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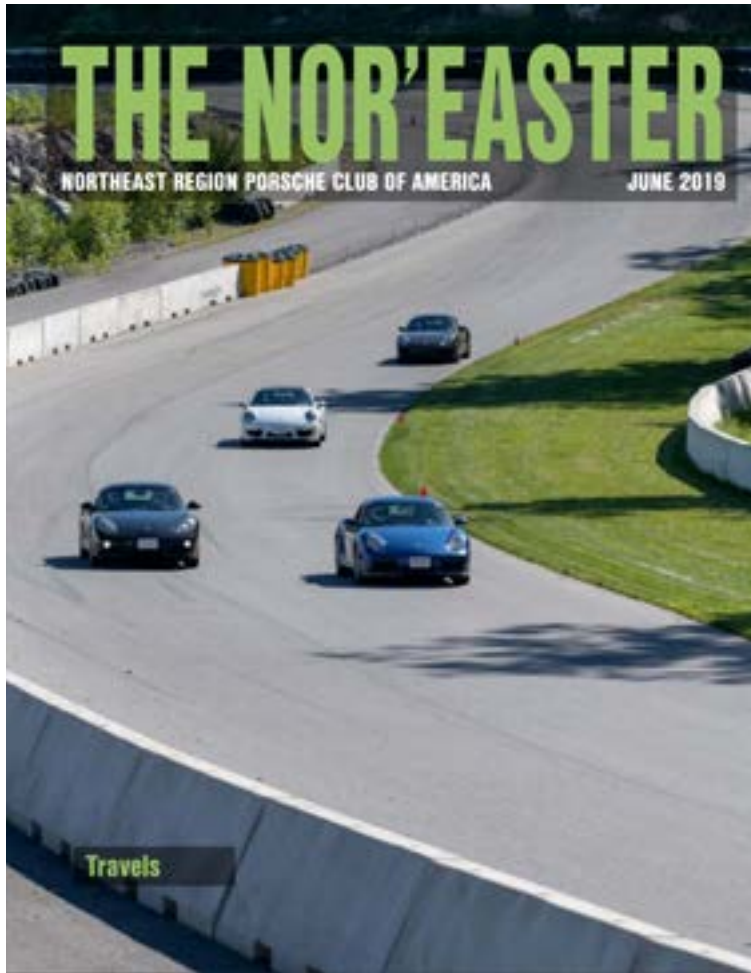


Image by Anker Berg-Sonne

The green run group at Palmer on June 9th



Image by Anker Berg-Sonne

The green run group at Palmer on June 9th



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Event Calendar

Signature

- | | |
|------------------|---|
| July 28 | Second Annual NER Summer Party |
| October 5 | NER Concours at Chateau Sur Mer in Newport RI |

Driver Education

- | | |
|------------------------|--|
| June 30 | Vintage DE #1 @ Palmer |
| July 5-7 | NER DE at Le Circuit Mont-Tremblant |
| July 22-23 | NCR DE Event at Limerock Park |
| August 1 | NCR DE at NHMS, includes Vintage! |
| August 9-11 | NER DE at Watkins Glen sponsored by European Performance Engineering |
| August 13-15 | NER DE at Calabogie Motorsports Park |
| September 6-8 | NCR DE at Tamworth Club Motorsports |
| September 20-22 | NER DE Season Finale at Palmer Motorsports Park sponsored by South Shore Autoworks |
| October 5 | Vintage DE #3 @ Palmer |
| October 19-20 | NCR October DE at Tamworth Club Motorsports |

Autocross

- | | |
|------------------------|---|
| June 15 | NCR Autocross #3 |
| June 29 | NER Autocross #1 sponsored by Porsche Norwell |
| July 27 | NER Autocross #2 sponsored by Autobahn Performance |
| August 3 | NCR Autocross #4 |
| August 31 | NER Autocross #3 sponsored by Auto Engineering |
| September 14-15 | (Tentative) Zone 1 Autocross aka NCR Autocross #5 |
| September 28 | NCR Autocross #6 |
| October 12 | NER Autocross #4 sponsored by Skinner Auctions |
| October 27 | NER Autocross #5 and Party sponsored by Herb Chambers Porsche |

Event Calendar Continued

Social

June 15	24 Hours of LeMans Kick-off Cars and Coffee at the Newport Car Museum
June 16	24 Hours of LeMans end of race Cars and Coffee at Lala Java
July 14	Cars and Coffee Lala Java Northborough
August 9	Friday Night Lights
August 18	Cars aoffee Lala Java Northborough
September 4-7	Treffen Vermont
September 15	Cars and Coffee Lala Java Northborough
September 20	Zone 1 Concours & Rally
October 12	3rd Annual Cars and Coffee Food Drive to Benefit Veterans Inc Lala Java Northborough
October 19	Zone 1 Boardwalk Reunion Ocean City NJ
October 19	3rd Annual Porsches & Coffee “As Is” Car Show to Benefit Homes For Our Troops

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Yet Another Blue Ridge Boxster Summit Story....

By Gary Cooper

It's that time of year for the annual report of my trip to the Blue Ridge Boxster Summit. I totally understand if you want to click "close" at this point, because - really - this is the fourth year in a row I've written something about it. Reader fatigue is bound to set in, I get it. But, your Nor'easter Editor asked, so here goes. If you want to continue just to look at some pretty pictures, let alone my story - have at it!

For those that may (been fortunate enough to) have missed the past reports, I would direct you to www.brbs.org to get a flavor for and history of the event. That way I won't sound (too much) like a broken record. I will just say this event is not affiliated with the PCA, but is simply an annual gathering of folks who like (or have liked) their Boxster. It's sort of like a PCA Treffen, with less waiver forms!

This year's iteration - the 21st Annual - was held at a new venue at Lake Chatuge in northern GA - just over the NC border. Prior events had been in Blowing Rock, NC and Little Switzerland, NC. The organizers decided to refresh the location to give regular attendees new driving roads and fun activities to choose from. Past years have typically attracted 70-90 cars. This year, perhaps because of the more southerly venue - or maybe because some wanted to have others do a test run first - we had a smaller, but no less enthusiastic, turnout of 60 cars. People come from around the country and Canada, and many return year after year - which tells you something about the job the organizers do, and for the friendships made over the years. I look forward to it every year.

When taking a lengthy road trip, I recommend taking your car in for a checkup to identify any lurking issues. Even in this day of cell phones and AAA memberships, no one wants to be stranded by the side of the road far away from home. I took my old 2003 986 in for a pre-trip oil change and physical at Auto Engineering in Lexington. As it turns out, the car - while in otherwise great shape - did have a potential issue as a few of the old coil packs had developed some hairline cracking in their housings that could have let moisture reach the spark - not good. I preventatively had all six coils replaced and got new plugs to boot. She was purring like a kitten and ready to go. Rick Cagnina runs a great shop, and is a valued sponsor for NER - I highly recommend his shop.

Before I could shove off though, I had to get a minor matter in the rear view - my oldest son's wedding! It was held the Sunday before my scheduled departure on Tuesday. Tom and his new bride, Courtney, were married on a beautiful day on the lawn at the Union Bluff Inn on York Beach, ME. My youngest son, Paul, flew in from LA to be their officiant. The happy couple is on their honeymoon in Italy at the Amalfi Coast as I write this.

Unfortunately, due to constraints of my wife Ellen's work schedule, she could not get all of the time off needed for our BRBS trip and I would have to go solo. I considered not going this year, but she convinced me to go - what a love she is! - to scout out the new location and to reserve our room for next year if I liked it. The BRBS policy is return-



ees get first dibs on reserving their room for the following year, and most do upon checkout.

As with previous years, my philosophy is to bang out as much of the 1,000+ mile trip on the first day, so I made reservations in Roanoke (about 700 miles) at a Tru by Hilton motel . This new brand is a budget-friendly, no frills offering by Hilton (only \$82 with my Hilton Honors membership). It has everything you need - and nothing you don't - for a one night stop-over.



I awoke to a really good omen the next morning when I saw another Boxster in the lot and met a fellow attendee from New York, Stefan Sherwood. He is one of the event's resident "shade tree mechanics," who is available each afternoon of the event to help with any car problems or DIY jobs. Stefan recently installed a 3.4 Carrera motor in his original owner 2.5 986. I'd call that stealthy!

Parkway to enjoy it's scenic beauty and gentle sweeping turns. Doing so early on a weekday morning meant I practically had the road to myself! I also decided to drive to the prior year's venue in Little Switzerland just to drive the exhilarating Diamondback Sports car and Motorcycle (NC Rt. 226a) loop - with its 194 curves in 12 miles and 1,000+ foot elevation change - one more time. As much as I was tempted to take multiple runs until I ran out of gas or wore out the tires, I needed to move on.

Later that day (Wednesday)I arrived at the new venue in Hiawassee, GA - The Ridges Resort - on beautiful Lake Chatuge. This manmade (a TVA project)lake is very popular with boaters and fishermen, and is nestled in a beautiful valley in the southern Blue Ridge Mountains. As mentioned, it's just over the NC border in GA - in fact the

The next morning, since I only had 300 or so miles to cover, I could take it slow. I jumped on the nearby Blue Ridge



border bisects the lake. I awoke early on Thursday morning to this stunning southern sunrise.

The reason I was up so early was join some others on my selected fun run - you can sign up for 4-5 such activities each day - to Helen, GA for the 46th Annual Helen to the Atlantic Balloon Race. Since launch time was 7:00am, we met bright and early in the Ridges lobby and were on the road by 6:15am while others enjoyed later wake up calls. I have to say, upon arriving at the launching field and seeing the dozens of brightly colored hot air balloons, it was worth every minute of lost sleep. It was a real visual treat! One balloon was even in the German flag colors, lending itself nicely to our little group of Teutonic roadsters.



well-known for its Oktoberfest. There are many opportunities for retail therapy and outdoor adventure. Little Helen is actually said to be the 3rd most visited place in all of GA, behind Atlanta and Savannah.



