

THE NOR'EASTER

NORTHEAST REGION PORSCHE CLUB OF AMERICA

JULY 2019



8 When Great Minds Think Alike, Great Things Happen
14 Is Our Sport Doomed?

— 2018 —

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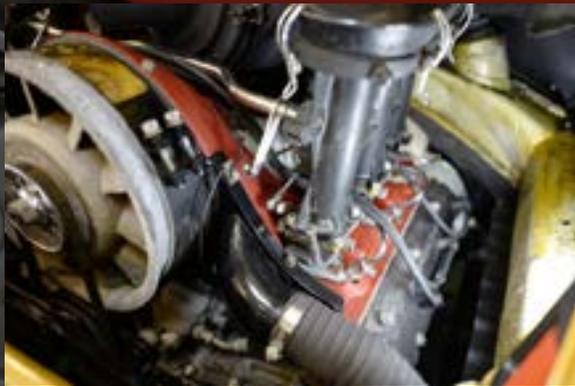
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Front and Back Covers



Lori Schutz presenting
Photo by Anker Berg-Sonne



Kermit is back autocrossing
Photo by Anker Berg-Sonne



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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

- | | |
|------------------------|--|
| 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

- | | |
|------------------------|--|
| 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 |
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- | | |
|-------------------|---|
| October 27 | NER Autocross #5 and Party sponsored by Herb Chambers Porsche |
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Social

- | | |
|----------------------|---|
| 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 |



RR1 car display with Bob Carlson Brian Redman Norbert Singer by Rich Chenet

WHEN GREAT MINDS THINK ALIKE

GREAT THINGS HAPPEN

LIKE PORSCHE’S RENNSPORT REUNION

STORY BY JOE RUSZ; PHOTOS BY RICH CHENET

Reprinted with permission from PCA Club Racing News

This is one of those “chicken or the egg” conundrums. As in, “which came first?” Was it the idea of Brian Redman, a Porsche racing icon whose vintage sports car racing association, Intercontinental Events, caught the attention of automotive enthusiasts when it staged the “Double Fifty Celebration,” an event honoring a half-century of Porsche racing and five decades of road racing at Watkins Glen? Or was it the brainchild of Bob Carlson, Porsche Cars North America’s innovative public relations manager, who couldn’t help but notice the drawing power of Porsche at both the “Double Fifty” and the Monterey Historic Races where Porsche was the featured marque in August 1998? The Porsche factory agreed to ship several racing cars from its museum to America for both of those events, and although I wasn’t in “the room where it happened,” to quote “Hamilton,” it’s safe to say that Carlson and Redman collaborated and, long story short, Rennsport Reunion was born.

Don’t bother looking up “Rennsport” in your German dictionary. The word is a neologism, a made-up name that essentially means “racing sport.” Porsche had been kicking



Bob Carlson closeup



RR1 with Brian and James Redman presenting Milt Minter lifetime achievement award by Rich Chenet

the word around for decades, attaching it to the numerical assignments of numerous variants, like Carrera RS, for example. It had a nice Teutonic ring to it, but it was also catchy and easy to master by foreigners like us. Suffice to say, "Reunion," spoke for itself.

As iconic as the name had become, back in 1998 when

the Rennsport idea was first pitched to the Porsche brass in Germany, you could have heard eyes roll. "Why would we ever want to do that," the bosses asked? Or words to that effect. But Carlson, a California newspaperman who moved into PR when he went to work for the late Al Holbert, then the head of Porsche Motorsports North America, would not be denied. "He begged, borrowed



RR1 presenting Bob Akin award by Rich Chenet



On THE ROAD

By Thos L. Bryant, thos@pcna.com

FAST CARS AND EMINENT MEN

IT SEEMS IT WAS THE ONLY WEEKEND OF THE summer that wasn't good-awful hot and humid in the East, and Editor-at-Large Joe Ruz and I were lucky to be at Lime Rock Park, Connecticut, for the inaugural Porsche Rennsport Reunion. Now, Joe, of course, has been Road & Track's Porsche-ophile ever since he bought his 911 in 1967, so he knew all the drivers and the cars that were gathered for this remarkable trip down memory lane.

The Rennsport Reunion was presented by Porsche Cars North America and by Brian Redman's Intercontinental Events, capably run by Brian himself and his son, James.

Porsche racing cars have been involved at Lime Rock Park ever since the track opened in the spring of 1957, so it was a fitting venue for this salute to all the great Porsche racing cars that have done battle around the world. The Co-Grand Marshals of the weekend were Fred Schwab, president of Porsche Cars North America, and publishing icon Leon Mandel of *AutoWeek* magazine.

Our weekend began with a scenic drive through the countryside in a Porsche Boxster S, concluding with our arrival at the track at midday.

The Rennsport Reunion drew racing greats Vic Elford and Hurley Haywood (below). In the bottom photo, Brian Redman (black car) has a conversation with other legendary drivers: David Murry, Elliott Forbes-Robinson, Derek Bell, Bob Akin and George Follmer (left to right).

on Friday where the festivities had already begun as revealed by the noise level.

Brian Redman had rounded up a fine group of Porsche's best drivers from the past, including six-time Le Mans winner Jacky Ickx, five-time Le Mans winner Derek Bell (now well known for his television racing commentary), Vic Elford, who won for Porsche at such places as the Nürburgring, Daytona and the Targa Florio, as well as setting a speed record down the Malabar Straight at Le Mans of 247 mph in a 917.

Also on hand was George Follmer, always a tough driver on the Can-Am and Trans-Am circuits, who managed in 1974 to fit in NASCAR, Formula 1 and Can-Am (second in points standings that season) successes. We also enjoyed the company of Hurley Haywood, five-time winner of the Daytona 24 Hour race and three-time Le Mans champion.

Porsche was delighted that Roger Penske agreed to come and drive a 917/30, a car that he managed to two Can-Am championship seasons with drivers George Follmer

in 1972 and then Mark Donohue in 1973. Plus we also got to revisit the driving talents of Elliott Forbes-Robinson, Milt Minter, Bob Garretson, Bruce Levens, Davy Jones, Tony Adamowicz and Bob Akin.

The swarm of racing Porsches was sensational to behold, with everything from 356s and 855s from the 1950s, to seemingly hundreds of 911s in every conceivable racing guise. Then there were as many 962s as you'd likely find anywhere, plus 906s, 968s, 910s, 917s, 935s and on and on. For anyone who has ever enjoyed the sights and sounds of Porsche racing, from old Speedsters like I used to see at the Cal Club races in Santa Barbara to Le Mans, Daytona and elsewhere, the Rennsport Reunion was a bundle of riches. Now the question is, when will it happen again, and where? It may be a couple of years away, but it will be worth your while to be there.



There may never have been a greater gathering of Porsche 956 and 962 racing cars in one place. On Sunday there was an informal cavalcade of Elegance on the main straight (above). Top right, Jacky Ickx and Derek Bell share memories of Le Mans.

Road and Track Thos Bryant article on first Rennsport

and stole from the budgets of every department at PCNA, to raise the seed money for Rennsport,” said a longtime acquaintance. Fortunately, PCNA’s president Fred Schwab backed Carlson, who also elicited support from the late Bob Snodgrass and Hurley Haywood of Brumos Racing, and on July 27, 2001, Rennsport Reunion sprang to life – at Lime Rock Park where some 15,000 spectators would stream through the gates in the course of the three-day-long event. While enjoying the sights and sounds of 300 vintage Porsche racing cars from 356s to 917/30s, fans also rubbed elbows with the legends who drove them – Redman, Haywood, Jacky Ickx, Derek Bell, Vic Elford, George Follmer, Bob Akin, David Murry, Elliott Forbes-Robinson, Milt Minter and Mike Keyser, to name more than a few, and even the engineers who built them, most notably, Norbert Singer, best remembered for Moby Dick,

his outrageous 935/78.

Roger Penske arrived late for the event, straight from a board of directors meeting at GE. When asked if he’d ever driven a 917/30, a car he was instrumental in developing, he said “no,” but that he’d like to. Told that he’d need a helmet and a driving suit, he promptly dispatched a colleague, who retrieved Roger’s racing gear from Penske’s limo. “I never go anywhere without it,” he reportedly said, before suiting up and climbing aboard the Sunoco Blue racer, one of two present that weekend.

Rennsport’s rich pageantry would continue, but not at Lime Rock. Although RR1 was an intimate clubby affair, the quaint Connecticut track, chosen in part because its East Coast location was relatively close to Europe and the Porsche factory. But it proved to be too small and too distant from major hotels and such. Plus the area’s archaic blue laws didn’t allow racing on Sunday.

Enter another East Coast circuit with an even richer history and legendary status: Daytona, which was certainly big enough and close to lodging, restaurants and a swell beach. Plus at Daytona, you could race on Sundays. Hell, you could even race around the clock! And the airport was literally right next door. Thanks to Carlson’s friendship with Jim France, NASCAR’s owner and son of the track’s founder, William “Big Bill” France Sr., a deal was struck for Daytona to host Rennsport Reunion in 2004.

The sprawling facility easily accommodated everything Porsche presented including more than 550 Porsche racing cars. Car owners loved Daytona where many housed their cars in enclosed garages. The drivers, liked it too, especially the hundreds of club racers who relished the thought of wheeling their Porsches around the Speedway’s legendary 3.56-mile road course. Unfortunately, the spectator base was thin (the crowd count at the Rolex 24 sports car race had always been a fraction of the Daytona 500’s NASCAR event), but even so, Rennsport III was held there. After that, however, the powers that be at Porsche started looking for a location that would better suit all of Rennsport’s needs. Reflecting on the reception Porsche received at the Monterey Historics in 1998, Porsche’s planners, which now included the marketing department, turned their



RR1 with Bob Carlson and Jacky Ickx by Rich Chenet

thoughts to Laguna Seca, a West Coast motorsports mecca in California, the heart of Porsche country.

