

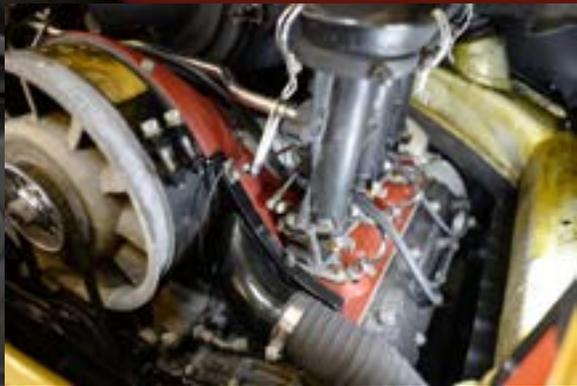


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Cover photo submitted to the 2018 photo contest by Mark Shane. Back cover photo submitted to the contest by Porschenet.com user porrsha.

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Nominations to the 2019 Board of Directors

Current slate for 2019 Board of Directors:

President	Bill Seymour
VP Admin	Robert Jacobsen
VP Driving	Paul Skinner
Secretary	Lisa Davis
Treasurer	Don Kelly
Membership	Anker Berg-Sonne
VP Communications	**TBD**
Past President	Kristin Larson

Any member who wishes to include him/herself onto the final ballot should reach out to Kristin Larson, Nominating Chair, by October 20 at past_president@porschenet.com. The final ballot will be sent no later than November 5, 2018 and will include a short bio on each candidate. Note this ballot will be sent to primary members only via email so please ensure your email is updated at the National level as this is the database we use.

Please note above that we are still looking for a candidate to be VP Communications which can be summarized as the chair of the communications team and

their representative on the Board of Directors. The communications team published the club newsletter, the NOR'EASTER, sends monthly news emails to the membership, manages the club web site, porschenet.com, and also manages the club's Facebook and Instagram accounts. The team also solicits input to all of the above from inside and outside the membership. For any questions about the VP of Communications position contact Anker Berg-Sonne at membership@porschenet.com.

Any questions can be directed to Kristin at past_president@porschenet.com

Editor's Corner

Thanks to a super human effort by Sterling we completed the transition to an electronic NOR'EASTER. Not as simple as you might think. All layout tools have their own quirks and Sterling had to go through two tools before he found one that provided the right balance between reliability and ease of use. The final choice, Adobe InDesign, has proven to be a joy to use.

After Sterling had completed the transition and stabilized the production workflow he needed to be offloaded. Unlike some of us retirees, Sterling still has a full time day job, not to mention a young family to spend his time on. So Anker quickly learned and refined the process as he took over the production responsibilities on a temporary basis, in addition to his position as Membership Chair. Many thanks to Anker for doubling up his workload willingly and ably.

Since then, Sterling has assumed responsibility for the web sites of PCA Zone 1 and will be assisting with communications for the Larz Anderson museum as a volunteer. Congratulations, Sterling. And he will continue to ensure that Porschenet.com is up to date technologically – a constant and important task with a Wordpress-based website.

So in 2019 we will need to find members who can take over day to day responsibility of production of the NOR'EASTER and web site content. Sterling and Anker are committed to a smooth transition and support. Gary will also be stepping down as VP of Communications, so we are looking for several individuals to work together for this critical

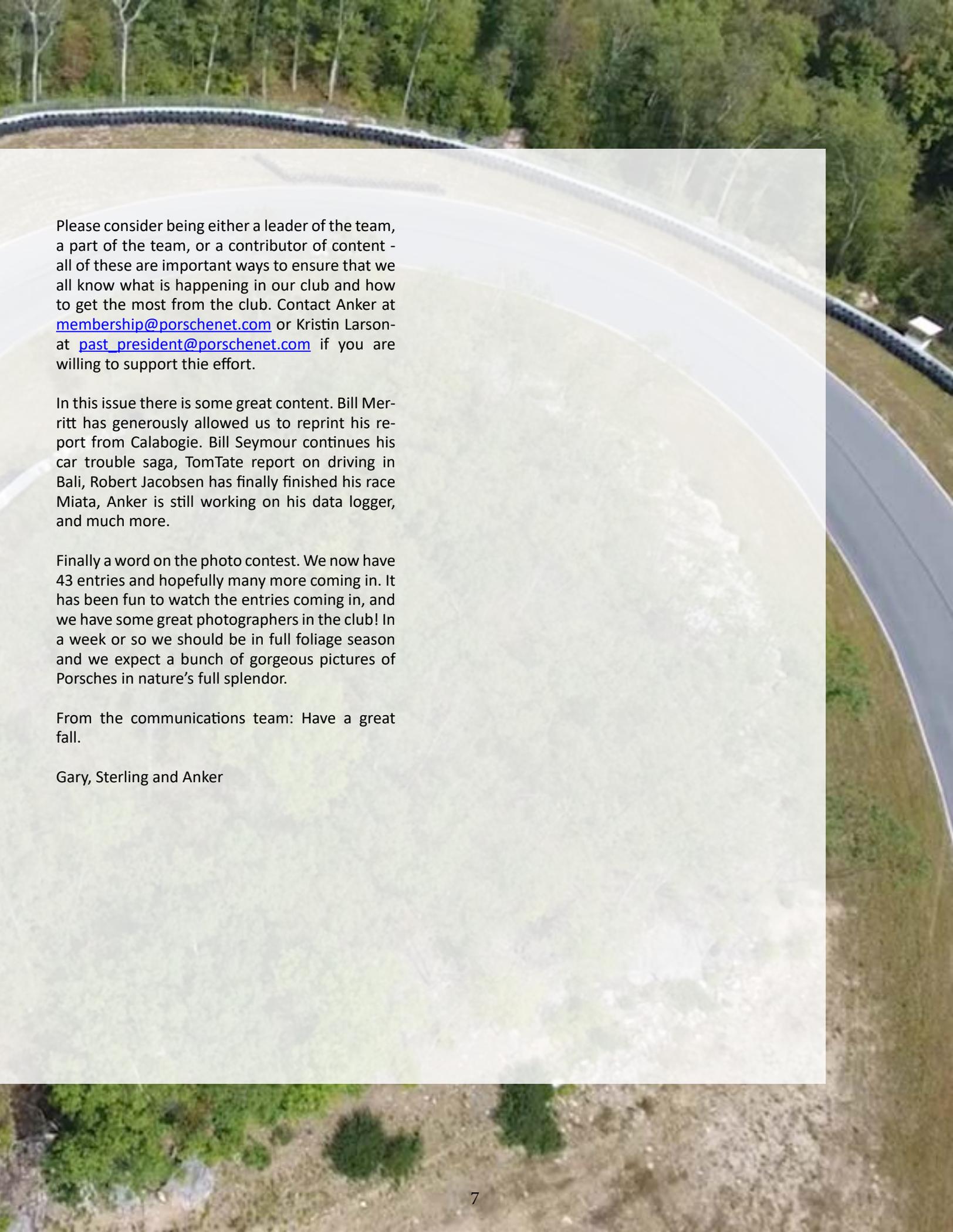
function of the club. It is a very fun role talking to various members about the fun activities we all do and gathering stories about them for sharing and publication. If there could be more than twenty four hours in a day, Anker and Sterling would love to continue doing this work for the club.

At this time we do not have any candidates to take over these critical roles. If we don't find any, we will have to find ways to reduce the workload or outsource some of the effort.

There are terrific rewards associated with these responsibilities. You get to know the board, the event and activity chairs, and the general membership both in NER, our surrounding regions, the Zone and National. All terrific people who are a joy to work with. Another reward is the monthly pride of being a cog in the mechanism that produces a product of which we all can be proud. These roles sit at the very center of our club.

The most important position to fill in the short term is the VP of Communications. He or she will be the communications team leader and represent the team on the board. The VP will also play a main role in recruiting the rest of the team and deciding how responsibilities will be shared.

A major goal for the coming year is to ensure that we have backup for all team members so we can ensure smooth communications between the club and its membership without over-burdening each team member.



Please consider being either a leader of the team, a part of the team, or a contributor of content - all of these are important ways to ensure that we all know what is happening in our club and how to get the most from the club. Contact Anker at membership@porschenet.com or Kristin Larson at past_president@porschenet.com if you are willing to support this effort.

In this issue there is some great content. Bill Merritt has generously allowed us to reprint his report from Calabogie. Bill Seymour continues his car trouble saga, TomTate report on driving in Bali, Robert Jacobsen has finally finished his race Miata, Anker is still working on his data logger, and much more.

Finally a word on the photo contest. We now have 43 entries and hopefully many more coming in. It has been fun to watch the entries coming in, and we have some great photographers in the club! In a week or so we should be in full foliage season and we expect a bunch of gorgeous pictures of Porsches in nature's full splendor.

From the communications team: Have a great fall.

Gary, Sterling and Anker

Calabogie Days 2018

A Fabulous NER-PCA Track event in Calabogie, Ontario Canada

Article and pictures by Bill Merritt - Northern New Jersey Region - PCA

What is a Calabogie? It's a Gaelic phrase; "Calladh bogaidh" which means Marshy Bay. The area is anything but marshy, in fact, it's a remote vacation area with both winter and summer activities. Northeast Region PCA club hosted a three day DE (Driver Education) event August 14 thru 16, a Tuesday, Wednesday and Thursday at Calabogie Motorsports Park. The track has a country club membership though not at the level of Monticello. They drive Ford Mustang GT cars and don't serve caviar.

very affordable.

Nightlife is sparse so we got plenty of sleep - but, we did find some furry nighttime friends at the track. See what I mean?!



Built in 2006, they boast that it is the longest track in Canada; 3.5 miles at full circuit and it has 20 turns. The surface is seamless and comprised of a Polymer Modified Asphalt with plenty of grip but hard on tires. If you start with a new set you'll make it through a three day event otherwise bring a spare set or you'll pay a pretty Canadian penny at the tire shop. There is a full service tire shop on-site but a limited selection of overnight accommodations. At the track, you can choose from a few suites or a couple of bunk rooms and I shared a four queen bunk-bed room with Larry Lenwar and Bob White (NNJR Members) with no complaints and it was

John Dunkle, track chair of NER and his team ran a spectacular event that was focused on getting the most out of a track that was well designed, technical and hard to learn.



He limited this event to a maximum of 65 drivers and two run groups; instructed and advanced so if you didn't get enough driving time it was clearly your fault. As well, John made it a fun learning experience. He had a creative driv-

ing exercise to start each day. Additionally, there were two professional coaches to work with and that were included in the track fee. We had classes every day that covered track specific and generic issues as well as DE track etiquette.

The first day John put us on the track with the knowledge that most of us had never driven the track and would be lost in all the turns. I was told it takes three days to learn the track so I was originally very apprehensive about attending the event but I decided to go because I like to experience new tracks and John knew how to solve the problem. His first command Tuesday morning was for everyone to do an hour of slow paced parade laps. Well that did it for me. I learned the layout fast!

Then the next step to gaining speed and confidence was getting help from the Pro Drivers; Dean DiGiacomo and Peter Portante.



By the end of the day I was getting along quite well and setting a good pace. Of course we ended the day with some lively beverages supplied by the event sponsor South Shore Autoworks and everyone discussed the day's driving.



