	Paul Manos	1972 911E

## **964/993 Class**

First Place	Scott Koizumi	1997 993
2 <sup>nd</sup> Place	George Mautner	1997 993 Cabriolet
3 <sup>rd</sup> Place	Robert Anastasci	1991 964 Carrera 2

## **924/928-944-968 Class**

First Place	Brian Laramée	1988 944
2 <sup>nd</sup> Place	Bob Voskian	1991 928 GT
3 <sup>rd</sup> Place	Austin Spooner	1983 944

## **991/996/997 Class**

First Place	Dave Melcher	2005 911 997
2 <sup>nd</sup> Place	Marc DiCologero	2004 911 GT Anniversary Edition
3 <sup>rd</sup> Place	Anthony DeVincenzo	2014 911

## **Boxster/ Cayman Class**

First Place	Jim Huggins	2012 Cayman R
2 <sup>nd</sup> Place	Greg Bowles	2006 Cayman S
3 <sup>rd</sup> Place	Ed Moschella	2016 Cayman GT4

## **Panamera/ Cayenne/Macan Class**

First Place	James Woods	2017 Macan Turbo
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No other entries

## **Display/ Race Car Class**

First Place	George Markley	1989 911 3.2
2 <sup>nd</sup> Place	Peter Gross	2018 911 Targa GTS
3 <sup>rd</sup> Place	Rob Nudelman	1965 911

Special thanks go out to Leo Water and Prowse Farm of Canton, MA for being such a gracious host, Rick Cagnina of Auto Engineering for being the T Shirt Sponsor and for our Event Sponsors; Justin Becker of South Shore Autoworks and both Jay Landry and Michael LaBrecque of Porsche of Norwell. South Shore Autoworks and Porsche of Norwell have long been partners and friends of NER and we appreciate their continued support and involvement.



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# NER Autocross #3 Summary

Chris Ryan, Autocross Chair

Sixty-six hearty autocrossers showed up at Devens on Labor Day weekend to navigate the sea of cones Scruffy set up for NER's third Autocross event, sponsored by **Auto Engineering of Lexington**. We actually had 72 signups, but 8 people must have suddenly realized it was a holiday weekend and they'd made other plans ... but not a bad turnout for a holiday weekend.

We had about seventeen novices show up, which continues to bode well for getting "new blood" into the group. Four of these were from Porsche Norwell, who sponsored (and participated in) an earlier Autocross event and had so much fun they decided to send back another group of drivers to check it out. One of them, Michael Cleary, managed to post a time of 66.600 in a 718 Boxster S to take third place in Class 7S ahead of seasoned autocrosser Jeff Johnson! Nice job, Mike!

Ed Moschella was back in action in his GT4 after sitting out a good part of the season following shoulder surgery. Glad to see Ed back and also resuming his role as Novice Captain showing the new folks the ropes.

Scruffy did a nice job laying out a great Porsche course that had the few requisite challenges but overall allowed drivers to establish a good rhythm while carrying decent speed. I think he got a lot of positive feedback from many in the group.

We posted 11 runs for the day, and there were not too many "upsets" to report, although Ernie Grasso was probably happy to have Rachel Baker and the Fenwicks away at other events as he took first in Class 6S; and Bob Canter was able to repay Alex Palfrey for the last event by taking first place this time as they battled in their Macans. Fastest time for the day was posted by Rob MacAlpine with a 62.782 and Scruffy was FTD of the Porsches with a 63.106. Full results are posted below, as well as on the NER website in the 2018 Schedule and Results section of the Autocross tab.

Thanks to all who participated in this event, as well as to our Sponsor **Auto Engineering**. Our next Autocross event is on Saturday, October 13th. We hope to see you there!

NER-PCA - #3 - AX#3 - Sat 09-01-2018

## Summary Results

Timed Entries: 66

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	70.842	-	-
2S - '944S/S2/Turbo, 968' - Total Entries: 3							
1	2S	2	Adam Blauer	1994 Porsche 968	68.158	[-]1.260	-
2	2S	58	Neil Halbert	1990 Porsche 944 S2	69.418	1.26	1.26
3	2S	58B	Brian Halbert	1990 Porsche 944S2	69.718	0.3	1.56
3S - '911 1965-1994, 930, 928' - Total Entries: 5							
1	3S	770	Nick Durham	1991 Porsche Carrera 4	66.536	[-]1.766	-
2	3S	437	Adam Small	1984 Porsche 911	68.302	1.766	1.766
3	3S	12	Arthur Bryant	1986 Porsche 911	70.178	1.876	3.642
4	3S	666B	Lauren Firnstein	1993 Porsche RS America	82.538	12.36	16.002
5	3S	666	Christine Skaubitis	1993 Porsche RS America	84.422	1.884	17.886