Unfortunately, planning for Rennsport IV stalled after Carlson died in December 2008 after a long battle with cancer. Without Rennsport's captain at the tiller, four years passed before PCNA's PR director Bernd Harling convinced CEO Detlev von Platen to continue with, and build upon, the tradition that Bob had started. It all came together at Laguna Seca in mid-October 2011 when more than 35,000 Porsche enthusiasts gathered together to make RRIV the most successful reunion ever, or at least, up to that point. Comedian and consummate Porsche collector Jerry Seinfeld and retired Porsche engineer Norbert Singer served as co-grand marshals of the gala, which von Platen said, "exceeded our wildest expectations," and made Laguna Seca the obvious choice as the setting for the next Rennsport Reunion.

Celebrating the marque's successes at Le Mans, Porsche chose six-time winner Jacky Ickx and three-timer Hurley Haywood, who's also a five-time Daytona 24 Hours winner, to serve as co-grand marshals of Rennsport Reunion V. More than 320 Porsche racing cars competing

in seven classes provided the on-track action, but most of the 57,000-plus spectators simply enjoyed getting up close and personal with the hundreds of classic Porsche's racers on display in the paddock and in the infield – when not collecting autographs or shopping for Porsche-phernalia. And as if to underscore the popularity of the brand, 1,400 road-going Porsches of every type filled the PCA's Porsche Corral.

Obviously, Porsche had a winner on its hands, but what would the company do for an encore? Return to Laguna Seca, of course. In late September 2018, Rennsport VI became, for the first time, a four-day affair where more than 81,000 Porsche fans attended. Porsche owners and vintage racers collectively paid thousands of dollars to display and race their cars in front of thousands of other fans of the marque who were equally happy to pay thousands of dollars to see those cars and over-indulge themselves in all things Porsche. And that's what can happen when great minds think alike.



Joe Rusz 1967 911-IMG_2978.JPG

Ed: I've always enjoyed reading anything written by Joe, currently a senior editor for Porsche Panorama who also spent 42 years at Road & Track as Editor at Large and Porsche specialist.

You can read more from Joe on his website: "Joe Rusz at large" at www.JoeRusz.com.

It is a pleasure to have Joe as a fellow member of the Grand Prix Region and, unless he and Carolyn are off on a cruise somewhere (which happens quite often) you'll find Joe at our monthly Breakfast Meeting in Seal Beach.

I am so grateful to have this article from a renowned writer who was there from the beginning of Rennsport. There's just not another event like this anywhere, anytime!



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Is Our Sport Doomed?

by Ross Bentley

Reprinted with permission from Ross Bentley

As I travel around the country (and the world), I hear a lot of concerns:

- Our sport is greying – everyone in it is old, and eventually will die off!
- Young people have no interest in driving, so our sport is doomed.
- Autonomous cars will take over and we will never drive again.

A couple of years ago, I attended a Gridlife event at Mid-Ohio. I was there to lead various group debriefs and coaching sessions, to help the drivers perform better. At one point, I had a short break between sessions, so I went out and walked around the paddock. There, I noticed a fellow with a video camera grabbing some footage of the cool cars that were there and conducting short interviews with the participants. I also saw another person using his phone to capture some video. A few minutes later, my phone lit up with notifications from Facebook – there were a few new posts from the Gridlife event organizers. Two of the videos were posted, along with some text about the event; not long after that, I noticed comments such as, “Cool! I’m coming out tomorrow to check this out!” and “Hey, can I do that?”

At no point in time have I seen the same type of thing at a marque club event. Maybe it happens, but when I’m at an Audi, BMW, or Porsche club event, if I see someone in

the paddock, they’re usually complaining about not being able to attract young people to their events. But they’re not doing anything to actually attract them, to solve the problem.

I don’t mean that as a poke at the big three marque clubs, as I truly believe they’re the backbone of the HPDE/track day sport. And they’re run by some of the most knowledgeable and passionate people I know. But it’s easy to focus on the problem more than the solution (no different from driving, right?).

Could it be that there’s too much time being spent talking about the problem and not enough on the solution? Do we need to think more about how we can attract young, new drivers, and how we’ll keep them and less on the problem itself? And could it be that the way to attract young people to our sport is completely different from what it took to get the current participants started?

Could it also be that the basic format and content of our track events needs to morph into something that is more attractive to young people? For sure, part of the reason events like Gridlife are so successful is how they’re marketed. But could it also be that when young people come to these events, they love the varied content – HPDE, time attack, drifting, car shows, music, etc.? What if the car clubs added more variety, created a faster-paced event, made social sharing easier, and made it more welcoming to non-marque cars?

Some say that it's harder for young people to afford new Audis, BMWs, and Porsches. But what's wrong with VW Golfs, E30s, and Boxsters – all of which can be had at a reasonably affordable price. And why can't Miatas, Hondas, Ford Focuses, and older Mustangs be driven at these marque club events? What if the events encouraged cars like that? How would you feel if you showed up in a less-than-perfect Boxster, only to be met by a line of GT3s with guys standing around sharing stories of how they upgraded to the latest \$4,000 dampers? Is there a way to help drivers of less expensive cars feel welcome?

Do we need to be more marque-agnostic, focused more on driving, and less on what's being driven?

Speaking of feeling welcome, some event organizers do a better job of this than others. And this has nothing to do with the type of cars, club, or event, and everything to do with the culture. Interestingly, when I'm told by event organizers that they're open and welcoming, often that's the opposite of what I hear from participants. Is it possible that what they think they're doing does not match what the public thinks? What could be learned by stepping back and truly listening to their customers?

For sure, fewer young people are getting their licenses and driving than ever before. With technology connecting people, the need to meet in person is (arguably) less important. With ride share options readily available, why take on the expense of owning a car?

No doubt there is less of a need to drive in urban areas, but what about outside of the cities? There's as much of a need to drive there as ever before, so it's possible that event organizers need to consider that when targeting new drivers.

But let's think this through. To keep math simple, let's say that there were one million people turning sixteen the year that you did. Of that, 95% got their drivers' licenses, meaning that 950,000 16-year-olds were on the road the year you started driving.

Of that 950,000, 25% could care less about cars – they only drove because they had to and thought of cars as appliances. That's 237,500 16-year-olds driving what they considered no different from a fridge or microwave.

Of that 950,000, 60% looked at cars and driving as something that gave them freedom, allowing them to commute to work or school. But they were far from what we'd call "car people." That's 570,000 in that category.

Of the final 15%, some had a little more than a passing interest in cars, and some were serious "car people," like

you. If 5% of that 950,000 were "car people," that's 47,500. That doesn't sound unreasonable.

Based on the number of young people who buy my books, follow my social media channels, interact with me by email, talk to me at tracks, and those I see at events, I believe that same 5% is still into cars. The difference now is between the haves and have-nots – the car people and the non-car people. Whereas in the past, there were a lot of in-betweens (using my math above, there were 902,500), and now these people don't exist. But the same 5% (47,500) are out there, playing with cars, celebrating their freedom, wanting to get more involved with and enjoying driving.

For quite some time now, I've been taking an informal survey of what was the defining moment for people in our sport. I've asked hundreds of folk, "What made you a car person? Was there an Aha! moment, a defining instant that triggered your love of cars and driving?" I have no doubt that there's a car/driving gene in us. Not in 95% of people, but in us, the 5%. How else can you explain how two siblings raised in the same household, by the same parents, surrounded by the same experiences and many of the same friends can have two completely different views of cars? One falls in the cars-are-appliances category, while the other absolutely lights up with the simple mention of certain cars, drivers, tracks, and driving techniques.

There must be a car/driving gene in some people, and just because the world has changed does not mean that the gene has been removed from those people's DNA. Perhaps after many, many generations, evolution may gradually morph that gene into something else more useful. But that's hundreds, if not thousands of years from now, and I'm not too worried about that.

With the inevitable onslaught of autonomous vehicles, ride share services, and subscription ownership of vehicles, the days of driving our own personal cars on the road are numbered. Whether it will ever go away completely within our lifetime, I don't know, but it's likely to be greatly reduced (maybe about the time when many of us should actually stop driving due to age).

But just as the sport of horse riding boomed with the advent of the automobile, so will the sport of driving, as we drive less and less on the road. Driving cars on tracks will continue to grow, barring some unforeseen political or climate disaster (I'm not going there...). Motor sport (I deliberately separated those two words) – HPDE, autocross, track days, club racing, karting, time attack, rallycross, drag racing, oval track racing, motorcycle road racing... pick your favorite – will grow.

Our sport is not going away, and it's you and I who will ensure that's the case. We're going to continue to do what we love so much. And that 5% of young people who have the car gene will follow us. Sure, we're going to have change how we do things, but what's wrong with that?

Do we need to change our thinking to make it easier for young people to join our sport? Yes. Do we need to reevaluate how we run our events? You bet. Do we need to look at other ways to share what we love with them? Absolutely.

Is our sport doomed? Absolutely not!

Finally, here's my challenge to you: You know that kid who slows down to look at your car when they walk or ride their bike or skateboard by your house? You know that one relative who likes it when you talk about cars? You know that co-worker who seems to have an interest in cars? You know that kid who loves to go the indoor karting track? Go

out of your way to invite them into the "5% club." Offer to give them a ride in your car. Give them a subscription to Road & Track and/or Speed Secrets Weekly. Invite them to your next day at the track. Just talk to them about your love of cars and driving – and why you feel the way you do. Share your enthusiasm and passion for the sport. Infect them!