The second day started with an hour exercise of “No Braking”. We were directed to start slow and work on gauging your speed into the turns, up and down hills without applying our brakes. You were expected to quicken your pace significantly by the end of the session and refresh yourself to the track layout. As well, it helped us warm up our minds and feet. If the flaggers or John saw brake lights, you would be black flagged and sit out for a short period. It was a way to build confidence and momentum and to understand slowing from friction created by turning. And, of course each day we had our scheduled run group sessions and time to get instruction from the pros. And at the end of day, once again, more refreshments and track discussions ensued.

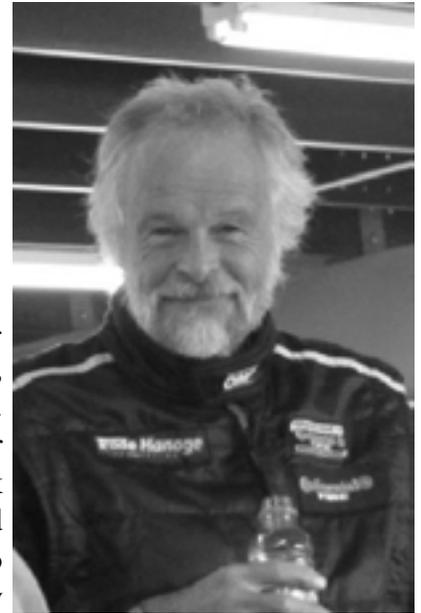
Day three started with John sending us out with a passing exercise. We were paired and told to keep distance between the paired cars so we didn't get bunched up it turns. We could only give and take passes on the right so depending on the upcoming turn you were passing on or off line. John also pulled all the Apex cones except for three turn in cones that were at blind turns.

And the finale was, during the last four hours of driving, John opened track to all drivers. What a great way to end a spectacular event!

Needless to say it was a very different kind of DE. Thanks John!

The Long & Winding Road

- Bill Seymour, NER President



The driving season from hell continues. Details below but let's get some more upbeat information done first before I lose you...

- Kristin, our Past-President and Nominating Chair, has done a great job finding some new board members – as of this writing all but one position is filled – and you will find a list of the candidates elsewhere in this issue. Remember that this is a volunteer organization and won't survive without dedicated members stepping up.
- The 2018 Concours was a fantastic success – thanks to Rick Archambault and all the others who made it work. A beautiful day, a great site and LOTS of cars (including the ones brought by the sponsors Porsche of Norwell and South Shore Autoworks). Note that Rick will not be the Chair next year so if you Concours folks want another great event we need someone to step up (you'll get help from him and the Board – and please don't wait till next year so we avoid a fire drill).
- The Zone 1 Presidents' meeting will be held in mid-November. Please contact me if there are any issues you'd like to see brought to the next level in our club hierarchy. In particular, we expect John Krecek, National DE Chair, to be in attendance. Some of the topics will include use of HANS/harnesses and how to deal with some of the new nannies (auto braking, lane avoidance, etc.). If any of you DE folks have thoughts or questions, please let me, John or Stan know in advance of this meeting.
- In November we will be reaching out to our advertisers and sponsors about opportunities for next year. If all goes well we will announce a pleasant surprise that will happen around mid-March. And note that next year is our 60th Anniversary year so look for some special activities to celebrate that. We love our advertisers and sponsors and, based on the statistics that Sterling reports, they are getting excellent exposure via the

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if any of you are interested, or know someone who might be, let me know. For example, how about a good insurance agency that deals with collector cars?

- As I noted last month, I booked my room at the Bristol Harbor Inn for the night of the Gala and now other Board members have followed suit. Get on it Scruffy or you'll be left out of the pre-party!

OK, back to the season from hell. At last report the 914 (which I share with Dave) had a new fuel cell that cured the gas leak but it was down on power. So off it went to the dyno where an obvious mis-fire was noted and it made only 205 hp (hey, that's sounds pretty good to an old Miata driver!) when it should have been closer to 250. The likely troublemakers were plugs, wires and injectors so those were removed and injectors sent for a rebuild. Yes, 3 injectors were bad and the plugs from #5 cylinder suggested that it wasn't firing at all. So good news that a problem was identified but in the ensuing work to put things back together more issues were found that likely will require removing the engine. In which case we will probably want to redo the front motor mount (as in, to go from one to two motor mounts) and who knows what else. So that is probably parked for the year.

So maybe I could use the BMW for the last Palmer or NCR DE? Well, no, the engine vibration issue has made us decide to remove and inspect that engine (checking on the flywheel/clutch enroute to eliminate those as issues) so that is done for the year as well.

But then, of course, there is the ever-reliable Miata! (In this case, Nick's MX-5 Global Cup Car which we have

been using for endurance races.) OK, not so much. Last we saw this, Nick had an unfortunate meeting with a tire wall at Lime Rock but it was repaired and looked good as new for the Thompson 12 Hour Champ Car (used to be Chump Car but they grabbed the name when the old Champ Car people went out of business). Chip drove first and handed it over to me in first place. My shift was shortened by a bad accident which had us all sitting in the pits waiting for the ambulance to return. Dave was next and we were still among the leaders (our fuel range is shorter than others so we lose time in the pits) when Nick took his turn. But something went BANG and he came in so we could check and, sure enough, there was play in the left rear wheel that should not have been there. So it went back to the paddock where further inspection showed that a bolt locating a rear control arm (broken in the previous accident) had come loose. Bad job by the outfit that repaired the car and sloppy work by us not to have caught the loose bolt. With that corrected but no hope for a decent finish, Dave set off for a second shift but after only a few more laps radioed in that he was off the track and thought a wheel had come off. Well, yes it did (although it was still stuffed into the wheel well) – all 4 studs sheared off – and luckily no harm to driver nor much to the car. What caused that? We had definitely torqued the wheels before the race and the wheel was on tight when we were inspecting it before finding the loose bolt. It seems unlikely lugs were loose, but human error is always possible. Most likely the wheel had been damaged in the Lime Rock accident even though it was the left rear that took most of the hit. Well, anyway they will be replaced on all four wheels prior to the last event of the year – the AER race at Mid-Ohio.

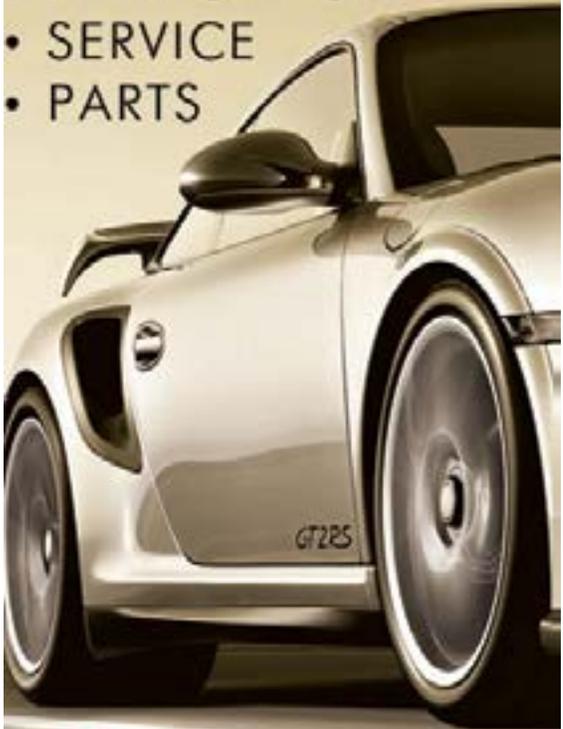
Well, to end on a jollier note, at least we don't have only half a car. Note the picture of a repair shop in Mosier Oregon (where I was visiting my daughter). And when I showed this to Tom Tate, he said "Sure, I've done business with the guy." Small world among the 356'ers.



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 **Shared
Passion**
Gary Cooper, VP Communications

Note: In lieu of my normal Shared Passion column content, I am substituting this write-up on the Dow Tour. It's filled with passion as well, and you won't be subject to my normal 986 Boxster stories (insert applause here).

2nd Annual Charlie and Martha Dow Tour

On a grey, early morning with rather unseasonable early morning temperatures in the upper 50's, 49 members in 24 cars gathered for the start of the 2nd Annual Charlie and Martha Dow Tour in a parking lot in Leominster, MA. Why did we do this, besides the opportunity to get some seat time in our cars? For those that did not know Charlie, he was an involved and important member of NER for several decades and held just about position within our club. He and his wife, Martha, were fixtures at an untold number of events and provided guidance, assistance and friendship for hundreds of members over the years. Charlie unfortunately passed away in 2017. The NER Board decided a great way to honor both Charlie and Martha was to name an driving tour event after them and make it an annual occurrence.

Tony Miniscalco and I were asked by the Board to put together the inaugural tour in 2017, and led a similarly sized group on a tour of the North Shore, and for lunch in Newburyport, MA. Things seemed to go pretty well, and the Board asked us to continue our role in 2018. This year, they decided to go west and I suggested a longer route through a more rural part of the state. Tony researched and found a route that was rated #1 in MA by popular motorcycle website - The Shelburne Falls Loop in central MA. We modified the route to be a one-way tour of 110 miles through a very scenic part of the state, with some nice, twisty roads sure to please NER members.

Tony had heard good things about a restaurant in Bernardston called The Farm Table. It is part of the Krin-

gle Candle retail complex and is run by the Kittredge family. Michael Kittredge, the founder of the Yankee Candle Company (after he sold his share in the company for a reported \$500 million) started the Kringle Candle business with his son. Coincidentally, he is also a big-time car guy and has a stunning collection, which - of course - includes many Porsches. He was featured on Wayne Carini's show called Chasing Classic Cars (season 2, episode 10). A few this year's tour attendees recalled a prior Ramble event where they even got a private tour his car barn. Unfortunately, Mr. Kittredge is still recovering from a stroke he suffered several years ago.

In any event, Tony and I began to prepare for the tour by driving the route in April, before the trees were budding, and to also "test drive" the restaurant. The meal was tasty and service was great! Tony's wife, Sheryl, came along and remarked that the retail store was something that many of the "navigators" might appreciate as well.



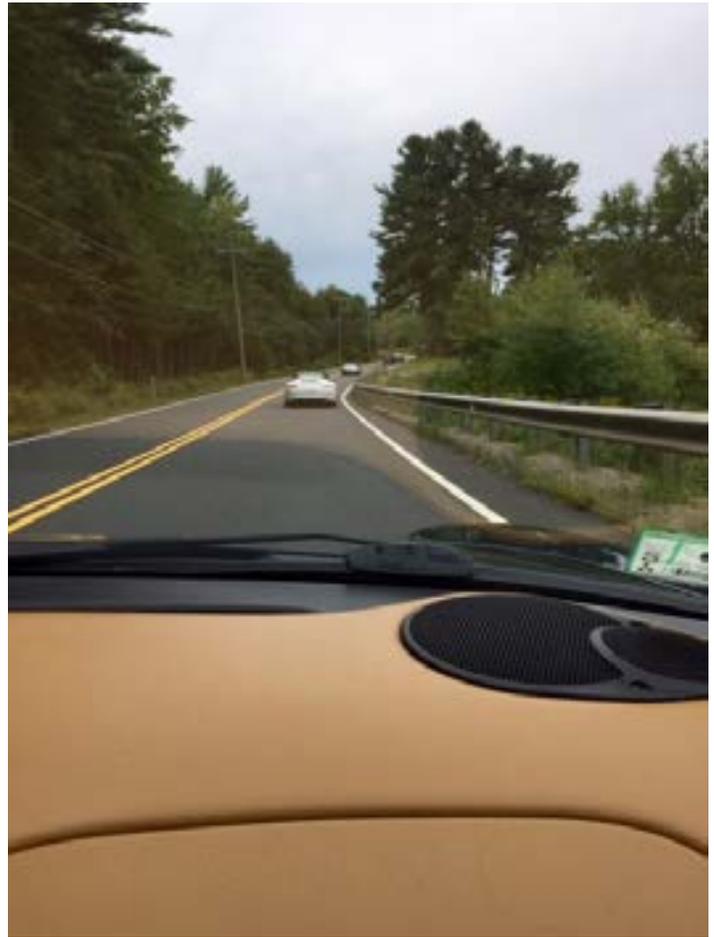
I got the word out a few months prior with postings on the club's public Facebook page (search Northeast Region of the Porsche Club of America), and it's private

(invitation-only, but open to all members – search NER PCA Northeast Region of the Porsche Club of America) Facebook group - check them out. I also got a notice placed on the club website and the NOR'EASTER. The event needed to have a 60-person maximum, and was nearly fully booked a week prior (although there were a few late cancellations). It has proven to be a popular event in its first two years, so make a note for next year to register early.