Sufficiently recharged, the group headed to its next point of interest - a drive up nearby Bell Mountain. A very narrow and steep curving, but paved, road led to the summit - a treeless "Bald" as they are known in these parts. There's a parking lot and a wooden staircase which leads to viewing



After all the balloons were in the sky, our group desperately needed some coffee and breakfast. The locals all said Hoffer's was THE place. They were right but the line was long, so we audibled and simply ordered coffee and a few items from their bakery and sat outside on their deck. The apple strudels were to die for! For those not familiar with Helen, GA, it is a quaint little Bavarian themed town, also

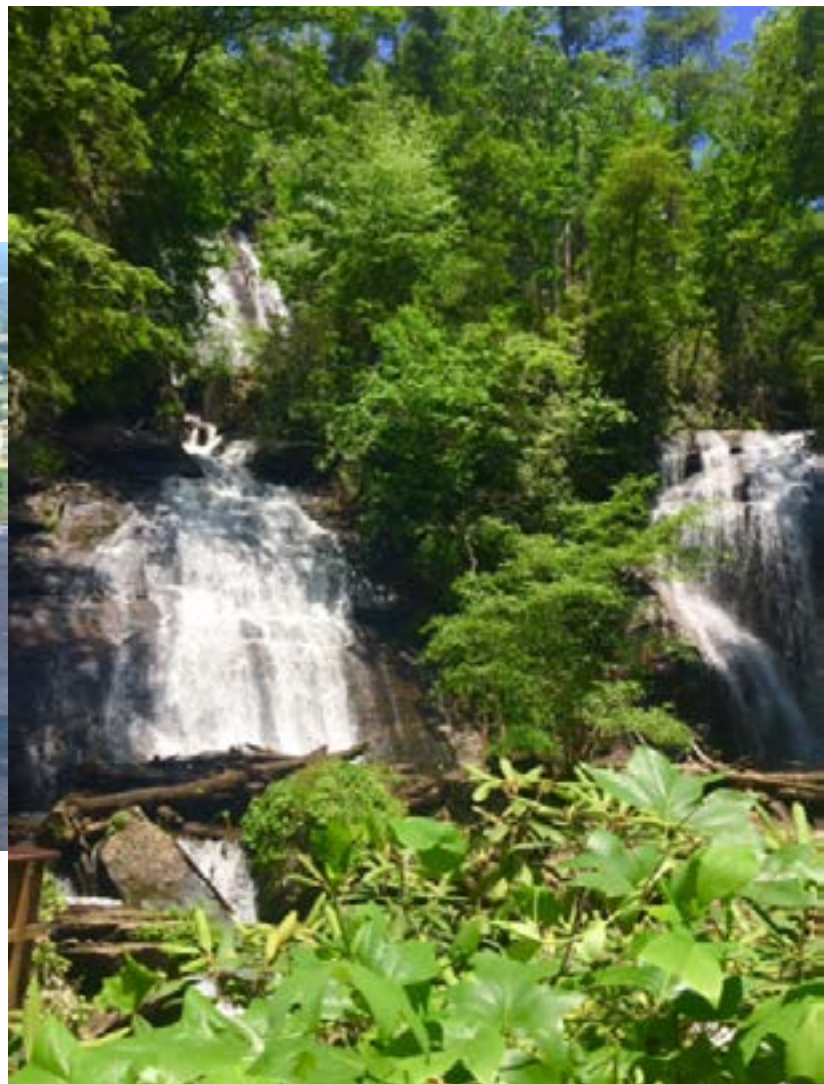


decks at the summit. The rocks at the top are covered with graffiti, which is the subject of some controversy. Some feel it nothing but defacement of a natural place, while others believe it to be artistic. You can decide for yourself, but it does offer up a colorful background for a Boxster photo op and some incredible views of Lake Chatuge.



At this point, I was spent and decided to return to The Ridges for a nap and a dip in the pool. Afterwards, since it was still early and I hadn't seen enough of the Helen area earlier, I got back in the 986 and headed back on my own. That's one thing about BRBS - there are really no rules per se. The only one is that you attend in a Boxster, or once doing so attend in any car you like - there were 911's, Caymans, GT3's, Cayenne's, Macan's and even a Panamera this year. So heading out to "make your own" fun run is perfectly fine. The road to Helen (Rt. 17) was twisty and hilly enough to demand another go at it. I noticed the locals - many in pickups - drive the area roads in the same manner as we do in our Porsches - with spirit! It's probably because they are so familiar with them. Just outside of Helen I noticed a side road which was Rt. 356 - how's that for Porsche karma? In fact, our own 356 lover, Tom Tate, later told me on Facebook it's been the scene of meet ups for the 356 Registry. Up 356 is a state park and waterfall - Anna Ruby Falls. I ventured up and after parking, made the easy .4 mile hike up to the falls to be rewarded with this sight - spectacular!

After heading back down 356, I noticed an old time roadside store and decided it would make another nice photo. They sold peanuts and other goodies (it's too early for peaches, I'm told), so the proprietor, after complementing me on the car, invited me in. I purchased some deep fried and roasted nuts, and some souvenirs for Ellen. It was one of many times on the trip I really missed having her with



me, as we love these type of places.



The it was back to the opening night's dinner, where I greeted many old friends from prior years. One, Michael Guilsher from Alabama, was also attending stag as his wife couldn't make it. It was great to pair up with Mike, as he is very interesting (his father was a legendary in the CIA

and prominently featured in the book, *The Billion Dollar Spy*, for his work in handling a Russian spy who provided priceless intelligence during the Cold War era), funny and an all-around good dude.

Friday's featured activity was a trip to Dawsonville, GA to Atlanta Motorsports Park for a day of karting. Those not attending enjoyed a day at a spa and shopping. This town is well-known for its connection to early car racing - and moonshine! - and its the hometown of NASCAR legend Bill Elliott. AMP is a private auto and motorcycle track by membership only. They also have a great karting track open to the public, which is said to have the highest elevation change of any karting track in the country at 43 feet, and features a "Corkscrew-type" turn reminiscent of the famous one at Laguna Seca - it's a blind turn down a four-story drop with a hard left at the bottom. We took turns in testing our skills and establishing times and were assigned a driver rating, which was used to assign us into equally matched teams of three for a one hour endurance race. As in nearly all driving skills, I was middle of the pack. The leaders mostly had some prior karting experience, which makes a huge difference. Lap to lap improvement was my



reward. These little karts were fast (top speed 50-55mph) and with rear engine and rear-only braking (lockup = bad), prone to spin-o-ramas - just like a 911! - sorry 911, guys - just kidding! Great fun was had by all, and we had a nice box lunch in the private clubhouse.



After lunch, it was time to make our way back to The Ridges. I had wisely chosen to carpool with Mike Guilsher in his red 987 Spyder. Since we had a few hours of free time, we asked some locals for tips on fun driving routes. The Suches (as in the town of Suches) Loop kept coming up, so we entered a few sections in our GPS - Wolf Pen Gap Road and NC180. Wow, simply wow. These roads were among to best I've ever been on, and Mike's Spyder - with its 320hp, "added lightness" through weight reduction,



and upgraded suspension - was the perfect carving tool! The PDK paddles got quite a workout and Mike definitely knows how to drive his car!

Then it was back to The Ridges for dinner, this time out on the lawn. We had perfect weather the whole time there - low '80's day and low '60's at night with not a drop of rain - a good change from last year's deluge of biblical proportions in Little Switzerland. A highlight of dinner was the recognition of a long time attending couple - Kevin and Dominique Richardson from Brooklyn - who had gotten married in the prior year. We had another "reception" for them and they cut another cake for us. Again, it's this type of thing that makes BRBS so special.

Saturday, the last full day, I chose to go on a vineyard tour led by our BRBS friends, Guenter and Michelle Gamouf from Kitchener, ONT. They were among 10 people attending from the Toronto area - these Canadians do travel. Guenter and Michelle have been BRBS participants since 2007, and are amongst the "vets" who volunteer their time to select, organize and lead various fun runs. For the Gamoufs, its always vineyards. In fact, each year they arrive early to scout and pre-drive to the next year's selected vineyard - that's commitment! They also always pick the most twisty routes for driving - they're my kind of people, those two!

This year's destination was Wolf Mountain Vineyard in Dahlonega, GA, owned by Karl "Grumpy" Boegner who, again - as if preordained - is also a huge Porsche aficionado and kindly offered to open up his private garages especially for our group only!

took the cake. Karl has been collecting Porsches since 1974 and although he "only" keeps 8-9 cars at a time (and drives them regularly as intended by Dr. Porsche) he estimates he has owned over 100 P-cars. Speedsters and Spyders are among his current favorites, including a 356 formerly owned by Olivia Newton-John, and a Beck 550 Spyder replica. He also has a yellow 1974 911 that was included on the Atlanta-based Caffeine and Octane car TV show, when the Urban Outlaw himself, Magnus Walker, visited the Vineyard where he drove and signed the car. Grumpy (what his grandkids call him) was especially proud to show us his 1962 356B Karmann Hardtop "Notchback." This is an extremely rare one-year edition that didn't just merely have a hardtop welded to a Cab body, but was factory produced with an intergated coupe design (Tom Tate, please correct me if I am off course here on any 356 info).



When I returned from Dahlonega, I took another break at the pool (something I never did at Little Switzerland) and met a few newbies from MA - NER members Peter and



The hilly grounds and buildings were beautiful - with sweeping views of the southern-most point of the Blue Ridge - and the lunch provided was top notch - but it was Karl's personally curated wine tasting and garage tour that



Sandra Moll. Peter still had the glow from purchasing his new 718GTS and raved about the car and it's capabilities. He also told me they decided to attend BRBS after reading one of my previous Nor'easter write ups, so I know there's at least one couple who read them!

All good things must come to an end, and on Saturday night we gathered for the farewell dinner. These events are filled with door-prize giveaways of Boxster and Porsche-related trinkets. A beautiful BRBS themed quilt that is hand-made by one of the attendees and is presented to a random couple. We also crown a new King and Queen each year, and they are awarded with crowns and a Boxster topped scepter, which has been personally customized by each previous royal (sounds, lights, colors, etc. have been added). Last year's King and Queen couldn't make it, but mailed the new scepter, which was customized with pontoons to commemorate our new lakeside venue. I hope I am never chosen King, because there's too much pressure to come up with a new customization idea after 21 years!

Goodbyes and hugs were exchanged and most folks leave early Sunday. Like with previous years, I chose to make a

special stop somewhere along the way. Past years we've gone to Monticello, Gettysburg, and my mother's birth home on the Eastern Shore of VA. This year, I stopped in eastern Tennessee, where a friend I've known since elementary school recently moved with his wife to a small horse farm. What a pretty part of the country this is. It's location near I-81 was also convenient for me.



My final day drive on Monday is just about getting home. I stopped on Sunday night in Hagerstown, MD near the PA border after a long day on I-81. It's a direct route, but - man-o-man - the truck traffic is heavy! But, I was in for a few more Porsche-induced smiles. When I checked out in the morning, what do I see in the parking lot of the Hampton Inn, but a Cayenne pulling a trailer with a red 356 Cab?! Not sure if they were just attending a car show, or if someone was bringing home a new chapter in their Porsche story.