It will be easy to nod your head as you read the paragraph above and think, "Man, that's a good idea!" It will be a little more difficult to actually act on it. But go ahead and do the difficult thing. Who knows, maybe that 5% will someday be 6%.

- Ross Bentley

P.S. - I was looking around the internet for info on "kids falling in love with cars" and found this very cool short video: <https://youtu.be/RMiN8Fmxong>. Watch it!





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Editor's Corner

This month we have a couple of special treats for you: An article about the first Rennsport Reunion written by Joe Ruzs, initially published in PCA Club Racing News, and "Is Our Sport Doomed?" from Speed Secrets by Ross Bentley. If you into high performance driving and unfamiliar with either PCA Club Racing News or Speed Secrets, check them out.

Another treat is our first letter to the editor, Joe Cracco sent us his thoughts about the upcoming retreat announced in least month's issue of the NOR'EASTER. Thank you, Joe, very much appreciated.

Letters To The Editor

Joe Cracco:

I've read the latest Nor'Easter cover to cover (as I usually do) and found myself compelled to respond to the questions asked on page 47. Let me preface my thoughts by saying that I

- 1) am new to PCA as of last August
- 2) have been active in AutoX immediately after getting my Boxster last August
- 3) signed up for a number of DE's this year (and attended Lime Rock w/ NNJR)
- 4) had to cancel out of all my DE's and AutoX for 2019 b/c I was just a few weeks ago diagnosed w/ Leukemia
- 5) (For 15 years) have spent an inordinate number of hours volunteering as a board member and committee chair at the RI Builders Assn, Member of Hobie Fleet 448 and countless hours w/ remodeling colleagues across the country.

Why do I mention all that? So you know where I'm coming from at this point in my life. I can easily see myself being part of the Board at NER...just not right now. I care deeply about helping people and organizations become more effective and volunteer a lot of my time to that purpose

With that intro, I'd humbly like to share my thoughts re: the questions asked in the latest issue of the Nor'Easter.

- **Do we care about growth?** I'm too new and not active enough to address this question in any meaningful way, but would offer this. Growth for the sake of growth is rarely a good idea. I would suggest rather that PCA NER pay attention to overall numbers less than what demographic makes up that overall number. In the construction industry (what I know best), maintaining membership numbers meant the RI Bldrs Assn was headed for a cliff b/c old members would soon begin to retire out at an increasing rate while new members weren't joining at an equivalent rate. If that situation had not been anticipated...if it had only been exposed once it had become a problem, the ability to rectify it would have had us behind the 8-ball the entire time... and we may not have been able to recover. Instead, we got out in front of it. Our membership has held steady w/ slight growth in spite of large numbers of people/companies 'retiring out' because we made sure we were addressing the needs of the other existing members AND figuring out how to attract new (most often, younger) members. I'm not sure what the equivalent at PCA NER is, but there must be some similar dynamic. How do we find it and get in front of it? (Ironically, I was signed up for the June 15 autox with my daughter. It was to be her introduction to the PCA and AutoX. That had to be cancelled b/c of my recent diagnosis. We'll be back though). :D

- **What do we do when there are no more ICE cars?** No more ICE cars?! What?!!!!! All kidding aside, I

get it. Maybe the better question is, “how does NER PCA” best include non-ICE cars. We’re all one family of enthusiasts...regardless of whether you favor 4 cylinders, 6 or 8, turbo or NA, electrons or fossil fuel. At some point in the future, the question the board will offer up is likely to be, “ how do we best include the ICE cars?”. Right? My 2 cents.

- **Activities for 4-door vs sports cars?** Just from a casual reading of the reports from the regions in Panorama, I see that some regions have very much embraced their 4-door Porsche brethren. I read about off-road adventures exclusive to the Macan & Cayenne groups while others simply include all P-vehicles in all events. I have to believe one is far more likely to see a Panamera on a tour than at an autocross, but at the very least I think it isn’t in anyone’s best interest to place barricades where none exist now. In fact, probably, just the opposite is true. It’s up to PCE NER to actively reach out to include those who have found the Porsche brand so compelling that they have plunked their hard-earned \$ down to own one...regardless of the number of doors. Aside from those who may own a 4-door AND a 2-door Porsche, those who only own 4-door Porsche’s probably have a different set of priorities than the 2-door P-car crowd. I think it’s important to find out what those priorities are and to see how NER can best accommodate those into the fabric of NER.

- **How do we differentiate ourselves from other Porsche focused clubs?** I’m sure I don’t understand the nuances of this question, but my response would be that I think it isn’t important to differentiate ourselves. PCA strives to (and has) created a club for enthusiasts based around one car mark. Being a member of this national (international, actually) club is important only in that the scale of the club allows it certain power and privileges that smaller individual clubs couldn’t possibly attain. But on the ‘human scale’... day to day...the PCA is too big to be of use to us on the regional level. Therein lies the *raison d’être* of the regional club. The regional club is a size we can relate to. It’s geographically appropriate for our everyday-lives. Regional club events are easy enough to get to because the regional club covers a smaller geographic area and therefore, people are more likely to attend the events. The membership numbers for a regional club (rather than in the 10’s of thousands at the national level) are just in the low thousands...and that means that by attending regional events, there’s a very real probability that we’ll begin to see familiar faces...and that means the people who do show up are likely to become and stay engaged.

- **In summary:** I don’t think we need to be different from other regional clubs. Just being a regional club serves the purpose of bringing a huge national club down to a human scale...and that translates to more member involvement/activity.

I sincerely hope that I haven’t bored you to tears and I equally hope that you (and whomever else this should be viewed by) can readily see that I do sincerely care about helping the PCA NER think about its future. I, for one, would like to see it continue successfully into the future.

Kind regards,

Joe

Ed: Dear Joe,

Thank you very much for your thoughtful comments about the topics we will discuss at our retreat. They will be considered at the retreat together with any other feedback that we may receive from our membership.

We wish you the best of luck with your treatment for leukemia!

To the rest of our readers: We would love to hear from you!

The NER board.

The Long & Winding Road

- Bill Seymour, NER President



Finally the floodgates have opened and there is no shortage of fodder for my column. But before I lose my faithful reader to boredom, let me again remind you to sign up for the second annual NER Summer Party. The first year was great and this will be even better: Wachusett Mountain on July 28th. Things for kids include games, races and facepainting; things for adults include games, races and facepainting (I was rocking a lightning bolt last year). A solid BBQ lunch, fantastic craft beer selection, chair lift rides with a view of Boston. How about a People's Choice Concours? Kristin's Death Bike Autocross. A Cornhole Contest! T-shirts! A bluegrass band! Need I go on? And for you newer members with a Macan or a Cayenne or a Panamera – come on up and meet your fellow Porsche lovers. Sign up [here](#).

So back to driving shenanigans. We'll start with the bad news. The 914-6 that I share with Dave spun a bearing and is out of action for the season. So I needed a new ride. After some consideration I decided on a Porsche 936 like the one that won Le Mans in 1976. Unfortunately I couldn't find one in my price range but I did discover something nearby and within my modest budget. Aside from the Porsche brand and 435 fewer horsepower I doubt most

people could tell the difference. Compare the pictures and I'm sure you will agree. The purchase process was a great example of the "it's the people, not just the cars" aspect of our club. While I was buying the car from a private owner, it lived at a race shop in New Hampshire. I made an offer to buy it if I liked it (but would pay for a track day prep if I didn't) so drove up to NH with my trailer and a check on the Wednesday night before the Palmer DE. I accepted the gracious hospitality of NCR member Tony Iorfino for a nice pasta dinner and a free bed. In the morning I went to the shop to discover that they had already put my name of the car ("I'm sure you'll love it" – good marketing, eh?). I checked it over and was fitted to it (seat doesn't move, pedals do) then went to the Tamworth track where, courtesy of NCR member Ned Vadakin, I was allowed on track. I loved it. Into the trailer, home for dinner then off to Palmer the following morning.



Porsche 936



Not quite a Porsche 936

The Palmer DE was blessed with perfect weather and the combination of my new car and a competent, pleasant student made for a great weekend. The frosting on the cake was the Saturday night social featuring Lori Schutz as speaker (see reports elsewhere for full details). And Lori had nice things to say about us: "Thank you again for a fantastic weekend! I had a great time riding with so many

great drivers in wonderful cars. Learning a new track and a bit of instructing to boot! You have a marvelous group and the event was very well executed. Oh, and I forgot to mention, that \$200.00 has been donated to the Komen Foundation for my 3-Day 60 Mile walk in October from the proceeds of book sales from the weekend!”