Our President, Bill Seymour, also contributed by suggesting we use a phone app called Ride With GPS, where the route could be mapped and audible turn-by-turn directions would be available. Bill had used it while bicycling in Spain, and said it worked well. Tony made this option available (a one-week trial version was \$3.99) in addition to the traditional printed directions. Dennis Friedman, who runs the club's - much larger - Spring Ramble event, also offered invaluable advice on making the tour run smoothly.

Because The Farm Table could only offer us one seating time for a group this large, we needed to leave our starting point and jump off on the tour by 8:00am. We knew from test drives the tour route was going to take a full three hours to drive. Of course, we had to have the mandatory registration check in and waiver signing (thanks to my wife, Ellen) at 7:30 and driver's safety meeting at 7:45 - so it was an early morning for all. One couple, Roger and Rosemary Driscoll of SoBo Cars and Coffee fame, even opted to get a room in Leominster as they'd be driving up from Newport, RI.

As per PCA minimum driving tour requirements, the group started out led by Tony as the "leader" and me in the last "sweeper" position. All tour drivers were advised to stay between these two, not to pass each other and to drive safely at all times, with headlights on. This worked out perfectly and there were no reported "incidents" along the way, and no one got lost. One potential issue with the route was discovered on a pre-event test drive - a small stretch of back road that was unpaved, not something that is popular with most Porsche owners. But, as it turns out, the final test drive by Tony just before the event showed the road had a fine new, smooth asphalt surface. Bingo! We even built in a little detour over a covered bridge. There is just something cool about being part of a lineup of great Porsche cars out on the open road. Please note we did allow for one BMW interloper (Michael Mangini's 911 got a nail in a tire just before the event, and he substituted the Bimmer).



The last cars arrived at the restaurant around 11:30 or so, and we all sat down to a hearty lunch in a stylish private dining room. Nearly everyone remarked how fun the tour route was, with a good combination of scenery and fun roads which allowed for some spirited, but safe driving. I stood up after lunch to say a few words - thanking everyone for coming, and reminding everyone to get involved by volunteering to help with club activities and events. After lunch, many folks then took advantage of some time to do some shopping, and most gathered for a group photo taken by Paul Soares.



Picture courtesy of Paul Soares

Picture courtesy of Paul Soares

All other pictures courtesy of Gary Cooper

As many of us gathered to leave, we became aware that Dave Geisinger and his wife, Aimee Cardwell, were having trouble with their classic “Creamsicle” 914 and couldn’t get it started. Members rallied to help, including Bob Canter, who had years of experience with 914’s. Fortunately, I had thought to bring along some jumper cables just in case. What the car needed; however, was an old-fashioned push start - so many jumped in to give the “Creamsicle” a push, including Dave Polson. Unfortunately, Dave in his haste to help, forget to secure the parking brake on his 996 and it began slowly rolling across the parking lot - with his wife Leanne in it! Michael Mangini, playing the role of superhero, heard Leanne’s cries for help and managed to get in front of the car and slow it down sufficiently so that no damage was caused as it barely nudged the rear bumper of another car in the lot. No harm, no foul.

These incidents really served to exemplify the spirit of helping out that is found throughout our club and to reinforce the notion that “it’s not just about the cars, it’s also about the people. If you’re ever going to have car trouble, the place to have it is on a PCA driving event! Be sure to make a note to join us next year in September, as we head to tour the beautiful South Shore.

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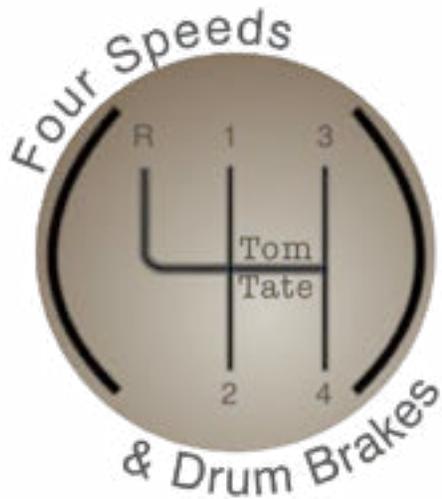
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It took about 10 minutes to get into the flow of traffic that was circling the airport. There was every manner of vehicle but by far the greatest number was made up of motorbikes, many with as many as 4 passengers. For every four wheeled vehicle there were at least 10 motorbikes. The way vehicles were moving reminded me of the way they used to transport timbers down a river to the paper mills. While it looked like chaos it actually worked very well. For the entire week we only saw one crash and that was what looked like an American woman (blond) who laid a bike down in front of us. Because of the sheer number of vehicles, traffic travels at 20 mph or less so a crash at that speed does little damage. In places where there were more than 2 lanes, the pavement lines are only suggestions with cars straddling the lines that would make US drivers crazy. Motor bikes moved up to the front of the line at red lights and sidewalks were always fair game. In the main portion of the city, anything that looked a parking spot was used by motorbikes.

There is no Substitute

I have been to a lot of places and driven a lot of different vehicles but nothing prepared me the destination wedding trip I just took to see daughter #2, Kaitlee, tie the knot. She and Chris decided that their Friends and Family would enjoy spending a week in another culture on the other side of the planet. Bali

I wasn't that keen on the idea at the beginning but figured that it would be fun to see some cars we don't get in the US and experience the culture in a different country. It is a tropical paradise after all and except for the 22 hours spent in the air each way, there wasn't much downside. Being on the right side of the US I flew to Qatar (13 hrs) and then another 9 hrs. to Bali. Rob and a few other west side guests went through Hong Kong or Manila.

My first hint of the culture difference was when I saw the 200-300 people waving sign boards with names on them from behind a rope looking for their pickups. At Logan you'll see four or five limo drivers waiting patiently not this screaming mob that looked like the White House press corps when POTUS is leaving a briefing. There is no such thing as public transportation there. If your friends fly into Bali, you have to drive to the airport to get them. Either that or a taxi which looked pretty risky.

By pure luck I saw my name in the mob and went off to a small Toyota in the nearby parking lot.





and nobody seemed bothered by the move.

One thing that I didn't see was any cell phone use by drivers when moving. Everyone had a phone and they whipped them out when stopped (the few lights I saw were pretty long cycles) but nobody was looking anywhere but straight ahead when driving. At least the drivers that were still alive.

I did look carefully for any sign of Germany's finest and can only report one sighting. It was a late model Cayman in bright yellow and was parked in the front lot of a motorbike dealer. Probably the owner, certainly there is money to be made in that market.



As the photos indicate above some things were familiar as MacDonal'd's, Burger King and Starbucks were found everywhere in the city.

What surprised me the most was the way drivers reacted when others darted in front of them or cut them off as they were sitting in a line of cars. Motorbikes especially. Nobody got upset, I didn't see anyone actually motion another driver to pull out the way that we do but it all seemed to work. The other surprise was the space between cars and motorbikes. There wasn't any. As I have seen in other countries, personal space limits are much different than in the US. Where we would expect at least 12" of space around us when standing in a crowd, that same space is more like 3" in Asia. As far as space between cars, it really doesn't exist. If you can clear the side mirrors you can go by. That makes for some really close calls. Most drivers give the horn a little toot, not a big blast, as they passed just to let other drivers know that they were coming through and nobody was offended. We took a 13 passenger van up to the mountains to do some white water rafting and that driver used what we would call the left turn lane (over there it was the right turn lane) to jump the line of traffic

While there were a few large gas stations, think Cumberland Farms, there were many more places to gas up a motorbike at small vendors. Fuel tanks are less than a gallon on the 155cc bikes and plenty of places offered one liter bottles of fuel. The most popular container was an Absolute Vodka bottle and they were on every corner. They must drink a lot of vodka in Bali.



It was a great trip and except for the 22hrs in a plane each way (did I mention that before?) , I'd do it again. With only one daughter left I would hope that someplace close, like Disney World, would be suitable for another wedding. Since the reason of this trip was a wedding I present below Mr. & Mrs. Chris Chapman as they cut the cake.

As much fun as it was I still prefer the open roads and space in the US that allows us to enjoy our Porsches the way they were intended. As far as America is concerned, There is No Substitute.



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THE SLIPPERY SLOPE

By Robert Jacobsen, Treasurer

Well, it is done. After some schedule inflicted delays and a myriad of other things vying for my time over the summer, the Miata is done. Tech inspection was completed this morning (9/17) on my way into work and I am signed up for NER's Palmer event from 9/21-9/23.

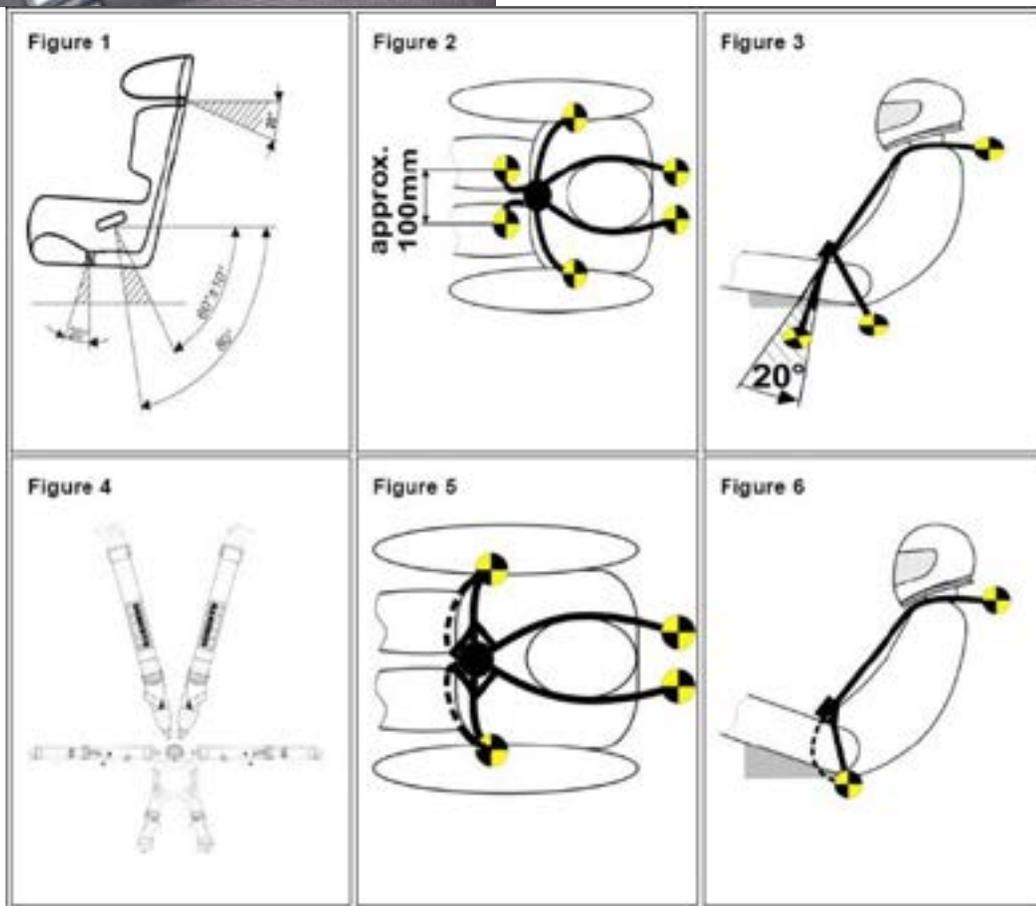
The project paused with the boxes left unchecked for the passenger seat, harnesses and an exhaust leak that caused the car to sound like I ran over a beehive. So, knowing that time was running out before Palmer, I made the trip up to HMS Motorsports again to pick up the seat (Cobra Monaco), a Planted mounting bracket, Schroth 6 point harnesses and all the necessary hardware bits. With these final pieces in hand, I spent my Sunday afternoon installing the passenger seat, mounting the harnesses (remembering to pin each clip-in) while paying close attention to the proper angles. I barely pass the broomstick test in the car and that is with the driver seat mounted almost on the floor. The passenger seat is a bit higher and most likely will necessitate an instructor less than 5'10". The Palmer event will take place after writing this article, but before the publish date for the Nor'easter. So, I will recap the event in the next article which should also include a recap of an autocross taking place on 9/29.