So there it is - another (I hope not too snooze inducing) tail of a BRBS trip. When I got home, my odometer told me I drove 2,354 miles and averaged 30.2mpg (not too shabby). These trips are a big part of my Porsche story - all made possible by a great little roadster that has opened up a world of great experiences to me. It's not a valuable collector car, but it has helped provide priceless memories - and what's more valuable than that?

Oh, and the little car reached a memorable milestone somewhere in PA on the way home, too. Here's to the next 150,000 miles and hopefully a bunch a great experiences.



LIVE FROM

LFA

A Visit to Jay Leno's
Garage and The Sights
Of Los Angeles

Story and photos by
Sterling Vernon



Jeff Zwart

One of the best things to have happened to car people, in my opinion, is YouTube. It has changed the game for car lovers, and probably for many other hobbies as well. As a kid, I remember serendipitously catching the occasional Formula 1 race, Indy, and a few other motorsport events. When it happened, I was glued to the TV. That little access I had to video car content is now a minor droplet in the ocean compared to what we can now access online. Highly passionate folks who find themselves at the crossroads of television personality and car culture have emerged as great ways for us to learn more so much more about this hobby

than we could in the past. I have extra respect for folks who are not new to the passion for cars. We got there the hard way. Some of these folks had already amassed strong car collections long before there was a way to share them with the world. One of the foremost among this special breed is Jay Leno. I've watch countless online videos of his in addition to his CNBC program – often on cars I previously knew very little about to the point of not being particularly interested, only to find myself enthralled by the stories of their creation or preservation. When presented with a chance to bid on a trip to see Jay's “Big Dog Garage” in Burbank for myself, there was little hesitation.



The opportunity came about at last year's annual gala for the Audrain Automobile Museum in Newport. If you haven't attended this event, it is spectacular, although not for the faint of wallet. Jay was in attendance along with quite a few luminaries of the car world and was kind enough to present trips to visit his garage as auction prizes to raise funds for the museum. My paddle was poised and ready.

After the dust settled, my wife and I found ourselves with a trip for six people to visit the garage. When they say that the anticipation of a trip is often better than the trip itself, this isn't the type of event they were describing. The anticipation was certainly great but the trip lived up to my expectations - and more.

We flew from Providence to Detroit (funny, that, being "Motor City") and then out to Los Angeles. Pretty easy flights, all told. We needed a large vehicle for the six of us and our luggage in LA, so we piled into a rental Suburban (nickname: "Champ") and motored away from the airport. LA traffic is notorious so we expected the worst. Honestly, yes, it's bad. But it's not as bad

as some would have you believe. Maybe it feels worse when you have six lanes and they are all packed? But really it was just pockets of slow-downs here and there. Waze did an admirable job of snaking us through neighborhoods at times to avoid the worst of it. We probably saw much more of the city than we would have if the highways were perfectly clear. Every cloud has a GT Silver metallic lining at times.

Our trip to the garage was the day after we landed so we had time to spare and visited the La Brea tar pits right near a few other notable museums - and, yes - the tar (actually asphalt - tar is something more man-made) is literally bubbling up even now to the surface of the ground. If you walked through it, you'd likely soon be stuck and become a fossil as well. It is some sticky, tenacious stuff. They have excavated many pits so far and in some of them have found over fifty fossilized saber-toothed tigers! Apparently, LA has been a happening spot for millions of years!

Finally, it was time to drive up to Burbank for a tour of the garage. It was a little uncanny to cruise the same streets where I used to watch



Jay on video giving most of the cars he reviewed the good, old-fashioned “will it do a burnout?” treatment. The garage is obviously non-descript from the street. We parked up Champ, our beastly Suburban, on the street and walked over to the call box to attempt to gain entry. We were greeted warmly and buzzed in to find none other than Jim Hall greeting us and making introductions. It’s so cool to meet folks I consider to be pretty famous and to see that they are just as nice off-screen as they appear to be on-screen. Jim passed us over to John, the shop manager and life-long friend of Jay’s, for the full tour.

We walked over to the second building (yes, there are two now, possibly three...) to greet the familiar entry point scene of dual Lamborghini Miuras and the Countach, among so many others. Beyond the overwhelming cars, what struck me immediately is the scale of the building. It’s far bigger than it appears on film. It looks like it continues on forever almost. What you see on the videos is really about one-seventh of just one of the buildings. When Jay says he has a lot of motorcycles, honestly, you can’t comprehend what he actually means. We’re talking hundreds. More than we had adequate time to even contemplate talking about. We stuck to the cars, mostly, although the entire room filled with Brough Superior motorcycles (not even all of them) is something I’ve never seen on video. It was spectacular. Nearly a religious experience type of space. As we wound our way past his vast holdings and John explained the manners in which many of the cars came into Jay’s possession, what was striking was how the collection really is not so much about the cars. It is more of a collection of objects that reflect the incredible stories of interesting people than it is truly about the vehicles themselves. I’ve heard Jay say it before, and it probably makes more sense to non-car people. But it finally hit me fully seeing it in person.

One item in Jay’s collection summed that concept up for me nicely. John showed us a car that was hand-built by a young man whose father told him that if he wanted a car, he needed to build one himself. So he did. His name was Bob Shotwell. Bob visited junkyards and salvaged bits of metal and worked odd jobs like crop dusting in order to pull together his own unique, hand-built vehicle. This was in the 1931. It got a few

upgrades over time for safety and reliability but remained in the family long into a time where the vehicle was old and in bad shape from sitting in the back yard for years. By then Bob was a very successful pilot and business person and could afford more. But his car, dubbed Philbert the Puddle Jumper, was still very special to him and he feared that it might be torn apart for its now-precious Indian motorcycle engine. Unfortunately, Bob became ill and wanted only one thing before he died – he wanted Jay to take over stewardship of his old car. He wrote many letters to Jay but the volume of mail Jay received at that time was over 100,000 letters per month!

The letters didn't get through and the man's health deteriorated. After two years of trying, Bob made a last attempt by calling the NBC studios in NYC. They never take calls except this time. NYC happened to pass him through to the studio in California who never take calls. They happened to pass the call through to Jay's booking person who never takes calls. And she happened to be sitting in the room with Jay at that moment. After speaking with Bob, Jay agreed to come get the car immediately and began to feverishly restore the



car to try to finish it before Bob's final number was called. Despite their best efforts – it took two years – they missed by about a week. But Bob died happily knowing that his singular memento of a life of industry would live on beyond his years.

Jay made good on getting the car restored and it sits proudly in the collection among so many other cars with similarly interesting storied histories. Many of us who are afflicted by a passion for this hobby have similar origin stories that drive so much passion and joy into our lives. Seeing a person collect these stories, largely through the automotive artifacts left behind...well, it really is a thing of great beauty. Being able to see it in person really was a very special experience that I will treasure. Part of my traveling group for this trip included my uncle and Godfather, Brian, the man who introduced me to Porsche in his 1970 911T when I was eight years old. I was able to regale John with my own origin story of riding in that car in the summer from Connecticut up to Fenway for my first Red Sox game with my uncle at the wheel. By 1980, it was already an aging car and had the heat stuck on in August. It smelled of gas and oil and German vinyl. And I loved every minute of it, vowing to make sure to check off the Porsche 911 box in my lifetime.

We had a few more days to fill out in LA and the vicinity so we set about quite a few other





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tourist pursuits and dining experiences. My son wanted to make a pilgrimage to the three-story Michael Jordan sneaker store in downtown LA which has a basketball court on the roof. We took in the Japanese American National Museum with it's poignant recollection of the internment camps from WWII. The included exhibit of Ultraman toys lightened the mood a little bit.

And, of course, we had to visit the Peterson Museum. Having missed the Porsche Effect exhibit by just a couple of weeks hurt a bit, made even more raw knowing I'd miss the upcoming Luftgekühlt 6 event. Against my very patient wife's protestations, we did the much-recommended "vault tour" – and, boy, was it worth it. Not least for the fact that many of the Porsches from the Porsche Effect show were still hanging out down there! To give you a small sense of it, at one point there were three cars next to each other – a 959, a Gmund coupe, and a Porsche 901. Just sitting there. As we moseyed toward a roughly \$12M 1969 911 R, we got a surprise visitor to "the vault." Who happened to pop in to give the Gmund a look but Jeff Zwart himself! We exchanged smiles as he went about his business. His is a hand I have long wanted to shake and I would have loved a picture with him, too. But such fan behavior was not to be solicited in "the vault." We had to hope for another opportunity. Besides the amazing Porsches down there, we saw things like the very first Ferrari ever built. The first. Priceless and irreplaceable and just sitting there in front of us. How about a Corvette design study that looked just like a Ferrari done by none other than Carroll Shelby. Had that car gone into production, we'd have no Shelby's or Cobras or Ford GTs!! Ponder that for a moment. True history. Our guide was talking as fast as he possibly could manage and yet we still had to skip about every fourth car in "the vault" for time. It was seriously mind-blowing stuff. Star cars, race

cars, presidential cars, show cars, you name it. Sadly, the tour ended and we had to resurface to the main museum.

After I looted the gift shop for a program from the Porsche Effect show and some t-shirts, we headed back to our cargo-barge Suburban but who happened to be right there in the parking garage? Mr. Zwart himself. I'm not shy so I walked up and introduced myself and asked if he wouldn't mind a quick photo with us. What a nice guy! He was absolutely warm and perfectly nice. He recommended that I attend the Luft show... oh, how I'd love to... Finally, we got our photo. I promptly put it up on my Instagram account and even got a nice comment about it from Jeff, himself! When they say that LA is the place to go if you love cars and Porsches, I will submit this evidence as proof positive. —





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Editor's Corner

What a terrible spring! I don't remember one as wet and cool, ever. I hope this is a one-off and not an omen of how climate change is going to affect our region. Fortunately, June is promising to be a lot drier and warmer.

This issue has a theme, travel. Gary Cooper writes about his third trip to the Blue Ridge Boxster Summit, during which is ever more gorgeous Boxster passed a milestone, 150,000 miles, Sterling Vernon reports on his family trip to Los Angeles with a focus on visiting Jay Leno's garage, Tom Tate reports on his trip to Italy and Spain, and I report on my trip to Crete and Denmark.

The season is in full swing and content is rolling in. This month I blew the target page count by 20 %, and only by deferring some of the submissions to the July issue. Yesterday I drove to Palmer to listen to Lori Schutz's presentation about her father's tenure as CEO of Porsche and how that impacted her life. You really missed a fantastic event. There will be a report and pictures from the event in the July issue.