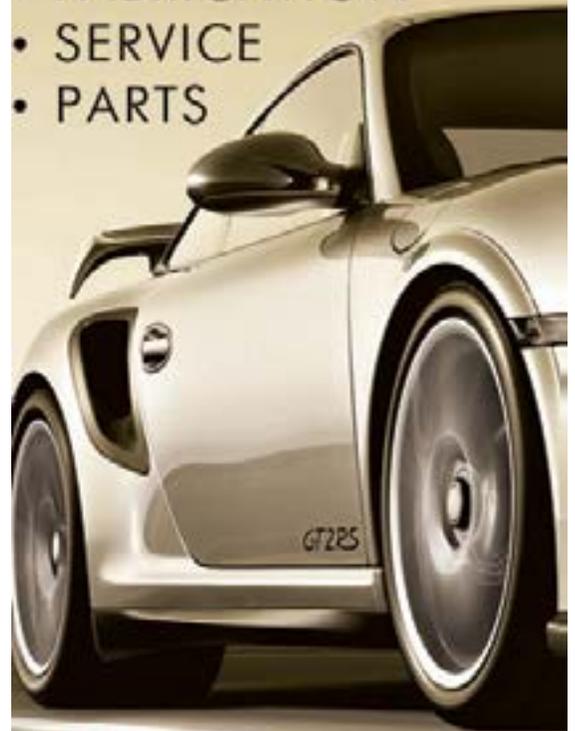
But there was no rest for the weary as the following weekend was an American Endurance Racing event, also at Palmer, but going the more usual counter-clockwise direction. The Jamaican Bakin’ team brought the sometimes-less-than-reliable BMW, just back from the dyno with a new cylinder head. Despite a bit of over-enthusiasm in qualifying by teammate Berman (you are classed by fastest lap – and we would never sandbag!) we were put into Class 1 (slowest) for the 9 hour Saturday race where we proceeded to trade the lead with a nicely driven Volvo turbo. Sadly (not!) the Volvo had troubles and we cruised to a win – our first in AER. As a result of our success we were moved up Class 2 for the Sunday race. Our protestations were ignored, as it turned out appropriately so. Chip unfortunately was sent out to start the race without having the window net in place and he had to come in on the pace lap to have it put up. Starting half a lap behind apparently set his hair on fire and he proceeded to run down the rest of the Class and get into first place before the end of his driver shift. So much for complaining about being in Class 2. Then the rains came – it poured and there were rivers across the track that made the car hydroplane. There were quite a few incidents and a few damaged cars but we had only one harmless off-track episode and held on for a second place finish. We were wet and tired but pleased. Next event is a bracket race at Thompson on June 29th.

And on a social note, a lot of my PCA friends attended our annual family summer party. In particular, Scruffy and Susan arrived in a brace of GT3’s (brand new lime green RS and a chartreuse non-RS). Nice bookends for my driveway! Why didn’t I take a picture? Thanks to them and the others who participated.

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Easy Fixes

The best part about old cars is the fact that they are so simple. A little gas, a little spark and off you go. There are no computers or fancy electronics. If something doesn't work you just take it apart and clean it or replace it and problem is solved.

The engine in the Speedster has been giving steady service since 1999 and has only been out once in twenty years to replace a clutch disc. There seemed to be enough power but there were some oil leaks in the engine compartment and a fresh engine would solve all those problems. With a Helen, GA trip planned for Sept I figured I'd plug in another engine that my friend George Nelson had put his hand on. With no drips or leaks and a little more grunt it might even keep up with my brother's 1884 cc rocket engine that he installed in his Speedster last year.

The only problem I encountered was pulling the old one out. It just didn't want to come out, I wonder why? I really do think these cars get attached to their parts and pieces and don't want to give them up. Usually I just unhook the wires, take off four nuts and it falls on the floor. Not this time. After a bit of pulling and pushing it gave up and came out.

The new engine dropped right in and looked at home except for a couple of things. The coil was blue and for that year (1958) should be black. I pulled the coil out, taped it off and rattle canned it with some Ace Hardware paint. Easy fix. Done.

The oil filter should have been orange and the new engine had the later silver canister. Rather than take it all apart and paint it I just swapped it with the correct colored version that was on the engine I pulled out. Easy fix.



I started it up and everything sounded great but I noticed oil dripping from the bottom of the filter canister. I hadn't seen that when the silver canister was in place, maybe I didn't look close enough. No problem, I just tightened the fitting but it still dripped. I took the oil line off and put on a new one but it still dripped. I took the orange filter out to inspect and discovered that there was a crack in the small connector where the oil line attached. In all these years I have never seen one crack but there it was and needed replacing.

I went to the other engine, pulled the fitting off the silver canister, installed it and problem solved. Easy fix.



I do have an electric tachometer in the '72 911 and it had started to give bad readings last Fall. Sometimes it would be pretty steady but many times it was just waving at me.



I have located a new gauge repair shop in Virginia so that I don't have to send broken gauges to the left coast. His repair and restoration prices are good and his turnaround time is only two weeks. I was going to pull it out last winter and send it down but never got to it. The car was running well but every now and then would hiccup. Sort of like an ignition short where someone just turned off the key and turned it back on immediately. It took less than a second and couldn't be predicted and I thought it might be related to the tach problem. I just unplugged the wire that went to the tach thinking that the if it had a short inside, that would stop power to the points (remember those?) and that would cause a hiccup. That wasn't it. Going to a Cars and Coffee last month the hiccups got worse so I pulled the distributor cap off when I got home determined to find the problem. Turned out that the points were not opening at all. I'm not sure how the car ran as well as it did. They are the same as a 356 so I had a set handy. All I needed to do was set the gap on the points to the thickness of a match book cover (remember matchbooks?) and the hiccup was gone. I thought about where the tach signal came from and decided to plug the tach lead back into the distributor wire the next day (I had to think about it overnight) and now the tach works perfectly. Easy fix.

With the Autocross season close it was time to do an oil change on the 911. I also needed to find the source of an oil leak that was coming from the side mounted oil tank. It had been dripping for a number of years but oil is cheap and it was only a few drips. Besides I had a small pizza pan that I put under the tank when I parked it that caught the drips. I had only run over the pan a few times when I

forgot to remove it. To check the drain plug gasket I had to drain the tank and with only a few thousand miles on it I didn't want to throw away good Mobil 1. Sure enough, the copper gasket had a ding in it and a new one (\$.28) solved the problem. I should've done that two years ago. Easy fix.

A few years ago a '64 356C coupe that had followed me home was becoming hard to shift and the gears were hard to find. Third gear in these Tubs has always been a long throw but the reach was up under the glove compartment. The transmissions in these old cars are strong but the linkage has plastic bushings that eventually fall apart. Pulling out the gear shift base found the first plastic ball socket in three pieces and the second bushing that goes around the rod missing entirely. Actually there were pieces laying on the center tunnel floor.

A quick call to one of the many 356 vendors and both bushings were on their way for less than \$20. I popped them in after dinner one night and the shifting was as good as new. Easy fix.

These little four cylinder engines are pretty sturdy but because of tolerances, they need to be put together carefully. A good friend rebuilt the original engine for the Puddle Jumper ('59 356A sunroof coupe) out in AZ and shipped it back East last year. I finally got around to installing it but there was a lot of pressure in the crankcase that didn't get better as the piston rings seated so I pulled it out to take a look. Pressure in the crankcase causes oil vapor to be pushed out of the breather pipe and makes a mess on the back of the car while driving. That engine came out easily and after pulling the heads off the problem was found.

Turned out that the clips that hold the wrist pins in place (I think I just lost half of my readers - let me know) either didn't get installed or dropped out. In fairness, I did find clip pieces inside the pin. That allowed the pins to move back and forth putting a really nice groove inside the barrel.



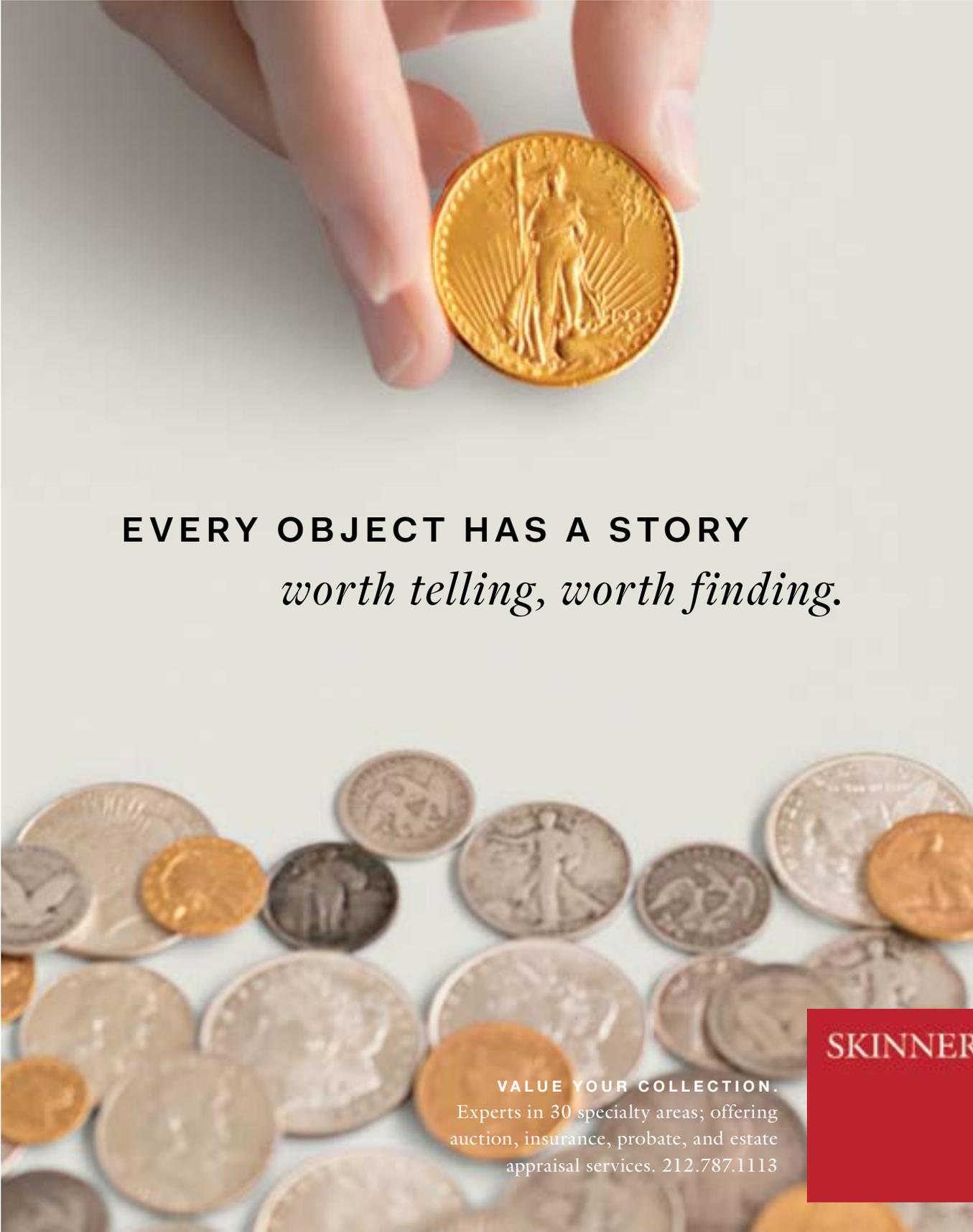


The groove let the pressure from the chamber above to escape and instead of providing power to move the car it pressurized the crankcase forcing oil vapor out the breather. The poor car looked like it was panting at idle. A new barrel and new clips solved the problem. That was a bigger job than most but still an easy fix.