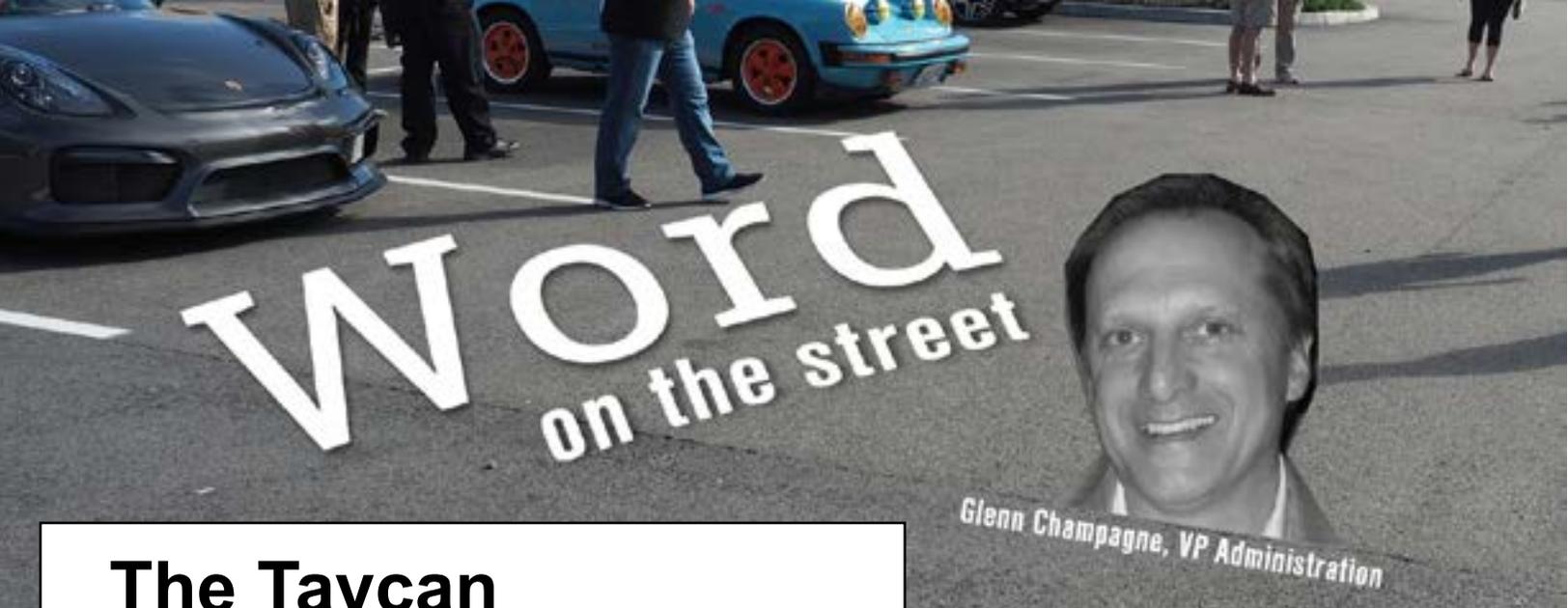
This caps off the Miata project and now it is hopefully just time to drive. I will say that the Miata was an enjoyable and easy car to work on and the availability of parts was very nice. I am already in discussion with a couple friends and my brother to enter a 24 hour race next year, but we will see...





To wrap things up, it is getting to that time of year when the fall colors start to come out and the buses of leaf-peepers start making their way up 93N. What are some of your favorite roads to drive in the fall? Next article I am going to recap the different driving events with the Miata, but also go into some of my favorite fall drives (spoiler: a lot of my drives end at ice cream stands or bakeries). If you have suggestions for roads to wander down before the snow flies, send them along.





Glenn Champagne, VP Administration

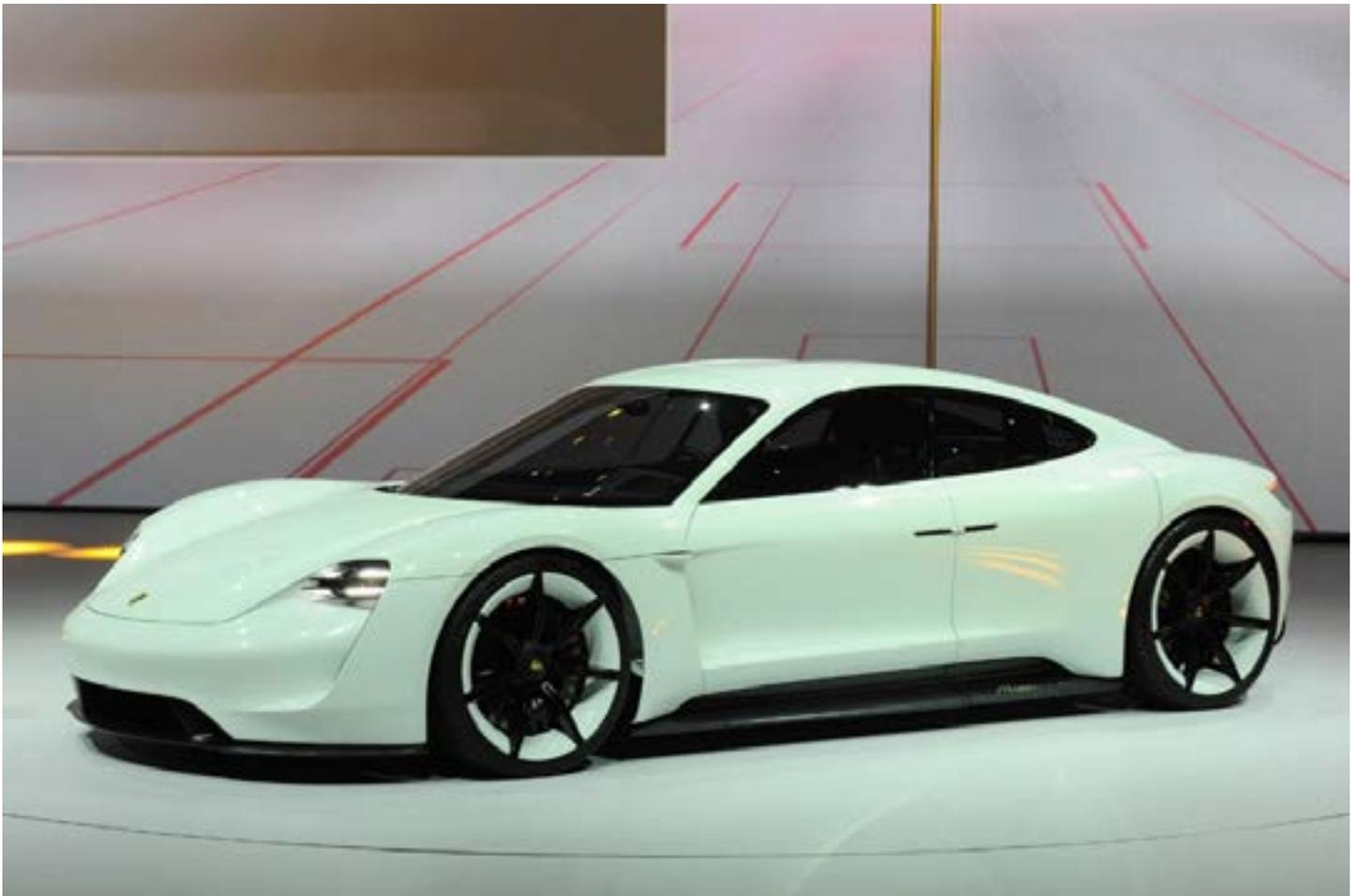
The Taycan

The all electric Porsche. I've been conflicted on this subject for awhile now. Is it a big deal or not? If so, how much of a big deal. I am now of the opinion that it is a big deal. Fortunately, for us to appears to be a gentle rollout. But coming sooner than expected. Like, next year.

The original Mission E named concept car was a gorgeous looking car. The rear reverse open doors caught my attention immediately, and maybe won't ever make

it into production, but if it does, I just might place an order.

Porsche will invest over \$7 billion in electric vehicles and related technology by 2022. Over \$580 million will be allocated to the production of the Taycan and other vehicles based on it, including a crossover known as Mission E Cross Turismo currently scheduled for 2020. Porsche has been implementing various electric drives for a number of years now. There's been a lot of R&D





with hybrids and success with the 919 LMP1 cars, and the 911 GT3 R Hybrid. And of course the 918 Spyder. Performance wise, it appears to be impressive to say the least.

The 2019 Porsche Taycan is reported to have a pair of permanently excited synchronous motors, which are basically revamped PSM units from the LMP1 racer. Supplying them with juice needed to push out 600hp to the wheels is the humongous 270 Wh/kg battery. Taking in consideration that Porsche's engineers assigned a motor per axle, it's easy to conclude that the Taycan will be all wheel drive. the wheels will propel the Stuttgart saloon to 60 mph in sub 3.5s times with an electronically limited 155 mph top speed. The rear of the 2019 Porsche Taycan is set to be reminiscent of the 911, while the overall silhouette kind of looks like a baby Panamera. All-wheel drive is expected to be standard on all versions initially, but there is the possibility of Porsche launching a more affordable rear-wheel-drive edition in the future. It also plans a crossover version of the car, as previewed by the Cross Turismo concept that made its debut at March's Geneva Motor Show. Over-the-air updates, historically challenging, will be possible on the Taycan, upgrading on-board infotainment systems and safety tech, but also offering to boost power if the customer wishes. In terms of range, the target is for the Taycan is upwards of 300 miles on a single charge and Porsche says the 800-volt system can take on 62 miles of charge in just 4 minutes - as-

suming you have access to the necessary high powered charging facilities. A pretty video can be found on the Porsche website:

<https://tinyurl.com/y765qthh>

So what does really mean for us combustion engine drivers? Not much – for now, maybe. This Taycan is targeted for a new market. Most likely, those Tesla-like drivers. But the torques and Hp numbers for this Taycan just might create a new and very exciting driving experience.