Speaking about the July issue, I plan to get back on schedule and get it in your hands the first week of the month. My next challenge in keep on schedule will be when my wife and I spend three weeks in November touring New Zealand. We lived two and a half years in Sydney, Australia, in the early 80's. I had several business trips to New Zealand, but Kirsten never made it there, so this is a bit of a makeup trip. Last time we vacationed in Australia was also a makeup trip. That time it was Uluru, also called Ayer's Rock, that she finally got to see. In New Zealand we will rent a car in Auckland and drive all the way to the south and of the country and back. There will be no time to work on the NOR'EASTER and unless a miracle happens and someone volunteers to be backup editor, you will see a disruption in the schedule. But until then they should arrive on schedule.

In this issue you will also find an announcement for a retreat after the board for 2020 has been elected. The retreat will focus on a number of strategic questions that we need to address. We are making this announcement early because we really need to hear from all of our members how they feel the questions should be addressed. Questions like: How do we attract new, younger members? How should we

respond to the growth of the four door Porsche segment? Read the announcement, and if you have some thoughts to share, let us know.

Talking about members, our total membership count now stands at 2996. By next month we will most probably cross the 3000 member count!

Happy summer from the communications team,

Sterling, Jerome and Anker

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The Long & Winding Road

- Bill Seymour, NER President



The first driving activity since my last column was the Autocross School (oops, Car Control Clinic). The weather forecast for this was grim and it was raining lightly when I got up at 5:15 (not my usual hour of waking by a lot). However the weather turned out to be darn near perfect: a wet track in the morning so people could get their cars loose easily but no rain after 10am and a pleasant temperature. As always the event was very well received by the students and there was lots of driving time. I must note – and chastise – that we had 42 signups and there were a number of no-shows (presumably scared off by the weather) who did not email AX Chair Chris Ryan to tell him they weren't coming. This is an AX no-no since there are work assignments and if you don't show it really screws things up.

While on the subject of autocross, a tip of the hat to Chris and Richard Viard for making a wonderful three part video series to introduce the sport. Go [here](#) and have a look. We shared this with the PCA National AX chair so other regions will benefit from this nice work. Video #2 also has a very nice professionally done explanation of how car balance affects the friction circle so you novice DE'ers might want to have a look.

Finally in Autocross news, I have to report that there were two unfortunates at the AX school (oops, Car Control Clinic) who suffered from gastrointestinal distress after a ride with the ever-smooth Scruffy. He has now posted a warning on the passenger side of the car but the two “victory markings” on the front fender suggest that he might not be repentant.



Elsewhere in this issue Robert Jacobsen's column promotes our Summer Party (July 28th – go sign up!) with some interesting colonial history about the King Phillip war. I am somewhat of a student of this era since I used to live on a street named Sassamon. A Native American named John Sassamon was murdered in 1675 and the subsequent execution of his alleged killers was one of the triggers of that war. Since we are publishing around Memorial Day, let's also note that there are historians who believe that this war may have resulted in the greatest loss of American life (both sides counted) as a percent of the population at the time of the war – even greater than the Civil War.

Back to Porsches. There will be a People's Choice Concours at the Summer Party. We expect it will be a little more robust than last year (my 356 with rusty wheels won

on a sympathy vote after Kristin tried to kill me with the Death Bike) and have multiple classes. But it will be no competition for the full blown and fancy NER Concours held as part of the Audrain Motor Week in October – stay tuned as details become available!

Continuing to pump the tires of our wonderful 60th anniversary year events (I shoot for 35 pounds hot all around) let's note the Lori Schutz speaker event at the first Palmer DE. So far the signup is below expectations and I'll take the blame because we separated this signup from the regular DE signup. It is, in fact, here. Lori is the daughter of Peter Schutz who many credit with saving the 911. She will be speaking after a nice BBQ dinner (\$30 includes beer and wine) on the Saturday night of the event, June 8th. If you are driving at the DE it's an obvious choice. But let's say you are thinking of doing a DE (or just want an evening drive on some pretty back roads), why not come out and have a look at Palmer (amazing place - quite a job blasting the rocks away to create the track!), stay for a beer and BBQ, listen to an interesting talk and buy a signed copy of Peter's book.

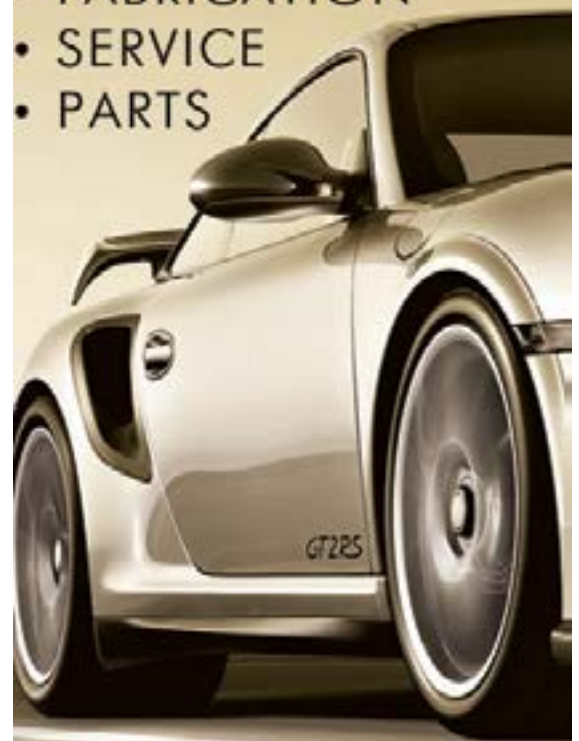
The other driving event from which I just returned was the Thompson DE. Since Rosemary volunteers to look after Dave and Kristin's dog Cam everyone comes back to our house at night (including Kristin's brother and GF) and it's a nice weekend party. New problems have surfaced with the 914 making it unusable so there was a scramble to get the BMW ready. It had fried its ECU on the dyno and the offending part had been sent off for repair. The ECU came back on Tuesday (race day is Friday) and Chip and I took the car to the dyno on Wednesday where we discovered an unbalanced driveshaft but a healthy motor



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(235 hp). Since the vibration was only obvious at 30 – 40 mph we elected to proceed and it performed fine... except for having very low oil pressure on left turns (the return of a previous problem that we thought was fixed). So the gremlins continue. Otherwise Thompson was great – super weather, lots of open track and a nice social (thanks Pam Mascetta and Judi Mansing!). One of the highlights was Kristin Larson's brother Scott who continues to turn the pages back to racing in the 1980's. You have seen pictures of his fake 968 (an ex-IMSA Fabcar tube-frame race car with a 968 motor and a Hewland gearbox) but perhaps not the period correct trailer with the interesting approach to allowing a low car to not scrape on exit).

So now we have only one weekend off before we have the Palmer DE (with the Lori Schutz event). Hope to see many of you there.

And then, a week after the Palmer DE, we go back there for our second American Endurance Race event. At this point we are still hoping to use the BMW (although the Miata with the supercharger is probably faster and is certainly more reliable, the BMW is the team car and we'd like to use it).

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Ventura Highway

Jerome Gangitano

Membership Chair

After much anticipation and car preparation, the driving season has finally arrived. The recent Memorial Day weekend brought many fellow PCA members together for our first Drivers Education Event at Thompson's Motor Speedway. Many familiar faces and their cars filled the garage and paddock areas. Everyone with their coffees catching up with each other as the stream of cars populated their positions for the weekend. There were opportunities to meet members who were new to DE events; their wide eyes, smiles, and eagerness were great.

going to be like?...



The energy of the morning soon picked up with the sights and sounds of everyone going to the tech line followed by the morning meeting which is always informative, fun, and sets the tone for the start of the event. Soon enough, engines were firing up, staging lines formed, and the run groups proceeded out onto the track. As I am waiting for my turn, I am thinking...is my car set up correctly?...do I remember the right line?...what is the White Run group

The event continued with each successive run an opportunity to diagnose the positives and negatives of particular turns, breaking on the straightway, managing traffic, lap times, etc. Sharing these experiences with fellow run group members and friends occurred throughout the event. There were also special sessions with an experienced instructor to share thoughts in a group setting. So, I was able to adjust and refine my driving across my runs to get a little better. However, I must admit that I was not progressing as much as I would have liked and expected and was getting a little frustrated. This changed in the final day of the event as I had the opportunity to take our track chair, John Dunkle, out with me. He made me feel comfortable and his instruction was excellent. I experienced a few epiphanies on my driving which resulted in my best runs and lap times of the event. This was really a great way to finish up the

event. My message to my fellow members is no matter what level you are at, be open to take an instructor our with you. It will be helpful!

It was great weather all three days. There was a high level of energy and there were several people from the surrounding area who came out to watch us drive. Me and my fellow drivers took opportunities to watch higher run groups to get a hint on a particular line. It was my particular pleasure to talk to my garage neighbor, fellow White Run Group driver, and autocross champ, Scruffy. He was a challenge on the track and showed me a video of me driving before he passed me!

There are more DE and autocross events coming up. Check out the NER website for the schedules. Get out there! See you at the track!

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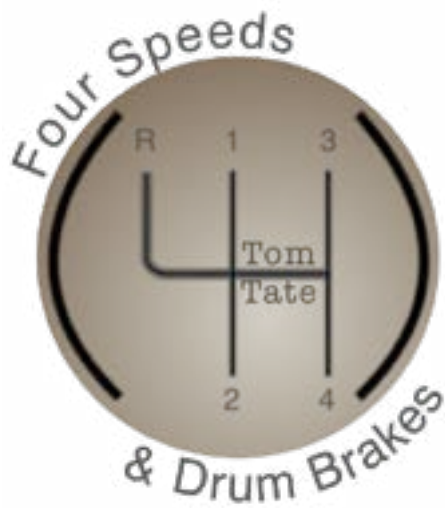
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this was about to turn into a European vacation.



Vacation

As many of my readers know, my idea of a vacation always includes a race track or a car auction. A trip to Florida means that I'll be seeing Sebring in addition to my daughter and her husband in Orlando. A long weekend in the New York finger lakes region would find me at The Glen making a lot of noise. A flight to visit the grandkids in AZ will have them being dragged to Barrett-Jackson, Gooding & Co, and Red Lobster of course. I count PCA Parades, 356 Holidays and drives down the East Coast all as vacations but it turns out that I am the only one in my house that sees it that way. After 25 years I was told that we would be taking a vacation and that I'd need to take my Passport.

Vacations have always been car related and because of that I always go by myself with other car guys. A lifetime ago I did have an opportunity to take a short cruise aboard a sailing ship called the WindStar, when brokerage firms did due diligence trips with other people's money. That stopped back in the '90's but I always wanted to get back on that ship, so that was my only suggestion.