Pos.	Class	#	Driver	Car Model	Total	Diff.	From 1st
4S - '986 Boxster and Boxster S up to 2004, 914-6' - Total Entries: 5							
1	4S	373	Gareth Peters	2004 Porsche Boxster S	66.508	[-]1.235	-
2	4S	23	Charles Sayers	2001 Porsche Boxster	67.743	1.235	1.235
3	4S	59	Alan Donkin	2003 Porsche Boxster S	69.08	1.337	2.572
4	4S	622	Todd Parks	2000 Porsche Boxster	75.475	6.395	8.967
5	4S	440	David Polson	1999 Porsche Boxster	84.106	8.631	17.598
4R - 'Class 1-4 on R-compound tires' - Total Entries: 1							
1	4R	61	Bill Aubin	1984 Porsche 944	67.628	-	-
6S - '987 Boxster S, Cayman S, 981 Boxster (not S) and Cayman (not S)' - Total Entries: 8							
1	6S	54	Ernest Grasso	2018 Porsche Cayman	67.06	[-]2.984	-
2	6S	111	George Dominiak	2009 Porsche Boxter S	70.044	2.984	2.984
3	6S	47	Eric Kessel	2009 Porsche Cayman S	71.632	1.588	4.572
4	6S	754	Eric Aubin	2006 Porsche Cayman S	72.26	0.628	5.2
5	6S	612	Joseph Cracco	2013 Porsche 981 Boxter	73.036	0.776	5.976
6	6S	671	Ed Crean	2006 Porsche Cayman S	73.578	0.542	6.518
7	6S	715	Aaron Johnson	2006 Porsche Cayman S	DNS		
8	6S	126	Dan Tibma	2009 Porsche Cayman S	DNS		
7S - 'Boxster Spyder, Cayman R, 981 Boxster S/GTS, Cayman S/GTS' - Total Entries: 14							
1	7S	25	Jeremy Mazzariello	2012 Porsche Cayman R	64.507	[-]1.833	-
2	7S	75B	Mark Skala	2014 Porsche Cayman S	66.34	1.833	1.833
3	7S	502	Michael Cleary	2017 Porsche 718 Boxster S	66.6	0.26	2.093
4	7S	49	Jeff Johnson	2018 Porsche Cayman GTS	67.298	0.698	2.791
5	7S	153B	Scott L'Heureux	2017 Porsche 718 Boxter S	67.736	0.438	3.229
6	7S	809	Robert Galejs	2014 Porsche Cayman S	69.624	1.888	5.117
7	7S	90	Ron Mann	2017 Porsche Cayman S	69.794	0.17	5.287
8	7S	560	Nick Vullemier	2018 Porsche 718 Cayman S	70.61	0.816	6.103
9	7S	501	John Wilson	2017 Porsche 718 Boxter S	70.856	0.246	6.349
10	7S	153	Dave Geller	2017 Porsche 718 Boxster S	70.912	0.056	6.405
11	7S	981	Michael Catizone	2014 Porsche 981 Boxster S	71.62	0.708	7.113
12	7S	561	Jason Stringer	2018 Porsche 718 Cayman S	71.928	0.308	7.421
13	7S	90B	Ian Mann	2017 Porsche Cayman S	75.38	3.452	10.873
14	7S	85	Peter Moll	2018 Porsche 718 Boxter GTS	76.908	1.528	12.401

Pos.	Class	#	Driver	Car Model	Total	Diff.	From 1st
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8S - 'Normally Aspirated 993, 996 (not GT3), 991 (not S or GT3)' - Total Entries: 8

1	8S	31	Lev Tabenkin	1996 Porsche 993	66.284	[-]2.032	-
2	8S	156	Chris Ryan	1996 Porsche 993	68.316	2.032	2.032
3	8S	993	Richard Viard	1995 Porsche 993	68.346	0.03	2.062
4	8S	741	Marcos March	2003 Porsche 996 C4S	69.689	1.343	3.405
5	8S	156B	Georges Rouhart	1996 Porsche 993	70.625	0.936	4.341
6	8S	747	Guy Rodomista	2004 Porsche 996 C4S	75.664	5.039	9.38
7	8S	791	Paul Jensen	2002 Porsche 996 Cab	78.631	2.967	12.347
8	8S	166	Kevin Bradshaw	2008 Porsche 997 Targa 4	84.31	5.679	18.026

9S - 'Turbocharged 911 (993, 996, 997), 997S/GTS/Speedster, 996GT3, 991 Base, 996GT2' - Total Entries: 4

1	9S	563	Aaron Walker	2004 Porsche GT3	65.712	[-]1.368	-
2	9S	194	Chris Lindquist	2009 Porsche 997S	67.08	1.368	1.368
3	9S	737	Ali Pirnar	2007 Porsche 997 4S	73.596	6.516	7.884
4	9S	182	Roger Warren	2017 Porsche 991.2	77.973	4.377	12.261

10S - '997GT3, 991S/GT3/Turbo, Carrera GT, 997 GT2, Cayman GT4' - Total Entries: 5