BACK TO BASICS

Anker Berg-Sonne,
Membership Chair

A really busy weekend

Being a fan of both DE (primarily Vintage) and AX can be tough. Friday the 14th of September was the final Vintage DE of 2018 with the Zone 1 AX Saturday the 15th and Sunday the 16th. Missing either one would be a shame, and the DE was at Palmer which I hadn't driven, so with appropriate spousal approval I signed up for all three days.

Bright and early Saturday I showed up for the Zone 1 autocross at Moore Airfield in Ayer. The contest was run by our sister club, NCR and there were attendants from most, if not all, of the regions in the zone. The big prize is a traveling plaque given to the region that earns the most points in the contest. The points are biased towards the regions with the highest attendance, that is governed by distance and size of the region, which I find a bit unfair. So most years NER or NCR take the lead. Unfortunately NCR tends to win most years, including this year.

Saturday the course was designed by Justin Chen and went clockwise. A fairly straightforward and fast course with a few sections that could be tricky for a beginner. Right from the beginning I ended up in fifth place out of my class of 9 cars, and no matter how hard I tried, I couldn't catch number 4. I did, however, perform a lot better than last year and was closer to the top than the bottom. Sunday it was Scruffy's turn to design the course and this time it ran counter clockwise. True to form, this course was more technical and slower than Saturday. Again, I got stuck in fifth place right from the start and stayed there all day. It was, however enough to get me a picture frame to take home.

I guess the way to make a lot of points is to drive a a class in which yours is the only car. Bob Canter drove his Macan on street tires and with no other cars in his class he helped the NER cause immensely. His tires squealed loudly and constantly, but he made some pretty good times.

In advance of the DE I tried to get familiar with Palmer by studying track maps and also watching videos on YouTube. It's a tough track to learn because there are a lot of turns, and many of them look the same on entry. Another complicating factor is the elevation changes that make it difficult to look further ahead than the next corner. [Here's](#) a YouTube video of two of my laps to illustrate the point.

FUNTOY passed tech without a hitch and bright and early Friday morning I headed out to Palmer, a bit over an hour away. I really like Vintage DE for many reasons. For one, the vintage cars are divided into two groups based on horsepower/weight, which eliminates large differences in performance. Secondly, the groups are small compared with regular DE, so you may only pass and get passed by a handful of cars in a half hour session, so your lap times really show your driving skill.

At the driver's meeting John Dunkle went through the format for the day, the passing zones for the different groups and also assigned instructors to the instructed drivers, including me. I was lucky to get Justin Becker from South Shore Autoworks, who also was my instructor at the previous Vintage DE I drove in, at Thompson. In keeping with the "you can only learn one thing at a time" theme from my September column I focused

my first session on learning the track, the line appropriate to my Boxster S, and the difficult segments. What I found was that at the start of the session I was able to put small sections of the track together, like the end of the straight and the next three corners, but there would be times where I had no idea where on the track I was. It seemed to have no relationship with the map I had studied and memorized beforehand. A minor challenge was the absence of turn-in and apex cones, which would have made learning the line easier, but forced me to learn landmarks, like the ends or tire-walls, to remember where they are.

After the first session Justin took me out as a passenger in my own car to demonstrate how the car should be driven. I logged both his and my driving and am very interested in seeing how they compare.

In the second session I kept focusing on familiarizing myself with the track and the line and made one of my common mistakes, beginning to push the car hard through the corners, so in the third session which was open driving at the end of the day I forced myself to slow down and work on smoothness. Watching the Go-Pro video I took I can see a lot of improvement in that area.

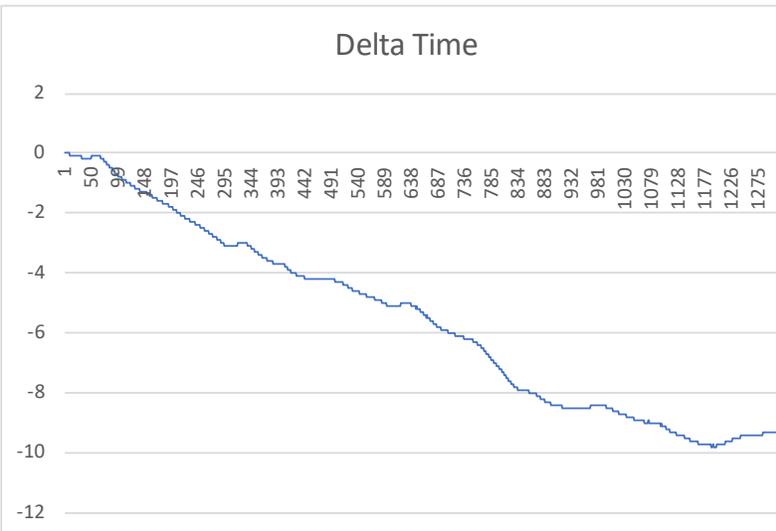
At this DE Chris Ryan and Bob Canter both got promoted to solo, congratulations to both! I know what I need to work on before I can be safely promoted and hope to gain the skills and confidence next season.

On the home trip I led Chris and Bob back to the Mass Turnpike not realizing that the traffic was going to be very heavy on a late Friday afternoon. We would probably have been better off taking the back roads.

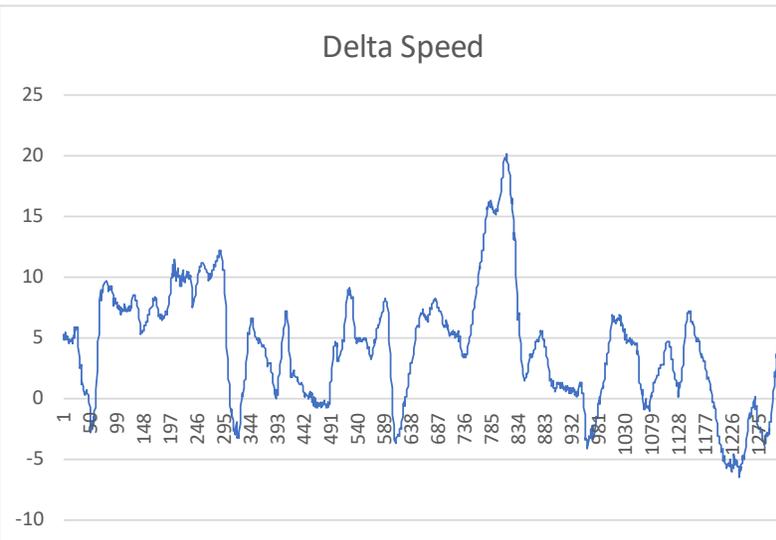
My logger project is moving nicely forward. The latest improvement to easily mark an autocross course so the tracks can be overlaid on a satellite map with the cone locations. To mark the cones you simply flip a switch and then walk the course, pressing a button every time you get to cone you want to mark. One you have walked the course you flip the switch back and you are ready to log runs. The first two and last two cones to mark are the timing gates, which makes it simple for the program to limit logging to the actual course. It will still work completely hands off when you are driving. In my 2004 Boxster S the cigarette lighter outlet is always powered, so I plug the logger in and mount it on the dash at the start of the day and don't touch it until the day is over.

The Vintage DE was the first time I was able to compare logs from an instructor and a beginner driving the same car, I found the data extremely interesting and useful,

The first thing I looked at was the differences in time through all points through our best laps.



At the end of the lap Justin was 10 seconds ahead of me and he pretty much pulled ahead through the entire lap.



Looking at speeds gives better information. Between data points 50 and 300 he is consistently 10 mph faster than me. Lets take a look at the track map and see if there's something enlightning there.

The segment is from the end of the straight all the way to the middle of turn 4, not a terribly different section of the track. I have marked the start and end of the segment with white lines (see next page).



Justin could get on the throttle much earlier than me and carry more speed into the next corner.

In turns 4 and 5 I did a lot better (see the top of the next page). Justin did a better entry into and apex into turn 4, but I did better in turn 5 and coming out of turn 5 our speeds were very evenly matched.

Most of the time Justin had better entries and later apexes than me, resulting in higher speeds entering and through the straights.

Below the curve 4 and 5 track image is the acceleration and braking forces for Justin and me for the whole run. Justin brakes harder and earlier than me. You can see the result from better line and better braking on the speed graph on the bottom of next page.

Between data point 700 and 850 there's a really interesting segment where I really fall behind Justin. Unfortunately I am running out of space and will take a look at that later.

I am working on a Windows application to load and analyze track data. At this point is loads AX and DE traks and also merges 2 runs or laps for comparative purposes. In a couple of weeks I hope to have the first version of the analysis done.

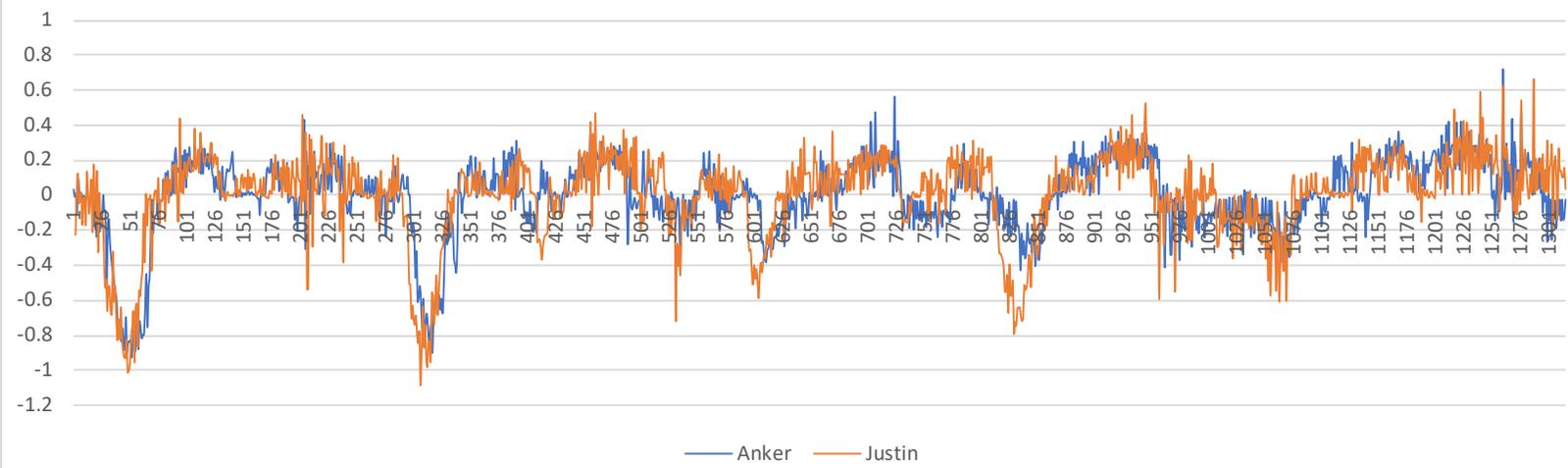
I'm committed to this project and if you are interested in beta testing the logger and application I will be happy to provide you with one at my cost. Just send me an email at anker@ankersoft.com if you are interested

Justin's track is green dots and mine are red. He drove a much better line than I did, went wider at the approach and apexed approximately half way through. I approached too tight and apexed very early. As a result