The WindStar Cruise line has four sailing ships that carry from 200-300 people and are operated by computer. There are no sailors hauling ropes on the decks and no piles of sails to be seen. The captain on our ship was a cheery fellow with no dirt under his nails that seemed to be having as much fun as we were. There are 200 crew that spend all their time just taking care of the guests so there is always someone there to refill your glass. Three of the ships sail only in the Mediterranean and the other one is in the Caribbean but it sails well into the driving season. So

I really don't want this column to turn into a "what I did on my summer vacation" but I have to say that this trip, set up by a travel agent, is worth a column.

The flight to Barcelona through Dublin was easy enough for someone who flew to Bali (22 hours) last year. My spouse who had not flown in a plane since 2001 (don't ask) did just fine. The return flight not so well but we did get home safely.

Barcelona was charming but we did miss the F1 race by a couple of weeks, maybe I'll get more involved in the schedule next time. It seemed that every intersection was a plaza and the buildings that faced in had every tourist snapping photos, including us. Statues were everywhere, some with clothes on but most without.





We boarded the ship and set sail for France. The following day found the ship in the harbor at Monte Carlo and we took a bus to Nice to do a walking tour of the central market and the famous beach first thing in the morning.

Returning in the afternoon, an open air bus with headphones at every seat gave us a great tour of the tiny country. The

plug for the audio offered 6 different languages, I took English. Monaco is about the same size as Central Park in New York so it didn't take long to cover it all including the castle where Princess Grace lived. We were a couple of weeks ahead of the F1 show but the streets were being closed off and viewing stands installed. The harbor was already full of boats larger than my house and those were

the small ones. The larger ships were moored off shore with helicopters on the decks.



Turns out the the F1 road course is actually run on some of the wider streets of the city, the side streets are barely wide enough for two Smart cars to pass each other and there were plenty of those.



From there we went onto to Portofino, Cannes, the island of Elba (think Napoleon) and finally to Rome. The cars got smaller and the buildings got older. There were lots of VW's that never make it to US soil, most smelling of diesel fuel and all sorts of Renaults and Skodas. We were off the ship at Civitavecchia about an hour's bus ride from Rome. We found our way to a small hotel on the plaza alongside the Pantheon which was built in 126 AD.





The outside looked like it was built the last few years and the inside was even better. 126 AD, just think about that. They didn't even have cars back then, in fact I think the wheel may have just been invented. It's not just the age of things in Rome, it's the condition of some of the buildings that have survived wars, earthquakes and misuse that makes one respect the builders.

We found the Spanish Steps(1725 AD)and the Trevi Fountain (1730 AD) and also enjoyed some terrific dinners in Rome.

It seemed that every block in the old section had 5 or 6 restaurants and the largest one had 5 tables inside. All family run, they each seemed to have their speciality, after pasta of course. At least one family member was at the door all the time with a menu in hand trying to lure folks in for a meal.

I have to admit that it certainly was a revelation to have such a long period of time without driving a car but I survived and it was a lot of fun. Besides I'm now good for another 25 years. We'll see.

KTF



BACK TO BASICS

Anker Berg-Sonne,
VP of Communications

European Travels

As reported last month, we have been spending the month of May in Europe. Something new that I tried was to install a VPN on my laptop and tablet. If you use a VPN you can work around streaming companies blocking their services when accessed from abroad. It has worked like a charm and yesterday I was able to view qualifying for the Monaco Grand Prix. I have also watched the national network news on a regular basis. Highly recommended. It also eliminated the annoying practice of many web sites of relocating you to a local version. For example, Amazon sends you to their UK site if you go to amazon.com.

We also abandoned switching to Danish SIM cards in our phones. T-Mobile is quite generous with their charges outside the US. With no extra charge you get \$0.25 a minute phone calls, free texting and unlimited, but sloooooow, data. For \$15 more a month the data speeds become acceptable. The drawback is a spam calls follow you when you are on vacation!

This is our first overseas trip since we got dual Danish./US citizenship and passports, A long story that I may tell some other time. Two advantages: We can use the EU Citizens passport lines when in Europe and we have an option if the US political situation continues its downward slide!

I have been keeping my eye out for Porsches. In Crete we saw only one, a late 00s Carrera at the car rental agency. In Denmark we have seen a handful of SUVs, a couple of Panameras and a very new Carrera convertible. I checked how much you have to pay for Boxsters like the ones we own. \$50K for a 2001 Boxster S. Ouch, no wonder they are rare.

We had a really strange experience here. We were driving



Knossos in Crete

on one of the freeways in Denmark, but then the traffic ahead slowed to a crawl and finally stopped completely. If I looked between the cars ahead of us I could see that there only were a few stopped cars and after that the road



Private WWII museum in Crete



Old village street in Denmark

was completely open. Finally our lane, the passing lane, moved slowly ahead and we could see that a car had been boxed in by a panel van and two cars. The driver of the panel van was knocking on the window of the boxed in car and the driver of the car behind was waving her phone at a motorcycle cop who arrived just as we passed them. Our guess is that the blocked-in car must have been a road rage case and that the blockers were vigilantes who stopped him and called the cops. I suspect the woman waving her phone had recorded the whole episode.

During the trip I was astonished at how rapidly technology develops. To save weight I left my D850 camera behind and borrowed my son-in-law's D50. I really regretted doing this. Everything is so much better in the 850. The biggest change was in dynamic range. It was easy to blow highlights that couldn't be recovered. The other evolving technology example is the rental car we were given, a new Ford Focus. It had adaptive cruise control and lane centering technology. On the highway it takes care of keeping you in lane and maintaining distance to the car in front. All you have to do is keep your hand on the steering wheel, but only because it senses whether they are there. Wow! There are limits, however: the lane keeping technology really wants to use left turn lanes and needs to be overridden if you aren't going to use them. But compared to the cruise control in our cars from the 00s, its magic.

Now for something completely different: as you may have seen elsewhere in this issue, we are planning a retreat at the end of the year where we take a deep dive into what kind of club we are, do we want to grow, and by how much, and so on. To me, the questions I have thought hard about are whether we are headed for a downturn in membership and whether we want to attract a broader demographic.

When I joined PCA and became active in NER a few years ago it immediately struck me how many young people I

see in the active membership compared with golf, radio controlled airplanes and SCUBA diving, in all of which I have been a very active participant. In radio controlled gliders, which is a competitive sport, not just buzzing around the sky, there is next to no new blood coming in and the average age is somewhere between 60 and 70! Golf and SCUBA see the same trend, but not as extreme.

Another encouraging sign is interest from children and young adults. Every year I participate in "Bridges Together" a program that brings 4th graders and the grey and purple haired set together for an hour every week for 8 weeks. "Old" people are spread among groups of 4 or 5 kids. One of the days we share interest and hobbies. When I fire up my PC and show pictures and video from NER everybody comes over to my group to watch them! It is even rumored from year to year, so track and autocross video has become a tradition! Since its so easy to create excitement we might want to think about whether we can benefit from doing more to attract parents with kids and showing how much fun we have and also change the perception that Porsche membership is elitist and only for the uber rich.

Another area I have thought about is whether we can or should do more to attract 4 door Porsche owners. I haven't made a definite conclusion, but here are a couple of data points that indicate it might be a lost cause.

The first data point is that NER and other regional clubs really are conglomerates of self-sustaining interest groups. We have the DE, AX, Social, Concours and Ramble sets as our dominant groups. Some regions also have rally and club racing as major activities. There's no reason why 4 door P-cars can't participate and be successful in all of these activities, so why don't we see more that a smattering of them?

If we look at other successful car brand clubs, the ones that do well look remarkably like PCA. The Miata, BMW and Corvette clubs, they have the same activities as we do, so maybe it's the winning formula?

I am also a member of the MBCA, the Mercedes Benz Club of America. The Minuteman Section, which corresponds to NER, is tiny and has next to no activities, no newsletter, a sadly neglected web site, and concours is the most popular activity.

I think it comes down to buyer motivation. Porsche 2 doors, Miatas, Corvettes and BMW M cars are not simply transportation. They are bought in order to have fun, mostly. Conversely most SUVs and other 4 door cars are bought for transportation, and luxury brands are bought for the prestige and visible success that they convey. My



Gas 'N Go

Don Kelly
Treasurer

The Ramble 2019 has come and gone, a terrific time as always. We hadn't been able to make it to the ramble for several years due to scheduling conflicts, so it was particularly exciting to see our old friends and meet a lot of new folks. The Chatham Bars Inn was just spectacular, and driving through that end of the Cape was something we hadn't done in many years. When I enjoy these events it is never lost on me how much effort and teamwork it takes to make these events so seamless and enjoyable. Cheers to Dennis and Carol Friedman and all the dedicated crew that worked to make this happen! Always thanks to our sponsors!

So I have admittedly been in procrastination mode. I don't get it, I am usually very much on things, but perhaps there are so many things going on in my world at the moment I have fallen off track temporarily (a little pun). What I am most thinking is that I hadn't signed up for any Driver Education (DE) events. I am a DE fiend. I dream about floating my car around the track always in quest of the perfect line. In the cold evenings of winter I am glued to my computer watching GoPro videos of many past track days at many different tracks. At times I get cramps in my right leg from gassing the floor beneath me at my desk trying to get that extra speed out of the corner.

A couple of days ago I marched myself to my desk, called Jerry at EPE to get my car in for a service and tech inspection, and dialed up Clubreg to sign up for Palmer (clockwise) in June. I feel so much better having broken through and getting back on board. I have been to Palmer a number of times but have not yet driven the clockwise direction. For those that don't know Palmer, it is able to be run in either the counter-clockwise or clockwise directions. When changing the direction it is an entirely different track and

must be approached differently. This is exciting, but I admit brings the bit of anxiety that I always experience when enjoying a new track experience.

I now need to do some homework. The Palmer Track, Whiskey Hill, provides some excellent video on their website as well as track maps etc. I find it very helpful to run through the videos a number of times to get a feel for the sequence of turns and general line. I will also need to review all the turn numbers as an additional challenge is that when running the track clockwise the turn numbers remain the same as when running counter-clockwise meaning turn number 1 is the last turn. Okay, now we are pushing my limits a bit. I am a CPA so you would think numbers should be no problem. However, I am just a bit used to one being before two, two before three etc., you see my dilemma? Maybe I can build a spreadsheet? I am definitely excited!

Due to conflicts I was not able to make it to the NER season opener at Thompson which was also a novice day. This is disappointing to me; I really like Thompson a lot. I have heard it was a great event, and I am hopeful that some of the newcomers have started the addiction that is named DE.