1	10S	10	Ed Moschella	2016 Porsche GT4	64.986	[-]0.388	-
2	10S	360	Alan Davis	2015 Porsche GT3	65.374	0.388	0.388
3	10S	904	Akira Mochimaru	2017 Porsche 991S	67.936	2.562	2.95
4	10S	707	Charles Stroymeyer	2010 Porsche GT3 RS	70.078	2.142	5.092
5	10S	315	Kenneth Beers	2014 Porsche 991 S	79.966	9.888	14.98

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

1	10R	887	Stephen Lefebvre	2016 Porsche GT4	63.106	[-]4.646	-
2	10R	104	Susan Kelley	2007 Porsche 997 C2S	67.752	4.646	4.646

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

1	11	1	Ollie Lucier	2010 Porsche Boxster S	64.807	[-]2.405	-
2	11	124	James Fox	1997 Porsche 911 C2S	67.212	2.405	2.405
3	11	944	Kris Dacosta	1989 Porsche 944 S2	70.052	2.84	5.245

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

1	12	22B	Robert Canter	2016 Porsche Macan S	74.888	[-]0.568	-
2	12	508	Alex Palfrey	2017 Porsche Macan GTS	75.456	0.568	0.568

13 - 'Non-Porsche' - Total Entries: 7

1	13	55	Rob MacAlpine	1999 Mazda Miata	62.782	[-]1.666	-
2	13	199	Alex Giffard	1993 Subaru Impreza	64.448	1.666	1.666
3	13	700	David Tabatabai	2005 Acura NSX	67.949	3.501	5.167
4	13	781	Read Fleming	2003 BMW M3	68.056	0.107	5.274
5	13	902	Jeff Bakken	2015 Chevrolet SS	71.113	3.057	8.331
6	13	324	Richard Lewis	1994 BMW 325is	72.608	1.495	9.826
7	13	757	Lisa Burke	2000 Honda S2000	81.494	8.886	18.712

# 2018 Board of Directors

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# 2nd Annual Porsches & Coffee “As Is” Car Show to Benefit Homes For Our Troops

PLEASE NOTE THE DATE FOR THIS EVENT HAS CHANGED – OCTOBER 20TH!

We’re going back to University Station in Westwood, Massachusetts. We will gather together, grab some coffee, something to eat, and socialize just as we always do, but again with a difference:

University Station will graciously donate \$1,000 to our charity **Homes For Our Troops** !

Starbucks, Wegmans, and possibly a few more food vendors will provide **complimentary** coffee and food!

In addition, there will be a fun informal, enter your car “as is”, **People’s Choice & Kids’ Choice** Car Show. Trophies for 1st & 2nd Place in both divisions! Will NER member David Geisinger take home the top prize again? Let’s see!

*Pictures from the 2017 event by Robert Zuschlag, Mr. Z’s Photography.*

Check the website for latest info!:

[www.porschenet.com/events](http://www.porschenet.com/events)





# 2018 Northeast Region Gala

**SAVE THE DATE! Saturday, January 5, 2019**

The 2018 NER Annual Winter Gala is headed to Newport - well, actually Portsmouth - at the spectacular Newport Car Museum, 1947 West Main Rd, Portsmouth, RI 02871. If you've never been before, you'll be blown away by this new museum. If you've had the pleasure of visiting before, you'll surely want to return!

The Gala is the club's featured social event and this year promises to be a good one. We'll have simulators available so you can try to set a personal best without the troublesome worry of crashing your Porsche. There'll also be plenty of goodies available for purchase in the Silent Auction. And, of course, we'll have a full dinner and awards presentations.

We are in the process of reserving a block of rooms at the Bristol Harbor Hotel, which would be perfect for a pre-party with your friends, and is "on the way home" for most of those that will be staying overnight. In fact, we suspect many folks will want to plan a weekend in Newport, or even upgrade to someplace like the Newport Harbor Hotel, and take in the iconic waterfront view.

We are currently seeking a few more volunteers for the 2018 Gala, and are looking for help in planning the 2019 Gala (somewhere in the region's northern territory). If you are interested, please email [admin@porschenet.com](mailto:admin@porschenet.com)





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# Event Calendar

## Signature

October 7	Porsche on the Mountain at Palmer Motorsports Park
January 5	2018 Annual Gala at Newport Car Museum

## Driver Education

September 14	Vintage DE #4 at Palmer Motorsports Park
September 21-23	DE Season Finale at Palmer Motorsports Park
October 6-7	NCR DE at NHMS

## Autocross

September 15-16	Zone 1 Autocross at Moore Airfield
September 29	NCR - Autocross Event #6
October 13	NER - Autocross Event #4
November 4	NER - Autocross Event #5 and Party

## Social

September 16	SoBo at Sweet Berry Farm
September 16	2nd Annual Wine Pairing and Italian Food
October 11-14	Great American Mountain Rally
October 20	2nd Annual Porsches & Coffee "As Is" Car Show to Benefit Homes For Our Troops

## Tech

September 19	Tech Session - South Shore Autoworks
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