Another 356 owner called to say that his newly rebuilt transmission was giving him trouble. Seemed that first gear wasn't always in the same place and it was hard to find second gear at times. That sounded like the linkage was moving around on him so I suggested that he take the cover plate off behind the back seat and see if the locking pin was firmly in place. A quick look found that the pin had not been tightened when he put the transmission back in and with a wrench and a little Lock-tight it was good as new. Easy fix.

It's too bad that other automotive problems aren't as easy to fix but with more complicated cars come more complicated repairs. I suppose that it's worth it but knowing how simple things used to be sure looks good now. Trouble is that when you start that "back in my day..." sentence the younger generations stop listening. We'll just keep it as our little secret.

KTF



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BACK TO BASICS

Anker Berg-Sonne,
VP of Communications

Autocross



Now that the Autocross season finally started I have some (hopefully) interesting stuff to write about.

My first DE of this season was NCR AX #3. Not much to write about it. I was clearly rusty and I knew the car needed an alignment. It was fun, however, as AXs always are, but I didn't learn much other than I still have a ways to go before I am in contention for the top spots, and that the car really needed an alignment. I had tried to get the alignment in advance of the AX, but my mechanic was busy that week, so it went in the Monday after this AX.

The alignment was a disappointment. I had asked for an AX one, with enough camber both front and rear to prevent excessive wear on my RE-71Rs outside edges, and reduced toe-in to help the front wheel grip in turns. Unfortunately he ended up giving it a factory alignment, which is fine for street driving, but sub-optimal for AX and DE use. On the other hand, the car was really badly out of alignment, so even the street alignment was an improvement.

I also had the tires flipped, so the almost pristine inside edges became outsides.

NER AX #1 was much more interesting. My friend Chris was co-driving with me. Chris had dodged coming to autocrosses after beating me at the 2018 NER AX #1. This gave him a whole year to gloat over beating me in my own car.

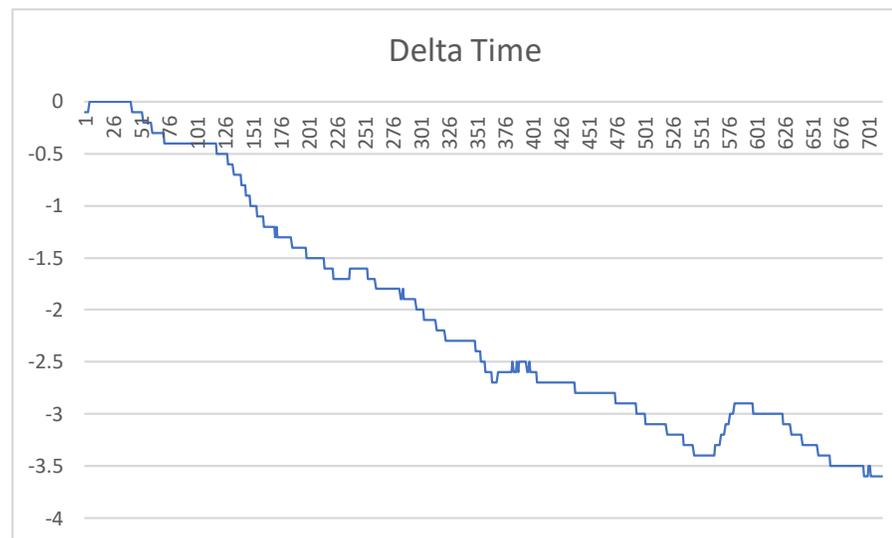
Co-driving with Chris is really useful. I record every run with my GoPro, and I log every run with my home made data logger. After the fact I can compare his and my runs. They help identifying exactly where I do better than him and learn from where he does better than me.

To my delight I beat Chris, so now its my turn to gloat.

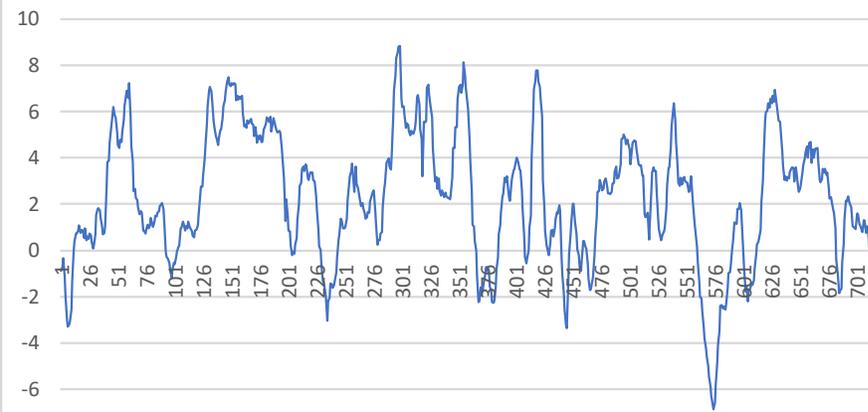
Going off on a tangent: I am privileged to be allowed to use my Nikon D850 and 200-500mm lens to take pictures at our events instead of replacing cones. I am also allowed to switch run groups between morning and afternoon so I can take pictures of every car in the event. I often wonder whether this work is valued by the rest of the participants, but at least I add to the library of pictures that I can use for the NOR'EASTER. If you do value this photography, please let me know, it is more work than you probably suspect. I try to capture pictures of every car for your enjoyment.

So here's some data from Chris' and my best runs. My logger and its accompanying software produce csv files that can be loaded into Excel for graphing and plotting tracks on Google Maps.

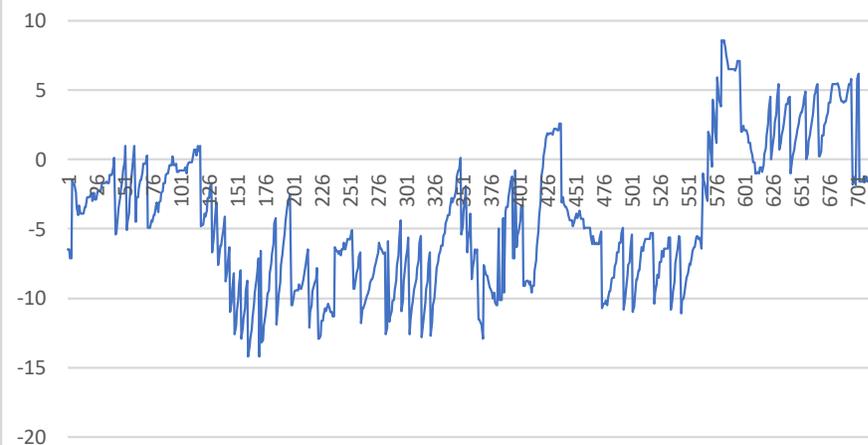
The first chart shows the difference between Chris' and my run times as we drive through the course.