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THE SLIPPERY SLOPE

By Robert Jacobsen, VP of Events

Our region's second annual summer party is taking place this year at Wachusett Mountain on Sunday July 28th. The skiers and snowboarders among us know Wachusett as a nice local mountain to get in some quick runs during the winter. It is obviously not a Killington, Stowe or Sunday River, but for being right in our backyard (for me quite literally) it is a wonderful spot. For those not enjoying the great outdoors during the cold months, you might not be as aware of Wachusett or its history.

Located in Princeton, MA, Wachusett Mountain is the highest point in Massachusetts east of the Connecticut River at 2,006 feet. From the summit you can look west to

Mount Greylock, north to Mount Monadnock and east to the Boston skyline. Hence the reason why Henry David Thoreau called the mountain the "Observatory of the state" in his essay entitled "A Walk to Wachusett". One hundred and sixty-seven years before Thoreau and a companion embarked on their tranquil, four-day round trip hike from Concord to Wachusett and back, Wachusett Mountain and all of eastern New England for that matter was a very different scene.

King Phillip's War started in 1675 and lasted until 1678 decimating many colonial towns and Indian settlements. As a percentage of population, it was the deadliest war in

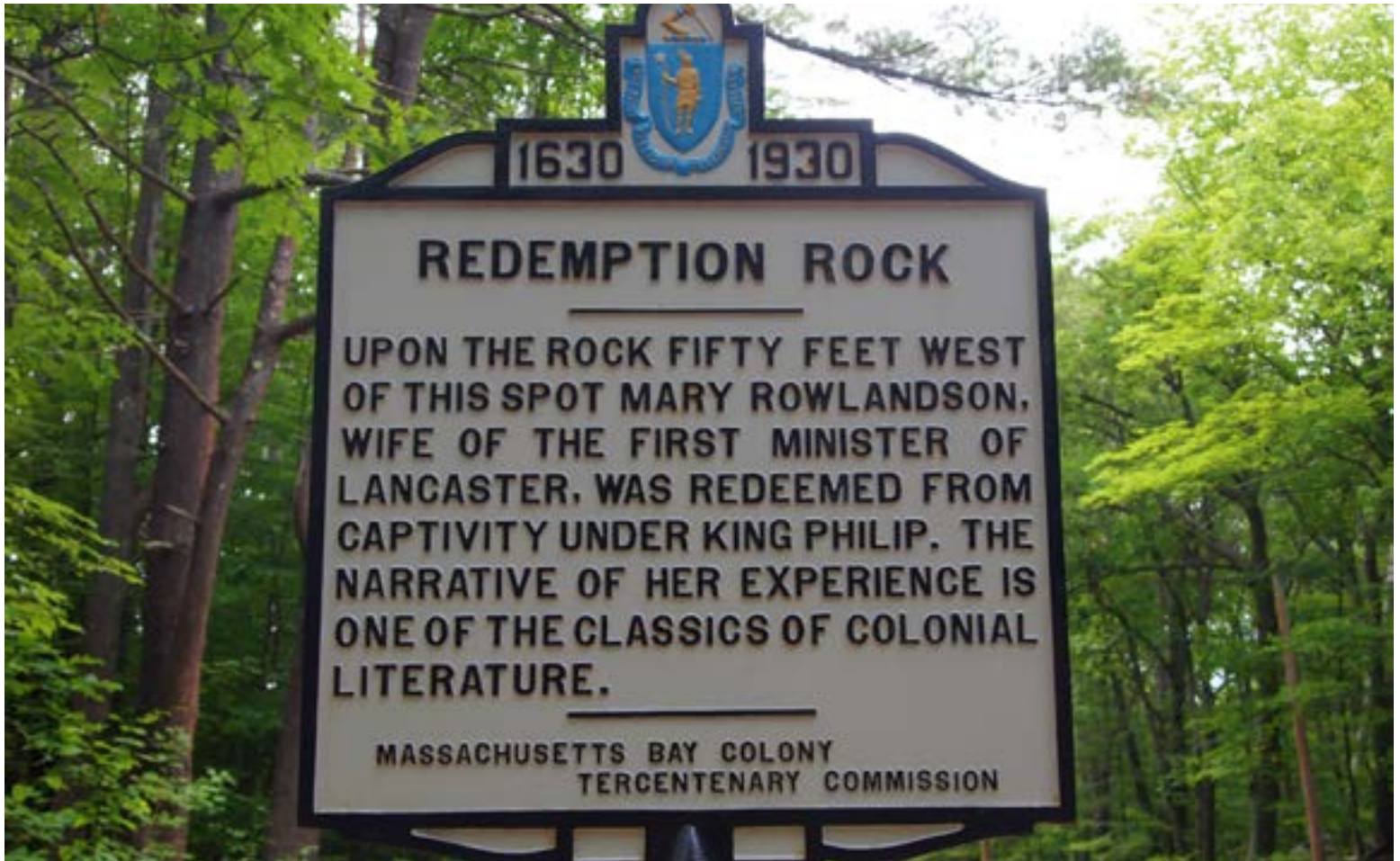


American history with approximately 10% of adult colonial males perishing in the violence. The toll was even worse for the natives. History is a topic that is very underserved in our education system these days and most people when they hear the title “King Phillip’s War” usually have no idea what it was, when it was or even where it took place. I am not going to go into details on the events leading up to the war, but would recommend reading “Mayflower: A Story of Courage, Community and War” by Nathaniel Philbrick. The second half of that book covers the conflict in detail. Where Wachusett comes into the picture is during a period of the war when Chief Metacomet (King Phillip, who was the son of Massasoit) takes refuge with the Nipmuc Indians on Wachusett along with a colonial hostage, Mary Rowlandson, who had been taken captive during an Indian raid on Lancaster. She and her three children (one daughter succumbed to injuries sustained during the attack after a week of captivity) were held prisoner for fifteen months. On May 2, 1676 John Hoar negotiated her ransom and release at a place now called Redemption Rock. Located just outside of the mountain reservation on route 140 this large granite ledge still stands as a monument to the event that so named it.

On an ecological topic, Wachusett Mountain is home to the largest old growth forest east of the Connecticut River which is why during ski season there are no glades to ski

and going off trail can result in having your pass revoked. During the non-ski season, summiting Wachusett is an easy hike with some trails taking under 30 minutes. If you are a season pass holder at the ski area, have hiked the mountain a couple times, or have never heard of Wachusett, I highly recommend marking July 28th on your calendar and bringing the whole family for a great day of food, games, hiking (if you want) or riding the ski lift.

On the Miata/ DE front. I have made my to-do list in advance of my first DE of 2019 at Palmer. New endlinks arrived in the mail last week, I plan on heading up to HMS soon to pick up a HANS device and have the necessary studs mounted to my helmet. I need to give the brakes an inspection and flush. Then the only thing left is to get a Massachusetts inspection and a tech inspection. Zoom zoom.



VIP's - Very Important Porschephiles

New members as of 1st, 2019

Robert Arruda

Westerly , RI
2008 911 Turbo Cabriolet

Brian Hunter

Lincoln, RI
2007 Boxster S

Steven McManus

Millis, MA
2007 911 Carrera Cabriolet

Hisham Barradah

Brookline, MA
2005 Boxster S

Max Indelicato

Westborough, MA
2017 911 Carrera 4S

Michael Mierjeski

North Falmouth, MA
1972 914

Charles Battersby

Sturbridge, MA
2007 911 Carrera

Chris Ionta

Marshfield , MA
2001 Boxster S

Robert Regenhardt

Cambridge, MA
1999 911 Carrera

Emre Belge

Newton, MA
2007 911 Turbo
Buchholtz

Yutaka Ishizaka

Carlisle, MA
1989 911 Carrera

Michael Ricciardi

Lawrence, MA
2007 911 Turbo

John Bernard

Stoughton , MA
2010 911 Carrera S James

Daniel Kailher

Plymouth, MA
2016 Cayman GT4

Robert Ruffin

Wellesley Hills, MA
2007 Cayman

Christopher Bushing

Hingham, MA
2005 Boxster

Daniel Kiley

Marblehead, MA
2007 Boxster

Dawson Rutter

Boston, MA
1983 911 SC

Colin Donovan

South Easton, MA
2004 911 Carrera

Jonathan Kirshtein

Framingham, MA
1988 911 Carrera Targa

Steven Gold

Braintree, MA
2019 911 Carrera S

Anthony Lambert

Clinton , MA
1986 928S

Edmund Grogan

Quincy, MA
1987 911 Carrera

William Manning

Osterville, MA
2005 911 Carrera S

Anniversaries



March 2019

47 years

Linnea Currie
William Currie

45 years

Margery Zeller
Victor Zeller

44 years

John Breslin
Kathleen Breslin

43 years

Linda Kunkel
Wayne Kunkel

40 years

James Mloganoski
Philip Quish

20 years

Paul Arakelian
Karen Campbell
Thomas Campbell
Kate Palmieri
Michael Palmieri
Paul Vicario

15 years

Donald Buchholtz
Josh Buchholtz
Anne-Sophie
Gadenne-Blanco
Bob Graham
Kirby Graham
Joan Russo

10 years

Kathleen Brady
Susan Finnegan
William Finnegan
Christian Jackson

5 years

Robert Branch
Robert F. Branch
Bill Davies
Keith Giuliani
Anthony Gomes
Thomas Leoutsakos
Steven Margles
Tricia Margles
Hans Maritschnik
James Ofria
Janis Ofria
Barbara Platzer
Mark Shooter
Martin Shooter
Greg Thon
David Villiard
Laurie Villiard

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

Lisa Davis
Secretary

April showers bring May...Flautas?! The board met for the meeting at Margaritas Restaurant in Framingham. Muchas gracias to Jerome Gangitano for hosting.

In attendance were:

Kristin Larson – Past President
Bill Seymour – President
Robert Jacobsen – VP Administration
Paul Skinner – VP Driving Events
Don Kelly – Treasurer
Lisa Davis – Secretary
Jerome Gangitano – Membership
Stan Corbett – DE Registration
Alan Davis – NER Member
Anker Berg-Sonne – VP Communications,
was not in attendance.

The meeting began at 7:27 PM with the acceptance of the Treasurer's report.

The board then reviewed the following action items:

- 60th Anniversary t-shirt information will be announced in this month's email blast.
- Board members are contacting notable club members to be interviewed as part of our 60th Anniversary. The interviews will be published in the NOR'EASTER, as well as at least one video interview.
- Board members are contacting potential advertisers to gain their support of the club.