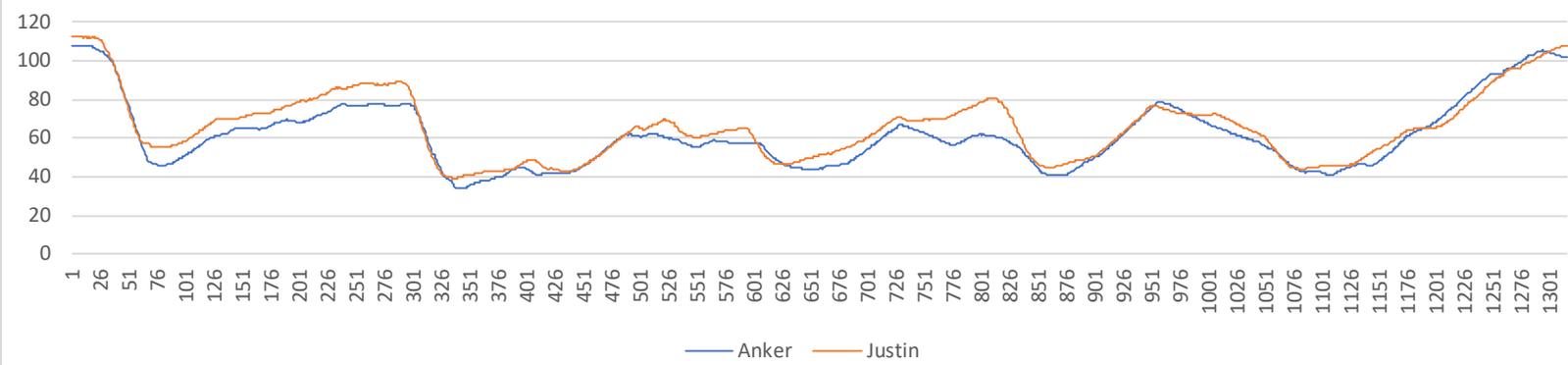


Accelerating and Braking



— Anker — Justin

Speed



— Anker — Justin



Minutes of the Board

Adam hosted the September 12th board meeting. After some tasty sandwiches, a tour of some of Adam's projects, and meeting a rather distinct large green dinosaur peeking through his bushes, the meeting came to order. In attendance were:

Bill Seymour - President
Adam Schwartz - VP Driving Events
Robert Jacobsen - Treasurer
Nick Durham - Secretary
Anker Berg-Sonne - Membership
Kristin Larson - Past President
Gary Cooper - VP Communications
Stan Corbett - DE Registrar Chair

The monthly treasurer's report was accepted before conversation turned to NOR'EASTER topics. The position of a newsletter proofreader remains open and board members were encouraged to put the word out to fill the vacancy. Until a dedicated proofreader is found, the newsletter editors will be forwarding articles to the board to help catch errors before publication. This meeting brought a significant change to our NOR'EASTER circulation: The board voted to release at least eight issues per year plus one annual print version that will be mailed to the membership. The timing and frequency of the newsletter will aim to both ease the burden of publication on our volunteers and to ensure that the content is kept focused during those slower and colder months outside of the usual driving season. Expect to see a glossy issue of the NOR'EASTER in your mailbox in March to announce the start of event season.

Another noteworthy announcement at this meeting came in the form of the results of Kristin's 2019 board member candidate search. Doing a stellar job, as expected, Kristin brought forth a list of excellent candi-

dates to fill next year's positions. The board's nominees will be published on October 1 and any members also interested in running for a board position will have until October 20 to submit their name for inclusion on the ballot. This year, the voting will be completely electronic, though paper ballots can be requested from Kristin. Completing the election duties, Stan kindly accepted the official role of teller to count the ballots again this year.

The Sponsor & Advertising committee brought their recommendations to the board. The board voted to maintain the current pricing structure for 2019, but to open a third top-tier advertising slot. Additionally, the board approved a motion to make the annual Gala event sponsor-free in order to celebrate all of our generous sponsors throughout the year.





NER AUTOCROSS SERIES EVENT #4

SPONSORED BY



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A U T O B O D Y

The NER Autocross Season continues with its third event of the 2018 Series on **Saturday October 13th** at Moore Airfield at Fort Devens and will be sponsored by **Mike's Autobody in Malden**. Come and join us and have some fun with your Porsche ...

Autocross is a safe and accessible introduction to motor sports and a fantastic way to improve on your driving skills. Also, unlike Driver Education, it is a competitive event: you compete against similar cars by individual timing. So the entrants at our autocross events are a dynamic mix of novices, possibly prepping for going to the track, and veterans who view autocross as their main motor sport. Note that novices can always count on help from the veterans and no one takes it so seriously that it interferes with the spirit of camaraderie. (Well, OK, some people do take it pretty seriously – but they're still nice!)

Drivers will get at least 9 individually timed runs and hopefully more depending on the number of drivers and other factors. Trophies will be awarded to the top two or three drivers in each class depending on class size that you can use for bench-race bragging rights.

Registration is open on pcaner.motorsportreg.com. You must sign up online by midnight, Wednesday October 10th.

The gates open at 7 and check in ends at 8. Participants are encouraged to arrive no later than 7:30 to allow plenty of time for check in and car prep for tech inspection. Also make sure you bring adequate clothing for any weather be it hot, cold or wet. Lunch is offered for a nominal fee or you can bring your own picnic style eats. We will take a 20 minute lunch break between the morning and afternoon heats. Water and sodas are always provided throughout the day free of charge.

You will be required to perform a work function during the day as part of the event. And you must stay for the whole day, which could last until 5pm.

The cost for the day is \$50 for members, \$60 for non-members.

Teenage children of PCA members who are under 18 but have a full license (not a learner's permit) are able to participate via the PCA Junior Participation program. This requires that a waiver be signed by both parents and one parent must attend the event. Contact the Registrar for further details.

We look forward to seeing you at this event. Questions: contact AX Chair Chris Ryan (autocrosschair@porschenet.com). For registration information, contact the AX Registrar Jeff Johnson (autocrossreg@porschenet.com).

Directions to Fort Devens: The event will be at Moore Airfield on Route 2A which is separate from the main Army base. The Google maps address is **91 Fitchburg Rd. Ayer MA.** From Rte128 or I-495: Take Route 2 West. Take Exit 38B (Route 111 North) for 2 miles. At the rotary, take Route 2A West toward Ayer. Stay on 2A as it turns right in downtown Ayer. Follow Route 2A bearing left at the fork by Tiny's Restaurant. Continue past the Shop & Save market on your left - the entrance gate will be on your left just after the railroad tracks with a sign reading "State Police Driver Training". Enter through the main gate, look for the "Autocross" sign and bear left up the hill to get to the airfield. At the top of the hill there will be someone to check you in, have you sign the PCA waiver sheet, and greet you with instructions. **Please be prepared to show your driver's license and PCA Membership card.**



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VIP's - Very Important Porschephiles

New members as of 1, 2018

James Bailey, North Pembroke, MA, 2013 Boxster
Jeffrey Blanchard, Hanover, MA, 2006 Boxster
Marissa Cannon, Malden, MA, 1986 944 Turbo
Rob Catalano, Lexington, MA, 1984 911 Carrera Targa
Matthew Cedor, Cumberland, RI, 1979 911 SC Targa
Frank Chmilarski, Tyngsboro, MA, 2017 911 Carrera
Stephen Desimone, Wilmington, MA, 2018 911 Carrera Cabriolet
Bill Doyle, Milton, MA, 2000 911 Carrera 4
Jonathan Gilson, Watertown, MA, 2016 Cayman GT4
Bruce Glazer, Boston, MA, 2017 Cayenne Turbo
Paul Gregory, Shrewsbury, MA, 2008 Boxster, 2008 Cayman
Amit Jagdale, Malden, MA, 2012 911 Carrera
Dave Jarzinski, Sterling, MA 1995 911 Carrera Cabriolet
George Kiwada, Newton, MA, 2003 911 Carrera
Joe Lampassi, Stoneham, MA, 2016 Boxster
Sean Lampert, Lynnfield, MA, 2006 911 Carrera 4 Cabriolet
James Lane, Weston, MA, 2008 911 Carrera 4S
Justin Lehner, Middletown, RI, 2004 911 Carrera 4S
Charles Mallet, Athol, MA 2007 Boxster Black
Marc Mansell, Shrewsbury, MA, 2019 911 Targa 4S. 2017 Macan S
Barbara Martin, Tyngsboro, MA, 2000 Boxster Black
Shannon Mee, Hudson, MA, 2017 Macan GTS
Gary Odoardi, Sterling, MA, 2008 Boxster
Charles Pasewark, Natick, MA, 1986 944
Oleg Pavlov, Rutland, MA, 1987 924S
Richard Rock, Chelmsford, MA, 1989 944 Turbo
Edward Rydzewski, Peabody, MA, 2001 Boxster
Thomas Wiesner, Boston, MA, 2015 911 Carrera 4S