Delta Speed



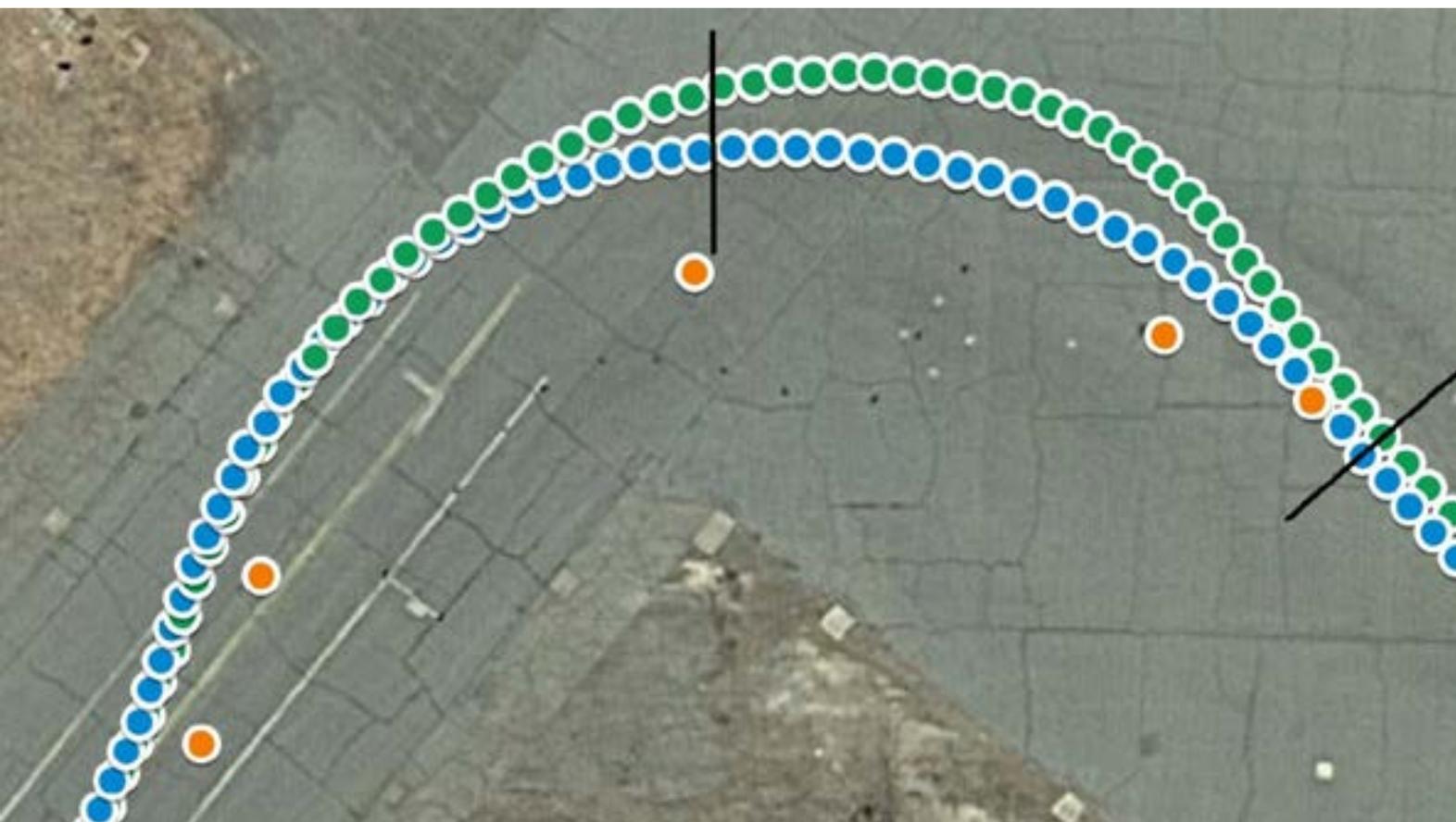
Delta Distance



The X axis is points along the course and the Y axis is the difference between Chris' and my time. So I am faster through most of the course, but there is an interesting interval between point 560 and point 587 where he gains almost $\frac{1}{2}$ a second on me. Each point corresponds to approximately $\frac{1}{10}$ of a second, so this is a big gain in a short time. Let's look at where this is on the course.

Loading the tracks into Google Maps gives the answer. But first a quick comment about GPS accuracy. GPS positions are very reproducible over short (minutes) periods of time, but drift over longer periods (hours), so the relative positions of cones and tracs recorded at different points in time may be offset by several feet.

The range where Chris gained on me is between the two black lines. The green dots are my track and the blue ones are Chris's. The orange dots are critical cone positions. The dots in each track are spaced approximately $\frac{1}{10}$ of a second apart. Chris did better than me because he took a shorter track and kept a constant turning radius. I took a wider track, but a decreasing radius that forced me to slow down half-way through the sweeper. Amazing that almost $\frac{1}{2}$ second can be lost in such a short space. Our entry and exit speeds are almost identical.



Chris' (blue) and my (green) tracks through the section where I lost time to him.

The overall conclusion I can make from the charts is that I drove it faster than Chris (except for the mistake we looked at), and we drove approximately the same distance, except for two segments, one where I took a shorter path and again the one we just looked at. I could dig deeper into this, but I'm going to move to the next AX I ran a week later. This time it was with a different club, NE-SVT. Their course designer, Frank Bayliss is the husband of one of my wife's friends and is also a terrific driver. He offered to drive my car, so this time I am able to compare a much better driver with myself, driving the same car.

A very different story.

Frank and I drove almost the same speed, Frank a tad faster. But he drove a much tighter course, and as a result, he completed it almost 5 seconds faster than me. It gets really interesting looking at the tracks we took (facing page).

Frank is the green track and I am the blue. The orange dots are not cone positions, but ideal car positions right next to the cones. I find it really striking that I turn much later than Frank and go much wider, as a result of being late. That's pretty much consistent across the board.

Pretty obvious what I need to work on.

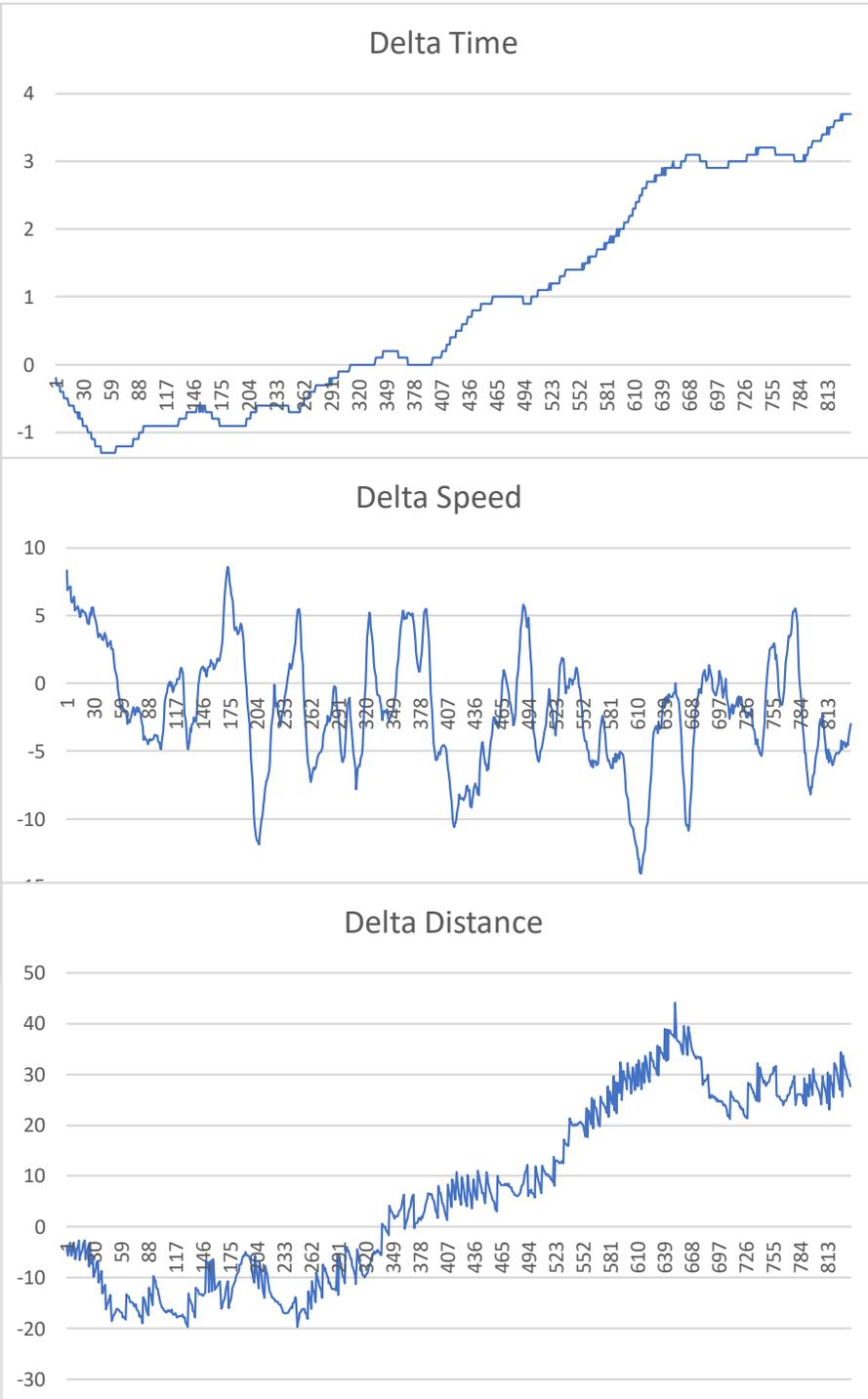
Next week I have signed up for EVO school stage 1. I believe this knowledge will be really useful there.

Another thing I have done is ordering a Telhulzen2-wheel alignment system. With that I'll be able to check my alignment, and if I feel brave, set it myself. At a minimum I'll be able to determine when it is off.

I am really happy with the data logger hardware. It is reliable, records useful data and works completely hands-off during the autocross. Best of all, I don't have to remember to start it before a run and turn it off later.

I am still working on the analysis software. Ultimately I want to eliminate the need to use Excel and Google Maps. Most recently I have made the data import from the logger a one-step operation. Just click on a button, select the source (the micro SD card from the logger) and the destination, and that's it.

What's slowing me down is all the other things that keep me busy.





Frank's (green) and my (blue) tracks through part of the course.



Gas 'N Go

Don Kelly
Treasurer

Euro Vacation: The Autobahn

We are fortunate in that our daughter-in-law is from Germany (and is a great daughter-in-law), and as a result has afforded us the opportunity to travel there on several occasions to celebrate various occasions with our German family. Our travels are not a typical tourist experience, but a true immersion into the German family/village culture. I have noted over time that many of my NER friends possess a near encyclopedic knowledge of all things Porsche. I unfortunately do not have that breadth of knowledge, or at least not yet, and so struggle to write about related topics. What I do have is a collection of experiences and fond memories of our travels to Germany.

For this column I thought I might share some thoughts about the Autobahn. When much younger I can recall chatting with pals about how cool it would be to have a fast car and to “just rip” on the Autobahn. The fascination of no speed limits was almost inconceivable.