The meeting then moved to a discussion about revising our Ad/Sponsor package. A revision committee was established with Don Kelly as chairman and Committee members Anker Berg-Sonne, Sterling Vernon, and Paul Skinner. Some of the revision discussion included adding social media rules, advertising placement on NER website,

and deadlines. It was also noted by Don Kelly that the contract for the Concours venue, Chateau de Mer, has been signed.

The board also made the decision to update the job descriptions of each NER Board position and Activity Chair. It was determined that each board member and activity chairperson will write their own description, with the first draft due July 1st

President Bill Seymour brought up questions about future goals for the club. It was decided to talk to the members, create a membership survey, synthesize the feedback, and hold a retreat.

The Board voted to approve a \$30/person event fee for the Charlie and Martha Dow Fall Tour. Cost in excess of the collected fees will be covered by the club.

The tour to Narragansett, RI is on September 7th and lunch will be served at George's of Galilee restaurant.

Other miscellaneous dialogue included emailing information about the PCA Treffen once the official announcement is made and possible NOR'EASTER publication dates.

Robert Jacobsen spoke positively about the Auto Detailing Clinic on April 20th as well as the Collings Foundation and American Heritage Museum Tour on May 4th. This month's email will contain information on upcoming events.

Jerome Gangitano confirmed that the NER PCA promotional leaflet is going to print. This leaflet will be used at Porsche dealerships that are currently offering free PCA membership to new sports car owners.

The next board meeting is Wednesday, June 12th and hosted by Bill Seymour.

The Times They Are A-Changin'

The line it is drawn
The curse it is cast
The slow one now
Will later be fast
As the present now
Will later be past
The order is
Rapidly fadin'.
And the first one now
Will later be last
For the times they are a-changin'.

While we aren't sure exactly what Bob had in mind when he wrote this in 1963, perhaps he was prophesizing that the slow electric cars would become fast. In any event, it sure is true that times are changing in the automotive world – Germany banning fossil fuel cars by 2030, 70% of new Porsches are 4-doors, the ICE Boxster is going away next year, 5:19 Nurburgring record in a hybrid (if you haven't watched this you must... <https://www.youtube.com/watch?v=-sJ2U1-9Ghg>), all electric Taycan next year, it just goes on and on.

And how is the Northeast Region PCA changing? So far, not so much. Should we? We on the Board owe the members some careful thinking on this so we are embarking on a process that will include...

- Talking to members
- Maybe doing a survey (sorry, I know we did one last year)
- Researching what other PCA regions are doing
- Talking to National PCA Committee chairs and headquarters staff
- Holding a "retreat" later in the year to discuss our future.

Here are the types of questions we think we should address...

- Do we care about growth? Do we want to attract 4-door owners?
- What will we do when there are no more ICE cars?
- Activities for 4-doors v. sports cars?
- What is our allegiance to the Porsche "brand" v. the Porsche car?
- How do we differentiate ourselves from other Porsche focused clubs?
- Etc.

Our goal is to hold our "retreat" once we have the new Board elected. These members will be invited as well as current Activity Chairs and our major advertisers and sponsors. There will be some opportunity for general members to attend but those who do better be willing to accept a nomination to the Board.

But in the meantime, please give some thought to these issues and send them to us (or talk to us). We will publish interesting responses in the NOR'EASTER. This is your club so please tell us where you want to go!

The Northeast Region Board

2019 Board of Directors

President: Bill Seymour
president@porschenet.com

VP Driving: Paul Skinner
driving@porschenet.com

VP Administration: Robert Jacobsen
admin@porschenet.com

VP Communications: Anker Berg-Sonne
communications@porschenet.com

Treasurer: Don Kelly
treasurer@porschenet.com

Secretary: Lisa Davis
secretary@porschenet.com

Membership: Jerome Gangitano
membership@porschenet.com

Past President: Kristin Larson
pastpresident@porschenet.com

Zone 1 Rep: Mike Bryan
mike@brycorp.ca

Committee Chairs

Autocross Chair: Chris Ryan
autocrosschair@porschenet.com

Autocross Registration: Jeff Johnson
autocrossreg@porschenet.com

Concours d'Elegance: David Melchar
concours@porschenet.com

Driver Education: John Dunkle, Adam Schwartz
trackchair@porschenet.com

DE Registration: Stan Corbett
tcreg@porschenet.com

DE Tech: Justin Becker
tech@porschenet.com

Chief Driving Instructors: Charlie Kenney,
Tom Buckingham, Dave Berman
chiefinstructor@porschenet.com

Instructor Development: Kristin Larson
instdev@porschenet.com

DE Communications: Sterling Vernon
decomm@porschenet.com

Ramblemeister: Dennis Friedman
ramble@porschenet.com

By the Numbers

Primary members: 1952

Affiliate members: 1044

Total members: 2996



DRIVER
EDUCATION

*Sponsored by—
the Chamber of Commerce of Watkins Glen,
New York and the Sports Car Club of America.*

Thompson DE Wrapup

By John Dunkle

I know most - if not all? - woke up this morning blissfully thankful you didn't have to listen to me ramble on about "this and that" during the Drivers Meeting. Unfortunately, that hope was short lived, as "here I am again"!

Briefly, and on behalf of Adam, the entire Driver Education Team and myself, simply - "Thank You!" for playing no small role in the tremendous overall success of this event. The weather couldn't have been pre-ordered to be any better, there were no major incidents and even fewer black flags, and the event came together "like clockwork". That's to your collective credit, certainly not ours - so you have our sincerest thanks!

While there were multiple "memorable moments" during the three days for all of us, many were provided by the core Instructors who relentlessly hopped in-and-out of cars with instructed and solo students alike. Many of them today, as I write this, are still trying to regain their voice but know we all have huge grins on our faces as we relax before the next event at Palmer in two short weeks, when we'll do all this "all over again" - smiles and memorable moments alike. And as Dave mentioned, we will continue the Instructor at Large Program (Instructors assigned to Solo students on a regular basis), so if you are "signed off" - we haven't forgotten to include you in constant and consentient driving education and feedback which is another facet that sets our program apart.

Too, a huge "shout out" to the Social Team, Pam and Judi, for arranging an OUTSTANDING Social event! And the "cool down" in the garages after the track went cold was very timed and appreciated - just outstanding! And another shout out to Ed Mansing and Penn Young who both run and coordinate Novice and Driver Development classrooms, and without too much bragging, we believe are "best of breed" compared to any DE Program. Well done and thank you to each and all who attended and provided feedback! And finally - to our Event Sponsors: South Shore Autoworks; Porsche Nashua and even too - the owners and event coordinators at Thompson Speedway Motorsports Park!

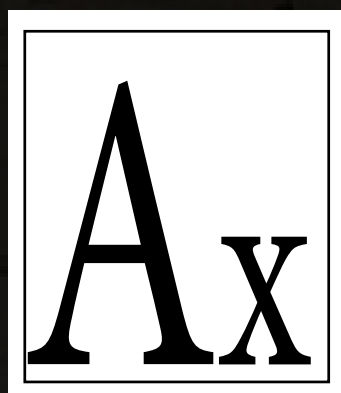
Well, I guess I'll wrap this up for now until next time with these final thoughts... A huge THANK YOU to Tim Kachel (KMC - Palmer Event Sponsor) for bringing his two young sons and allowing me to take each on Parade Laps! I've heard "on the grapevine" is that they both now want "a (L)otus Car". Tim, so sorry (sort of, but not really? ;)). And too - my thanks again to your bride Dave Saraceno

for allowing you to "stay and play" on Sunday - the two of you are what it's what it is all about and "why we do this".

Finally, to Chris DeGrace. We are considering naming future Thompson Events the "DeGrace DE". As a reminder, Chris pulled a "two-'fer" with winning the 2018 NER Most Improved Driver and as too being inducted into the Instructor community having successfully graduated the NER Instructor Candidate Program administered this season by Kristin Larson.

Anyway - again, just simply "thank you" to all of you from all of us on the NER DE Team. This was a spectacular event due to the efforts and support of each and all of you...

Our collective thanks and best always,



AUTOCROSS

NER 2019 AUTOCROSS EVENT #1

SPONSORED BY



PORSCHE

PORSCHE NORWELL

The NER Autocross Season holds first event of the 2019 Season on Saturday June 29th at Moore Airfield at Fort Devens and will be sponsored by Porsche Norwell. We hope to see all our regular autocrossers along with any newcomers interested in attending. We especially hope that folks who attended the newcomer's meeting at Porsche Norwell back in March or those that attended our Car Control Clinic at Devens will be inclined to join us.

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, drivers possibly prepping for going to the track, and veterans who view autocross as their main motor sport. Our sponsor also promises to send some drivers and interesting cars to take part in the day! 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!)

We aim to get in 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 opens June 1st on motorsportreg.com. You must sign up online by midnight, Wednesday June 26th

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.**



Sc
S O C I A L

Saturday
October 5th 2019

2019 Concours d'Elegance



Porsche Club of America
Northeast Region

Chateau-sur-Mer,
Newport, Rhode Island

2019 NER Concours d'Elegance Update from Dave Melchar, Concours Chair

NOR'EASTER: Tell me about this year's NER Concours.

Dave Melchar: Well, as you know, the NER normally holds its annual Concours in August or September somewhere in the Boston area. It had been held at the Lars Anderson Museum in Brookline for years. Last year, in August, the Concours was conducted at the Prowse Farm in Canton.

The 2019 Concours is scheduled for Saturday, October 5 at the Chateau-sur-Mer estate on Bellevue Avenue in Newport, Rhode Island. The NER had previously held Concours in Newport at The Elms estate in 2009 and 2014.

NOR'EASTER: What is the difference between a Concours and a car show?

Dave Melchar: Wikipedia provides this description of Concours, "Concours d'Elegance (French: concours d'élégance) is a term of French origin that means a "competition of elegance" and refers to an event where prestigious vehicles are displayed and judged. It dates back to 17th-century France, where aristocrats paraded horse-drawn carriages in the parks of Paris during summer weekends and holidays.[1] Over time, carriages became horseless and the gatherings became a competition among vehicle owners to be judged on the appearance of their vehicles. These events are often held at automobile shows, after racing competitions or, especially in the United States, as a fundraising event for charities.

It is my understanding that a Concours uses a set of judges to evaluate vehicles in a given class and uses score sheets to determine which vehicle

achieves the highest score and therefore wins the competition. A car show is a less formal form of competition that generally does not use a team of judges to evaluate competitors. Within the NER of the Porsche Club of America, we have traditionally used score sheets and methods like that used at the PCA Porsche Parade, our national convention and Concours.

NOR'EASTER: Why is the Concours in Newport this year?