Anniversaries



46 Years
Donald Rothenberg

45 Years
David Melchar
Roberta Melchar

44 Years
Deborah Pinzon
Enrique Pinzon

42 Years
Alexander Vargus
William Vargus

40 Years
Donald Plant
Katherine Plant

25 Years
Deborah Avery
Paul Avery
Maureen Barboza
Robert Barboza

20 Years
Michele Daley
Haydn Downes
Diane Richard
Wayne Richard

15 Years
Doug Martinez
Clayton Phelps
Stacey Phelps

10 Years
Hank Amabile
John Amabile
David Collins
Patricia Collins
Kathleen Hilton
George MacNaught
Kirk Whiting

5 Years
Paul Briggs
Dorothy Oakes
James Oakes
Adam Sureau
William Wolff

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

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By the Numbers

Primary members: 1901

Affiliate members: 1019

Total members: 2020



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

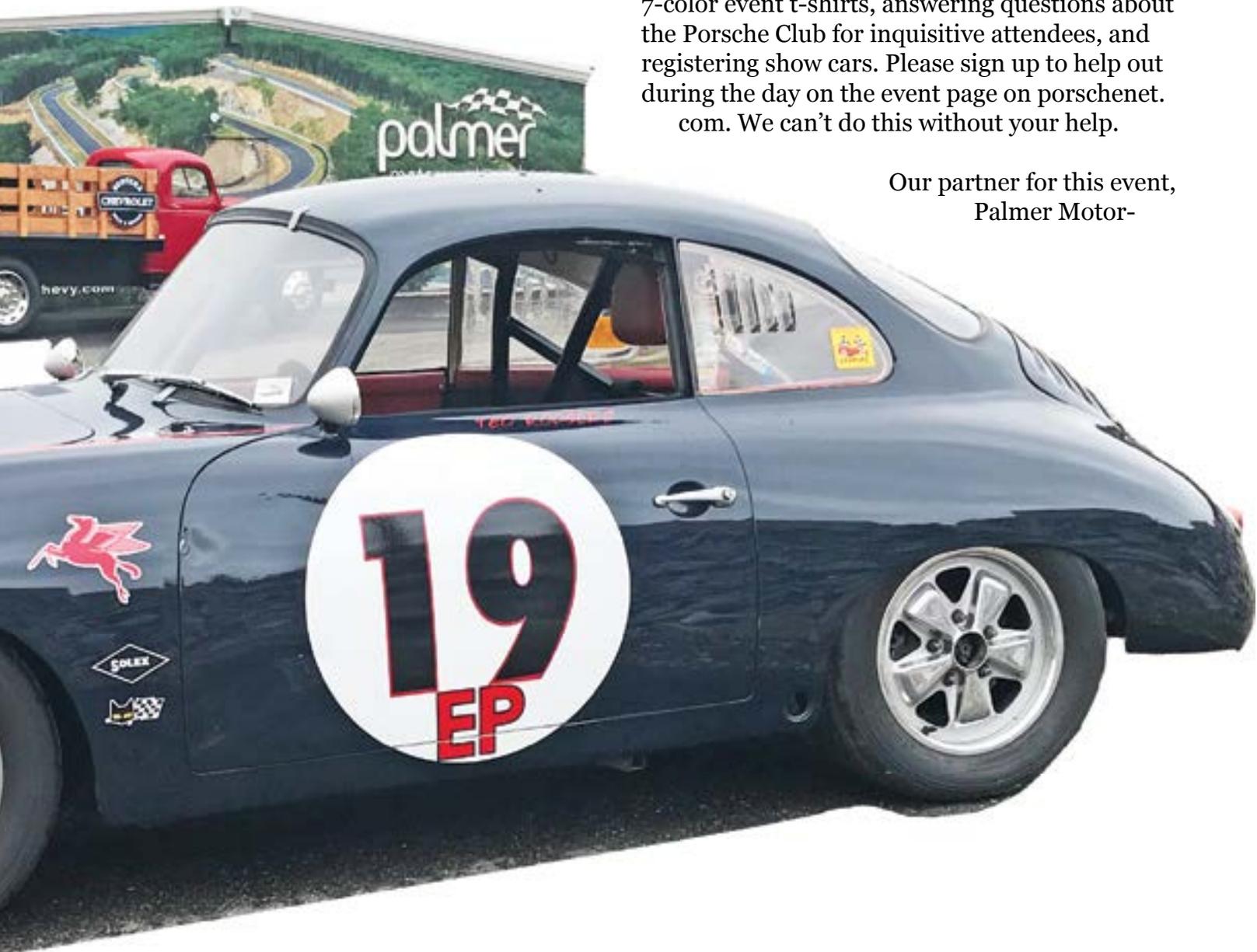
“Porsche on the Mountain”

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. We can't do this without your help.

Our partner for this event,
Palmer Motor-



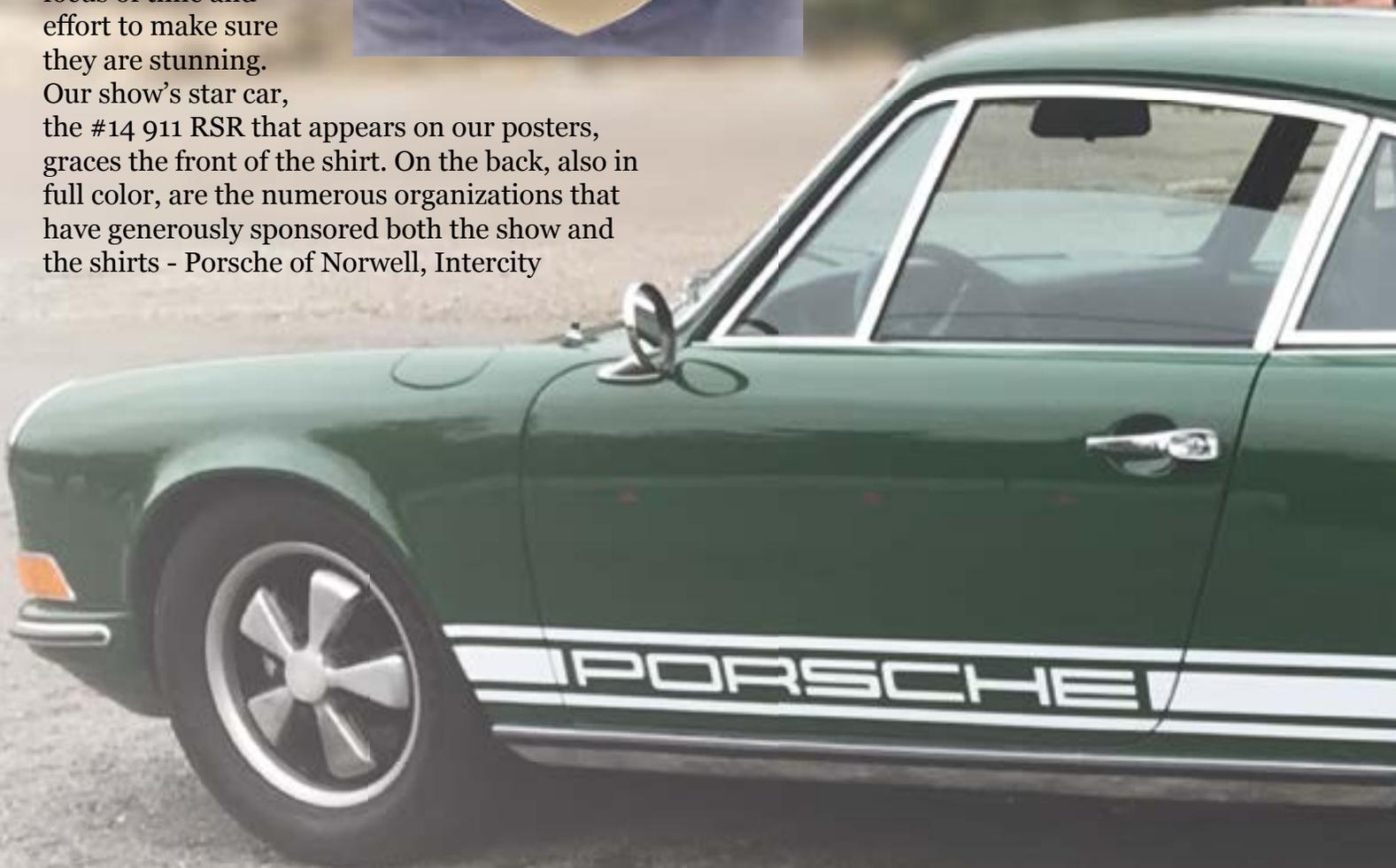
sports Park, will operate attendee arrival procedures and parade lap operations, in addition to making sure the event runs smoothly overall.

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. 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



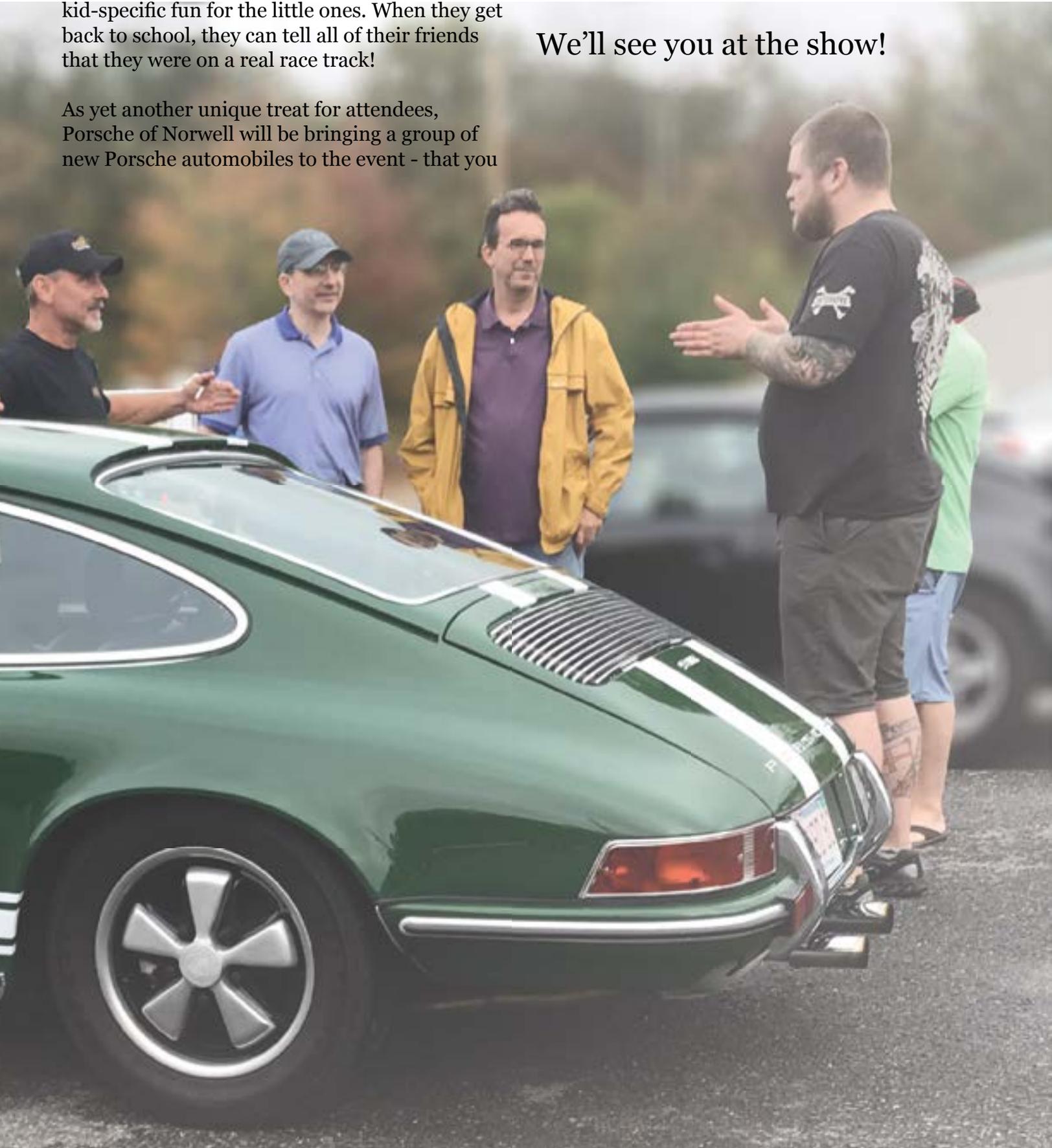
obsessing over on your car!

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!



NER AUTOCROSS SERIES EVENT #5 SPONSORED BY

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AND

The END-of-SEASON AUTOCROSS PARTY



The NER Autocross Season holds its fifth and final event of the 2018 Season on **Sunday November 4th** at Moore Airfield at Fort Devens and will be sponsored by **Herb Chambers Porsche**. Yeah – I know November is pretty close to “winter”, but If recent history is to be repeated, the weather has a good chance of being decent We hope everyone will come out for one last spin around the cones before the weather really starts turning cold for good ... and several class winners could still be determined on that last day!

Following the event, we will holding our end-of-season party at Billiards Café in Ayer; starting at 6:00 PM where we will have a buffet meal, announce the season winners, and hopefully have a slideshow of the past season at Devens. Everyone is welcome to sign up for the party, even if you are not running in the autocross event that day. For those who just want to come and check out the event, we offer ride-alongs (with an experienced driver during the event) to anyone who registers and makes a \$20 contribution to the Club charity. So consider inviting friends and spouses to the

event for a few rides, or sign them up for the party and have them join us at Billiards afterward. Registration for the party is separate from the AX event and opens on www.pcaner.motorsportreg.com on **Oct. 6th and closes on Oct 31st**. Cost is \$30 per person. Drinks are not included but Calvin and his crew will have an ample supply of craft beers, wine, and spirits available at the bar.