On our first German trip we flew to Frankfurt and needed to travel about two hours south to the Rheinau region, a collection of about seven small villages in a rural agricultural area about ten minutes from the French border at the edge of the Black Forest. This was my introduction to the Autobahn. It sort of just looked like a multi-lane highway, although in very good condition. I didn't know what I expected it to look like, but it just looked like a highway to me, and the speed of traffic was seemingly not much different than home. Within a short time some things became evident. Drivers played by the rules. All traffic remained in the far right lane unless passing upon which the faster vehicle moved one lane to the left to pass and return to the right when complete. All trucks and autos with

trailers remained always in the right lane. I was driving a very fuel efficient, very low powered micro Mercedes, a model that I have never seen before. At a point when I had built up enough momentum to pass an even slower car, I moved one lane to the left to make the pass. In the rear view mirror I viewed a couple of small objects in the far left fast lane, then not so small, then flying by at some unbelievable velocity. Whoa, a Porsche and Audi having some high speed fun! Okay, now I got it, that lane can be serious business. I moved my little pea-shooter back into the right lane and pretty much stayed there. Boy, those guys were moving!

So having done a bit of research I have found that the Autobahn is not a road, but a federally managed highway system consisting of numerous highways, not unlike



the United States Federal Highway System. While it is true that there are sections with no speed limits, about 70% of the system, there is an advisory speed limit (Richtgeschwindigkeit) of 130 kilometers or about 81 mph. It is not unlawful to exceed this limit, but if an accident occurs liability may be increased if the speed was in excess of the advisory. The roadway was designed for a top speed of 160 km/hr. or about 99 mph (93mph in turns) in the flat country, less in the hilly terrain. The remaining 30% is subject to speed limits.

Interestingly, sections of the Autobahn were used for high speed records by the Grand Prix Teams of Mercedes-Benz and Auto Union. A world record of 432 km/hr. or 268 mph was set in the 1930s by Rudolf Caricciola, a champion race driver that raced for Mercedes-Benz in the original “Silver Arrow” period.

Here are some thoughts of mine. Wouldn't it be wonderful if here at home slow cars would stay in the slow lanes? Wouldn't it be terrific if drivers played by the rules? One of my pet peeves is about drivers that maintain a solid 50 mph while the flow of traffic is 75 mph. How about the three wide scenario? The scene where three cars side-by-



side all maintain the exact same speed blocking all traffic behind. Might be time to book a trip to Germany!

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VIP's - Very Important Porschephiles

New members as of July 1st, 2019

Mark Barrett

Andover, MA
2016 Panamera 4

Louis Bertocci

Winchester, MA
2003 911 Carrera 4S

Tom Cassidy

Rockport, MA

Christine DiStasio

Braintree, MA
2017 911 Carrera 4S
Cabriolet

Ann Fagan

Briarcliff Manor, NY

Michael Gaitsgory

Needham Heights, MA
2019 718 Cayman Silver GT

Jay Gaudette

Lanesboro, MA
1999 911 Carrera

Peter Geldmacher

Westport, MA
2013 Boxster S

Jack Hope

North Kingstown, RI
1978 911 SC Targa

Joel Johnson

Wethersfield, CT
2015 Cayman S
2011 911 Carrera GTS

Ron Kahn

Newton, MA
1985 944

John Kates

Spencer, MA
1987 944

Thomas Larsen

Weston, MA
1957 356 Speedster

Kevin Lu

Chestnut Hill, MA
2017 Cayman S

John Mariano

Norwell, MA
2017 Cayenne

Sarah Monaco

Dover, MA
2017 911 Carrera 4S

Michael Owens

Dorchester, MA
2018 Cayenne

Doug Payne

Holliston, MA
1999 911 Carrera

Luis Rivera

E.Bridgewater, MA
1983 944

Edward Thaute

Scituate, MA
2017 911 Carrera GT

Ronald Tomlinson

Sudbury, MA
2006 Boxster S

Michael Velsmid

Allston, MA
2002 Boxster S

Edmond Wong

Somerville, MA
2013 Cayenne Turbo

Richard Wulf

Hingham, MA
2016 Boxster

Michael Yoon

Boston, MA
2001 911 Carrera 4

49 Years

John Howatt

42 Years

Janet Foster

Samuel Foster

40 years

Denice Orr

Eduardo Tolentino

Rosemarie Tolentino

Anniversaries



July 2019

30 Years

Barbara Greenhalgh

Richard Greenhalgh

25 Years

Greg Wager

Louise Wager

20 Years

Paul Antrop

Elizabeth Dobbins

Ephraim Dobbins

Judy Elkin-Michel

Maureen McCarthy

Frederick Michel

Frank Simmons

Eva Todd

William Todd

15 Years

Margaret Boyer

Richard Boyer

Jeremiah Coholan

Megan Coholan

William Putnam

Gail Riley

10 years

Eric Dahlberg

David Harrison

David Hunter

Kathy Hunter

Wendy McFarland

Vincent Russo

Reid Van Gorder

5 Years

Cazum Azmat

Wayne Azmat

Jason Bachand

Ron Bachand

Jaime Barnes

Vincent de la Mar

Alex Grilli

Pamela Howitt

Steven Howitt

David Issler

William Kenyon

Randy Koopman

Dan Lee

Julie Lind

James Nooney

Jeff Peters

MaryAnn Piemonte

Vincent Piemonte

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

June 2019 Board Meeting Minutes

Although the meeting was brief in anticipation of game 7 of the Stanley Cup finals, the board enjoyed languishing over a delicious Italian buffet hosted by President Bill Seymour and First Lady Rosemary Driscoll. Thank you for the enjoyable meal and the side by side comparison of cheese curls.

In attendance were:

Kristin Larson – Past President
Bill Seymour – President
Robert Jacobsen – VP Administration
Anker Berg-Sonne – VP Communications
Paul Skinner – VP Driving Events
Don Kelly – Treasurer
Lisa Davis – Secretary
Jerome Gangitano – Membership – by phone
Stan Corbett – DE Registration
Alan Davis – NER Member

The board reviewed the following action items:

- VP of Administration Robert Jacobsen spoke of the upcoming NER summer party on July 28th. An event page has been added to our Facebook group. Robert, as well as Steve and Lori James, have surveyed the area at Mount Wachusett and volunteers are being contacted. There will be an upcoming meeting slated for Thursday, June 13th.
- The design for the 60th Anniversary summer party t-shirts has been completed and the t-shirts will be available to order with the summer party sign-up.
- Board members are still working on coordinating with notable club members to be interviewed as part of our 60th Anniversary. As of this posting, there will not be

an interview in the July issue of the NOR'ESTER, due to scheduling issues.

- The Advertising/Sponsor Committee proposed to meet in early July to define the format of future Ad/Sponsor packages.
- The board also reviewed the previously determined board member collaborators to help update NER Board job descriptions. The first drafts for board members and chairs are due July 1st. It was noted that several job descriptions have been received by the Secretary, Lisa Davis.
- Preliminary work about future goals for the club is still to be done. It was initially decided to talk to the members, create a membership survey, synthesize the feedback, and hold a retreat.

DE Club Registrar Stan Corbett notified the board that garage space is now available for the Watkins Glen DE. He will send out an email blast to all those registered, as well as a separate email link to the summer party information.

VP of Administration Robert Jacobsen and the board spoke of recruiting new membership at the summer party. Those who are not members will be able to sign up by emailing Robert. Robert also noted that the 24 Hours of LeMans Kick-Off Cars and Coffee is slated for July 15th at The Newport Car Museum.

The board approved the Treasurer's Report. Treasurer Don Kelly said the club is doing well monetarily.

VP of Communications Anker Berg-Sonne reviewed the length of time it takes to put the NOR'EASTER together and the board went over the review matrix and deadlines. The board proposed asking contributors to include captions

with pictures.

In new business:

- The board approved the creation of a 60th Anniversary pin to be given out to all Annual Gala attendees.
- President Bill Seymour was elected as chairperson of the nominating committee for the end of year elections. The chairperson will appoint two club members, not on the board, to serve as committee members.
- The board expressed thanks to former board secretary Alan Donkin for setting up the NER Apparel Store <https://pcaner.qbstores.com/> and to Anker Berg-Sonne for a great June NOR'EASTER.

The next board meeting is Wednesday, July 10th and hosted by Anker Berg-Sonne.

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
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Treasurer: Don Kelly
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Secretary: Lisa Davis
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Membership: Jerome Gangitano
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Past President: Kristin Larson
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Zone 1 Rep: Mike Bryan
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Committee Chairs

Autocross Chair: Chris Ryan
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Autocross Registration: Jeff Johnson
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Concours d'Elegance: David Melchar
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DE Registration: Stan Corbett
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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: 1975

Affiliate members: 1049

Total members: 3024



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Palmer DE Report

On behalf of the entire Northeast Region Driver Education Team – our combined thanks to each and all of you for another incredibly successful D.E. event! Given the magical weather for all 3 days, it's not surprising those who drove Friday were a bit exhausted as the weekend days unfolded – as there was an incredible amount of drive time for all. And to KMC, this DE Event Sponsor? Just – well – simply – Thank You Tim and crew!

A couple of “Notable Notes Worth Noting” over the three days include, of course, our guest and speaker (and driver, and instructor, and book-signer, and paddock celebrity, and Zone 4 Rep (actually, I have no idea where Zone 4 is?), and – I could go on...) - Lori Shutz. What terrific insight and personal stories that occurred in Porsche's history during the time when many of us were beginning our personal passion for the marque. After being audience to her presentation, Lori's Dad is one of those who returned to PAG all those things that we treasure so much about both the brand and the larger Porsche community as it exists today. A wonderful tribute to those things we love about this thing called “Porsche” so many of us are so passionate about. Thank you Lori for sharing those stories at such a personal level. And no less a huge “shout out” to the NER DE Social Team – Judi & Pam – who made all the “moving parts” magically “come together” with their incredible attention to detail and planning skills. Ladies – all of you are “aces” in our collective books. Simply, Thank You!