Dave Melchar: This year's Concours in Newport will coincide with Audrain's Newport Concours and Motor Week that is occurring October 3-6, hosted by the Audrain Automobile Museum in Newport. While our NER Concours remains a separate event organized and run by our region, it will be one of a range of automotive events that week drawing participants and spectators from far and wide.

Audrain describes on their website the inspiration for this Newport Car Week including the fact that, "Newport's extensive automotive history dates back as early as the Gilded Age. The first American car race, the Vanderbilt Cup, took place in this historic area. On September 6, 1900, Willie K. Vanderbilt and some of his closest friends traveled to the nearby horse track to race their newly-imported automobiles. Little did they realize the impact the Vanderbilt Cup would have on American racing culture. Given its rich motor-ing history, Newport is the premiere destination for a Concours & Motor Week. Beautiful, historic mansions and the seemingly endless Atlantic Ocean provide the most elegant of backdrops. Audrain's Newport Concours & Motor Week will be a celebration of the automobile, uniting enthusiasts from around the world."

During the week, Audrain is planning a concert featuring John Legend on Thursday, October 3; a Pebble Beach type invitational Concours on Sunday, October 6 at The Breakers estate, featuring a Gala dinner Saturday October 5; the Gathering at the Rough Point estate on Friday, October 4; and numerous automobile manufacturer and associated events in the Motor Village at the International Tennis Hall of Fame and around the



Newport area. Information and tickets for the Audrain events are available at audrainconcours.com.

NOR'EASTER: Please tell me more about the plans for the NER Concours.

Dave Melchar: The Concours Committee has been working on the Concours plans since January and has agreed upon three categories of judging. Two of the categories, Full Concours and Top Only, have been used in past Concours. The Full category will use traditional judging sheets, examining Porsche exteriors, interiors, storage compartments, engine compartments (where viewable), and wheels/wheel wells. Judging sheets will be posted, along with other Concours information on the Concours page of the porschenet.com NER website. The Top Only category will utilize informal judging by Top Only participants.

We're excited to add a new category this year, Werks Judging. PCA has been organizing Werks Reunion events at the Monterey and Amelia Island car weeks for several years now. Participants in Werks events still prepare their cars for the concours, but unlike traditional Full Concours or Parade style judging, Werks considers not only the appearance but also the history of the car, its usage by the owners, and overall aesthetic appeal. By combining both subjective and objective elements, Werks style judging creates a somewhat more relaxed environment and encourages participation by a wide variety of interesting Porsches. At Werks Reunions in Monterey and Amelia Island, you'll find everything from highly authentic restored cars, Le Mans winning race cars, outlaw & hot rod style Porsche builds, and unique original cars. Guidelines on Werks Judging will be posted to the Concours page of the porschenet.com NER website as well.

NOR'EASTER: Please share more details about our Concours.

Dave Melchar: In addition to Judged Porsches, there will also be a Porsche Park for spectator Porsches. The fees for the event will be \$40 for Judged Porsches, \$20 for Spectator Porsches.

NER members who volunteer to help with the event will receive free Spectator parking or 1/2 off the Judged fee.

Advanced registration for both Judged and Spectator Porsches is highly recommended. We anticipate many more participants this year, given the addition of the Werks judging class to our usual Full Concours and Top Only classes as well as the fact that our NER Concours will coincide with the Newport Car Week. Also given the location at Chateau-sur-Mer in the heart of the Motor Week activities, with limited parking nearby, we will have only so much space for participant and Porsche Park spectator cars. Only 200 Porsches can be accepted in either the Judged or Spectator areas, for a total of 400 Porsches. Day of the event fees, if space remains available, will be \$60 for Judged and \$30 for Spectator Porsches. Registration for Concours entrants and spectator parking will be available on the Concours page of the porschenet.com NER website.

NOR'EASTER: How can volunteers provide notification that they wish to volunteer to help?

Dave Melchar: NER members may e-mail me directly at dmelchar@rwu.edu. We need volunteers to help with setup, judging, parking, or breakdown. They may also contact any of the other Concours Committee members who include Lee Hower, Paul Soares, Paul Wooten, Sterling Vernon, Bob Anastasi, Ginny Young, and Tom Tate. We are all volunteers and the success of the Concours will depend on having the necessary



number of volunteers to make the Concours an enjoyable, efficient and well-executed event, as in the past.

NOR'EASTER: Anything else you can add?

Dave Melchar: Yes, I am excited to mention that next to our Concours site at Vernon Court, it appears that McLaren Automobiles will utilize Vernon Court for their headquarters and display of their road, F1 and Indy race cars. Across the street from our Concours site, at Belcourt Castle, Bugatti Automobiles will establish their presence. General Motors is also loaning the Audrain Museum 17 of their experimental and prototype vehicles for display during the Motor Week. All in all, there will be many automotive activities in which to participate, some requiring fees, but many not requiring any fee. See you there!



19 May South of Boston (SoBo)

Porsches and Coffee

Text and images: Rog Slocum

Prior to today's South of Boston (SoBo) Porsches and Coffee, I had a message to call Michelle at Sweet Berry Farm. In our conversation there was concern that the field where we usually have the event, which is bounded by orchards, was too moist for the cars. So, I drove over and met with her partner Jan and we walked the property to view other options. Jan said that the field was recently rolled and he was reluctant to have all our Porsches possibly leaving ruts in the lawn. Based on the amount of rain we have all been experiencing this spring, I could certainly understand her concern.

Fortunately the farm, just to the south, offered the necessary alternative space for our event. However, if we had the turnout today like our April event (over 50 Porsches), we may not have had enough space. Today's event may have had 35 Porsches.

Rosemary and I left the house shortly after 9AM so that I would have more time to explain and show her the parking alternative. We left under a rather mild morning with the sun breaking through the clouds. Upon arrival at Sweet Berry the skies became overcast and a cool breeze began to pick up. Later the rains came, including a heavy down burst requiring convertible tops to go up. The cool morning prompted Rosemary to buy one of Sweet Berry's sweatshirts to fend off the cool breeze.

An early arrival was Chuck Gaboriau, parking his eye-popping red 88 911 Turbo. I would have rated it "best

in show". Owned for the past 23 years, this was his first Porsche. He purchased it in New Hampshire from a mechanic who had maintained it for the first owner. The Porsche had rolled only 1708 miles when he bought it. Chuck was only 23 years old and still vividly remembers the excitement he felt as he drove it away listening to a CD playing Black Sabbath. Looking at the car it is hard to believe that it is so original; and it has turned only 45k miles. Chuck is sliming his stable down and has this beauty for sale for 90K.

Rob van Petten parked his silver 71 911T next to my 996. The 911 is his first Porsche, purchased in 1976 when he was 26 years old. He said that in order for him to take it for a test drive he had to pay for the car first, which he did. Rob said that day, when he took ownership and drove away, was the most exotic sensation he imagined. With the original engine case, Rob has upgraded the carburation, increased the bore, and upgraded to a higher performance cam. I would say that Rob is still a spirited Porsche driver.



Chuck Gaboriau's 88 911 Turbo

The NOR'EASTER



Rob van Petten's 71 911T

Wilberto Rodriguez, accompanied by his wife Amalfis and daughter Zoe, drove in from Norwich Connecticut in his white 1984 911 Carrera. A Euro export, the 911 has a blue leather interior. Wilberto found the car in Portland Oregon having 96k showing on the odometer. He has owned the Porsche for two years, and is the third owner. Before the purchase, he had a Porsche poster in his bedroom because he always wanted to own one. Asking about the Porsche experience he replied, " Love the Porsche family", in

reference to the comradery of Porsche owners.

Paul Worcester parked his very clean red 2014 Cayman. His first Porsche was a new 73 911T that he had just for a year, and then sold to purchase a racing car. Purchased new, Paul said the dealer was unable to find a new and available red Cayman, so an order had to be placed. The Porsche sales crew, when they saw Paul's red Cayman, liked the color so much that they requested and got a red Cayman in the show room in short time.



The next SoBo will be on Sunday, 9 June, 10AM – noon at Sweet Berry Farm, 915 Mitchell's Lane, Middletown, RI 02842. Free, the only requirement to park on the grass is your Porsche. A Porsche logo sign should be in place directing you to the parking area. Sweet Berry Farm is child friendly, encouraging small children to enjoy a working farm, so when entering and exiting, drive carefully, and, as always, for any SoBo related questions, please email me at: rr356c@aol.com

Rog Slocum

127 Center Ave.

Middletown, RI 02842

e-mail: rr356c@aol.com



Images from the May 19 Cars & Coffee at LaLa Java

Over 50 cars!



3rd Annual Charlie and Martha Dow Fall Tour - September 7, 2019

Join us on September 7th for the 3rd Annual Charlie and Martha Dow Fall Tour!

We do this tour in honor of the late Charlie Dow (and his wife Martha) - a longtime, active NER and board member, and all-around Porsche enthusiast.

Those of you who were part of the inaugural tour will recall we toured the quaint towns and rocky seacoast of the North Shore. The second year tour explored the great twisty roads of central MA and the Connecticut River valley. This year the planners have decided to head south to the beautiful RI coast at Narragansett



We'll meet early in the morning with an 8:30AM jump-off from a gathering point gathering point to be determined (but likely in the southern Metro West area) From there we'll be touring secondary roads through Dover, Mendon, and Douglas in MA. We'll continue on in RI through Burrilville, Gloucester; cross briefly into CT; pass by Worden Pond, and finally through Narragansett to the Port of Galilee.

Our final destination will be George's of Galilee, the largest waterfront restaurant on the RI coast, situated near the Block Island ferry terminal in bustling Port of Galilee section of Narragansett. We'll be served their succulent Great Island buffet luncheon menu (with all the fixings, including some of George's signature favorites from land and sea) in a private dining room overlooking the water,

with a dedicated bartender working a cash bar. The meal cost will be flat \$30 per person, and NER will pick up the tax and tip for you. Afterwards, feel free to stroll the lovely beach or simply watch the boats glide by.



Space will be limited to approximately 50 people, and registration will open soon on the NER website www.porschenet.com



TREFFEN VERMONT SEPTEMBER 4-7TH



While we of the Northeast Region put on lots of events, PCA National only puts on three: the annual Parade and two “Treffens.” Treffens – ‘to meet’. That is the entire concept behind the PCA Treffens: an opportunity for PCA members to meet their fellow Porsche enthusiasts in some of the most spectacular locations in North America. Like

our Ramble but one day longer (and with fewer cars!). So you already missed the first Treffen (in Santa Barbara CA) but don’t miss the second which is in nearby Woodstock VT. Signup is at 3PM EDT on June 19th and it will sell out quickly (record is under one hour) - go here for info and registration: <https://treffens.pca.org/>.