Autocross is a safe and accessible introduction to motor sports and a fantastic way to improve on your driving skills. Also, unlike Driver Education, it is a competitive event: you compete against similar cars by individual timing. So the entrants at our autocross events are a dynamic mix of novices, possibly prepping for going to the track, and veterans who view autocross as their main motor sport. Note that novices can always count on help from the veterans and no one takes it so seriously that it interferes with the spirit of camaraderie. (Well, OK, some people do take it pretty seriously – but they’re still nice!)

Drivers will get at least 9 individually timed runs and hopefully more depending on the number of drivers and other factors. Trophies will be awarded to the top two or three drivers in each class depending on class size that you can use for bench-race bragging rights.

Registration for the AX event and ride-alongs opens on motorsportreg.com on Oct 6th. You must sign up online by midnight, Wednesday October 31st.

The gates open at 7 and check in ends at 8. Participants are encouraged to arrive no later than 7:30 to allow plenty of time for check in and car prep for tech inspection. Also make sure you bring adequate clothing for any weather be it hot, cold or wet. Lunch is offered for a nominal fee or you can bring your own picnic style eats. We will take a 20 minute lunch break between the morning and afternoon heats. Water and sodas are always provided throughout the day free of charge.

You will be required to perform a work function during the day as part of the event. And you must stay for the whole day, which could last until 5pm.

The cost for the day is \$50 for members, \$60 for non-members.

Teenage children of PCA members who are under 18 but have a full license (not a learner's permit) are able to participate via the PCA Junior Participation program. This requires that a waiver be signed by both parents and one parent must attend the event. Contact the Registrar for further details.

We look forward to seeing you at this event. Questions: contact AX Chair Chris Ryan (autocrosschair@porschenet.com). For registration information, contact the AX Registrar Jeff Johnson (autocrossreg@porschenet.com).

Directions to Fort Devens: The event will be at Moore Airfield on Route 2A which is separate from the main Army base. The Google maps address is **91 Fitchburg Rd. Ayer MA.** From Rte128 or I-495: Take Route 2 West. Take Exit 38B (Route 111 North) for 2 miles. At the rotary, take Route 2A West toward Ayer. Stay on 2A as it turns right in downtown Ayer. Follow Route 2A bearing left at the fork by Tiny's Restaurant. Continue past the Shop & Save market on your left - the entrance gate will be on your left just after the railroad tracks with a sign reading "State Police Driver Training". Enter through the main gate, look for the "Autocross"

sign and bear left up the hill to get to the airfield. At the top of the hill there will be someone to check you in, have you sign the PCA waiver sheet, and greet you with instructions. **Please be prepared to show your driver's license and PCA Membership card.**

2018 ZONE 1 REGION CHALLENGE

Text by Chris Ryan Pictures by Anker Berg-Sonne

This year marked the 33rd anniversary of the Zone 1 Regional Autocross event at Devens' Moore Airfield hosted by North Country Region. Sixty-five drivers from six regions throughout PCAs Zone 1 participated in the two-day contest – down a bit from previous years but a good crowd nonetheless.

NER was well represented with 25 drivers running in 12 classes, followed by NCR with 14 drivers running in 10 different classes. Metro New York Region fielded 11 drivers in 8 classes, while Hudson Champlain Region had 11 drivers in 6 classes. CVR was represented by 4 drivers in 4 classes, and we even had a driver from the Niagara Region running in class S05. We also had Zone 1 Rep Mike Bryan and his wife Pam from Upper Canada Region on hand to observe (Mike even took a couple of unofficial runs).

The Zone Challenge was competitive as always, which makes the weekend a lot more fun. In uncontested classes S01 and S03, Bob Canter and Adam Blauer posted first place finishes. In the closely watched class S04, NER driver Audra Tella held a .3 second lead over NCR driver Charlie Sayers (in his car) after Saturday's runs, but Charlie was able to push ahead for the win on Sunday. I guess Audra was respecting the "don't beat someone in their own car" rule. Class S05 saw a close race between MNY driver Don Coburn and NER driver Chris Doty, with Don holding the edge at the end of Saturday's activities, but Chris edging him out on Sunday for the weekend win. In class S06, NER drivers George Dominiak and I had some fun going back and forth with George holding the edge after Saturday, but me overcoming his lead and taking the class on Sunday. In class S08, NER driver Jeff Johnson managed to hold his lead against NCR driver Akira Mochimaru both days for the class win. Bill Riehl took class S08 for Metro New York, In class P02, NER driver Bill Aubin managed to hold his edge against New York based NCR driver Graham Mingst both days for the class win. NER driver Adam Small was his usual fast self in his air-cooled 911 taking class P03 fairly handily. In class P04, neither of NER's drivers Georges Rouhart or Neil Halbert could match up with the speedy Chris Hubert in his Boxster. In class P05, NER's perennial class winner Lev Tabenkin met his match against an NCR perennial class winner Gareth Peters - they usually run in differ-

ent classes. Class P06 was another closely watched one for the NER team, where NER (and relatively new to his Cayman) driver Mark Skala held a lead over NCR's Nigel Fenwick most of Saturday, only to have Nigel inch ahead by .21 seconds late then prevail overall on Sunday. NCR driver Dan Quaroni took class P07 fairly handily. Class P08 had a pretty good battle going between MNY driver Spencer Martin and NER drivers Chris Lindquist and Aaron Walker – with the 3 of them in 1st, 2nd, and 3rd place respectively after Saturday, and the roles reversed on Sunday with Aaron posting a .498 second second lead over Chris and Chris posting a .08 second lead over Spencer. However, Spencer's lead from Saturday held and MNY took the class. In the Improved and Modified classes, NCR drivers Joe Kraetch and Ollie Lucier took class I01 and I02 respectively, while New York based NCR driver John Mingst took the win in uncontested class M01 and David Seavey edged out CVR driver Paul Kudra, who held the lead after Saturday claimed the prize in class M02.

The Zone Challenge takes the points for the top eight drivers from each region, with 10 points for first place, 8 for second, 6 for third, etc. When it was all over, NCR had 9 class winners to NER's 7 resulting in NCR taking the trophy home with a perfect score of 80 to NER's 78 points, followed by MNY's 64 points, HCP's 31, CVR's 22, and Niagara's 6.

So NER will have to work harder to tip a couple of those really close classes to win the Challenge. Even though we were edged out by our NCR friends again, the important thing was everyone had a good time and we all look forward to doing it again next year.

Thanks go to the Zone 1 Team - AX Chair Dan Fish-kind and Registrar Graham Mingst - as well as the NCR AX Team - Joe Kraetch, Lisa Roche, and Ollie Lucier for running a smooth event. And Thanks to Don and Barbara Coburn for the annual BBQ over at Spring Hill Suites hotel. We'll do it all over again next year

Pictures: NER class winners - Adam Blauer, Adam Small, Audra Tella, Bill Aubin, Bob Canter, Chris Doty, Chris Ryan, George Dominiak and Jeff Johnson.



NER 2nd Annual Wine Pairing at Alta Strada Wellesley

Text and pictures by Glenn Champagne

Our 2nd Annual Wine Pairing returned to Alta Strada in Wellesley MA for another excellent afternoon of wines and Italian Food. Hosted by member of the Court of Master Sommeliers Gianluca Queiroli and Richard Birtin, Alta Strada general manager. Richard graciously secured about 10 spots in front of the restaurant for Porsche only parking – no small feat.

Once again, the team exceeded expectations, with a four course lunch prepared by Executive Sous Chef Francisco Segura. Chef Francisco has worked under James Beard award winning Chef Michael Schlow. Gianluca carefully chose wines from various vineyards of Italy, which included;

- o *eudo Maccari Rose*
- o *Campo al Mare Vermentino*
- o *San Guido Bordeaux Blend*
- o *Chiarlo Moscato Nivole*

I started the afternoon with some club business, upcoming events, and other updates. Since everyone didn't pay \$60 to hear me speak, I mercifully "ceased talking". Richard welcomed everyone to the restaurant and introduced Gianluca to the group.

We started with Rose and the appetizer, an avocado mousse w/ crispy chicken skin. It was a big hit with everyone including our youngest and cutest attendee Lucia!

The food and pairings continued to flow for the next two hours or so impressing all those in attendance!





16 September 2018 South of Boston (SoBo) Porsches and Coffee

Text and pictures by Roger Slocum

Because of the weather forecast last month, the August SoBo had its worst turnout ever. However, the forecast for this SoBo was, you could say, delightful. My wife, Rosemary, and I got two different car counts – 38 and 40. It was a diverse group – more 944s than typical as well as a 356 cab.

Paul Soares parked his recent acquisition, adding to his stable of Porsches – a 1985 911 Carrera. Paul found the Porsche on the “Bring a Trailer” website. The Porsche is exceptional and unmolested. The original black paint shows no swirls or blemishes. Paul is the fourth owner and the odometer shows just 82k miles. Recently, the car, prior to Pauls’ purchase, had a \$24k engine rebuild. Last week Paul entered the Carrera in the NER Concours and came in third place! Hopefully Paul’s classic Carrera will become a driver, as the car wants to go and be a sweet ride.

the car was street-ready. The 944 is basically still a new car and it does seem perfect in every way. Tim’s wife Mary drove the car in and parked it. Coming and going, Mary’s smile conveyed pure enjoyment behind



Tim Pafik's 86 944 Turbo

the wheel of this pristine example of a classic Porsche. I apologize for lack of photos for the following three Porsche owners. For some unknown reason the camera failed. If these three people return to any of the future SoBo and mention the problem, I will retake and submit the photos.



Paul Soares's 85 Carrera

Whoa! It is hard to believe this one. Tim Pafik also added to his car collection - a black 1986 944 Turbo that he found listed in Hemming's. The story goes like this: an older married guy wants this 944, but gets ill and dies. His wife buys the car anyhow and it ends up being stored in the garage in Old Saybrook, CT since 1986. The 944 had clocked only 700 miles when Tim, the second owner, gained possession of this time capsule. Just minor work was required because the car had been occasionally run and maintained. 401 Motor Works in Portsmouth, RI performed fuel, fluids, and such and



Looking north

Tom Dressing drove in from Grafton, MA and parked his 2014 silver Cayman S. Tom purchased this Porsche in October 16, 2016 from a Porsche

dealership with just 5,800 miles. This is Tom's first Porsche and he enjoys the performance and handling.



Looking south

Mike Pereira's white 2016 GT3 RS, with black interior accented with red stitching is a head turner because the car seems to be in motion while parked. This is Mike's fifth Porsche. He has owned this one for just a week and enjoys the performance as well as the look - it's beastly. Mike has to be attentive to the Porsche's front lift option, otherwise he is scrapping the undercarriage.



More to the north on Sunday, October 14th, 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



Looking west

Rich and Crystal Gauvin came in their 2014 Cayman. They bought it used from the Danbury Porsche dealership in April 2016 with just 11k showing on the odometer. This is their first Porsche. Rich commented that he likes the sound of the engine. Rich said that in 2008 he had the opportunity to drive a Cayman and that was all it took for him to want one.



More to the west

The next SoBo (and the last for the season) will be

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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

October 6-7	NCR DE at NHMS
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Autocross

October 13	NER - Autocross Event #4
November 4	NER - Autocross Event #5 and Party

Social

October 11-14	Great American Mountain Rally
October 14	Northborough Cars & Coffee
October 14	SoBo at Sweet Berry Farm
October 20	2nd Annual Porsches & Coffee “As Is” Car Show to Benefit Homes For Our Troops



Father and Son: Photo submitted to the 2018 photo contest by Porschenet.com user porrsha