Another notable note: YIKES!! Standing room only at the Friday Classroom was outstanding with a healthy exchange of ideas, lines and driving attitudes that clearly

demonstrates the importance of on-going education and sharing of the “driver knowledge database”. That's to all of you credit – and a special thanks to Lee, Ron and others for leading those discussions. While I appear to be the brunt of many “inside jokes” (“rolling chicane, slow line, driving at the pace of a flock of turkeys,” (yes, I noted all of them ;)) – I suppose they do provide a bit of humor for the rest of you, But, I have a long memory and I will & can get even at the most inappropriate time – and typically in public when it's least expected. Just sayin'... (Like Lee's “wedding announcement” at the drivers meeting ;) Seriously - congrats buddy!!!).

To that point about the importance of on-going education – a huge thank you to Novice Driver Development led by Ed Mansing and including Lee and Tom. The Novice classrooms are fun and fact-filled – and if you have been in Green and Yellow for several events, they may appear repetitive – but, please remember, the topics must be repeated, as many drivers are just starting out and need to understand that same information which you have heard before. For that, at any NER Event, you are always welcome to attend ANY general class for ANY Blue/White/Black group as this Region strongly believes your driving education doesn't just occur “in the drivers seat”.

To all the Instructors – you know who you are - another stunningly outstanding event. Kudos to Dave, Charlie and Tom (NER C.I.s) and all instructors for escalating the Instructor at Large program to include Blue, White, Black and even Red drivers into the fold! And on that note...

CONGRATULATIONS are in order to the following

drivers: Promoted from Green to Yellow - Rob White, Alex Chan, Arnaud Lessard, Ken Wisdom & James Wang! Promoted from Yellow to Blue Solo: Robert Puffer, Roger Dumas, Anthony Romano, Graham LaBossiere & Bob Binder! And, promoted from Blue to White: Robert Hollis & Rowland Morin! Well done by each and all...! As most know – we do not promote drivers terribly easily so when we do, we know each one has earned that promotion “the hard way”. In short – “they’ve earned it” through their hard work and dedication to understanding the principles and philosophy we espouse in the NER DE Program.

Finally – I want to add this personal thought: At the conclusion of every event – Adam, Stan and myself always receive the thanks and congratulations of a tremendous number of attendees, for which we are especially grateful – BUT – it’s not just the three of us. Rather, those thanks are extended to the NER DE Team, who really does the “heavy lifting” well before arriving at track... And too...

To each and every driver, participant and guest. Whether this was your “first” NER DE or not; and whether you are a member of the Northeast Region or from another region

altogether – please know you are now and will always be considered a key part of the NER Driver Education Community. So rather, our thanks right back to you for supporting both our events and program. The NER DE events and community continues to exceed our wildest expectations for success, community and popularity and our success is to your combined credit - certainly not ours individually.

Our thanks again for making this another wonderful and memorable Northeast Region PCA Driver Education event.

We hope to see you soon at yet another,

John, Adam

and on behalf of the entire Northeast Region Driver Education Team



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Lori Schutz visits NER-PCA Palmer DE event

By Paul Skinner

Images by Paul Skinner and Anker Berg-Sonne

During our recent DE event at Palmer Motorsport Park we were honored with a visit from Lori Schutz, the daughter of Peter Schutz. For those of you who may not be familiar with him, Peter Schutz was the CEO of Porsche AG from 1981 to 1987. Peter was instrumental in turning around Porsche AG during early 1980s and is credited with saving the 911, as well as increasing the sales of Porsches in the US. Lori shared with us the success stories of her late father at Porsche AG and copies of Peter's book, "The Driving Force" (\$200 going to the Komen Foundation). Lori delivered a riveting presentation with stories that provided us all with an inside look at how some of the many innovations at Porsche came about.

With too many interesting stories to recap here, one of the highlights was her telling of the famous story of Peter attending a production meeting and upon seeing that the 911 production was ending by 1981, he picked up a marker and drew a line across the chart, around the room and then out the door. He then walked back in the room and said "Am I clear?", thus ensuring the future of the 911 and setting the path for the cars we know and love today.

Beyond the stories about the Porsche factory, Porsche Racing and a number of high-profile customers, Ralph Lauren and Don Johnson among them, was the personal account of Peter's relationship with Sheila, his wife of 37 years.. Theirs was more than just a marriage. It was a partnership with Peter as the CEO and his wife as a brand ambassador, collaborator and real-world consumer test subject.

When Peter refused the traditional luxury sedan and driver of past CEOs and instead opted for a Porsche that he would drive himself, he also informed the factory that his wife would also be driving a Porsche. This led to several innovations, including the first ever Porsche power convertible roof by the Porsche design team that began with Peter entering a meeting and saying "Sheila said "This convertible top is too cumbersome to take down and put back up. I want to just push a button and it happens.".

But Lori is more than just the "American Porsche Princess". She has been a PCA member since 1983, is the Zone 4 rep and a long time Porsche HPDE instructor.

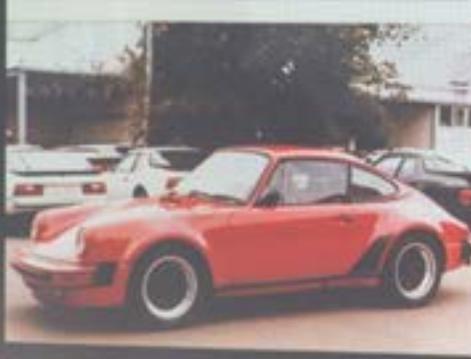
I had the privilege during the event to have Lori in my right seat for two separate sessions, one on Saturday and one Sunday. While she was a great passenger on Saturday,

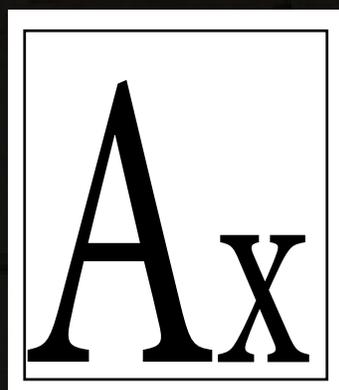
tolerating my less than ideal line and pace, Sunday she strapped on her instructor's helmet and provided me one the best coaching sessions I have had. Lori's unique approach to instruction helped me to shave several seconds off my lap times in the afternoon all while thinking the improvements were all me. It wasn't until the drive home that I realized it was her subtle, almost subliminal, coaching that was responsible.



Lori is available to deliver her presentation for private and corporate events. Also, you can order a copy of Peter's book, *Driving Force*, by contacting Lori at Zone4Rep@national.pca.org.

And thanks again for coming Lori!





AUTOCROSS



NER 2019 AUTOCROSS EVENT #1

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NER's first Autocross of the 2019 Season was run on June 29th. The event was sponsored by Porsche Norwell and Jason Landry brought along a few fellow drivers and a couple of 718's to take part in the day's event.

We had 65 drivers participating in the event and logged 9 runs for the day. Fastest time of the day was Rob MacAlpine driving his '99 Miata with a time of 58.177 and the Porsche FTD was posted by Rachel Baker driving a 2016 Cayman GT4 with a 58.288.

We also had an exciting race in old favorite Class 3 (80's air-cooled) with Adam Small edging out Bob Canter by a mere .026 seconds with a 64.618.

Next up for NER is AX#2 to be held on July 27th. Registration is open.

Complete results posted below.

NER-PCA - AX Event #1 - Sat 06-29-2019

Timed Entries: 65

Sponsored by Porsche of Norwell

Pos.	#	Driver	Car Model	Best	Diff.
2 - '911, 914-6, 924S&T, 944, 944S'					
1	61	Bill Aubin	1984 Porsche 944	61.659	[-]4.811
2	3	Tom Tate	1972 Porsche 911T	66.470	+4.811
3 - '911SC, 911-3.2L, 964'					
1	437	Adam Small	1984 Porsche 911 Carrera	64.618	[-]0.026
2	22	Robert Canter	1984 Porsche 911 Carrera	64.644	+0.026
4 - '928, 944T&S2, 968, 986 Boxster'					
1	23	Charles Sayers	2001 Porsche 986 Boxster	61.921	[-]0.580
2	2	Adam Blauer	1994 Porsche 968	62.501	+0.580
3	69	Georges Rouhart	1993 Porsche 968	63.330	+0.829
4	58	Neil Halbert	1990 Porsche 944 S2	64.470	+1.140
5	96	K. Sandhu	1992 Porsche 968	67.577	+3.107
5 - '930 T, 993, 986 Boxster S, 987, 981'					
1	31	Lev Tabenkin	1996 Porsche 993 Carrera	60.543	[-]0.944
2	37	Gareth Peters	2004 Porsche 986 Boxster S	61.487	+0.944
3	512	Bryan Bickford	2014 Porsche 981 Cayman	62.975	+1.488
4	59	Alan Donkin	2003 Porsche 986 Boxster S	63.646	+0.671
5	245	Anker Berg-Sonne	2004 Porsche 986 Boxster S	66.516	+2.870
6	921	Raghunandan Sangabhathula	2009 Porsche 987 Cayman	66.833	+0.317
7	88	Daniel Gramm	2006 Porsche 986 Boxster	69.978	+3.145
8	245B	Chris Schuch	2004 Porsche 986 Boxster S	69.980	+0.002
9	603	Scott Petrlik	2010 Porsche 987 Boxter	76.216	+6.236
6 - '987 S, 981S, 718, 996, 964 Turbo, 997, 991'					
1	75	Mark Skala	2014 Porsche 981 Cayman S	59.363	[-]0.603
2	969	Nigel Fenwick	2008 Porsche 987 Boxster S	59.966	+0.603
3	63B	John Chmilariski	2017 Porsche 991	60.707	+0.741
4	54	Ernest Grasso	2018 Porsche 718 Cayman	61.088	+0.381
5	696	Susan Fenwick	2008 Porsche 987 Boxster S	62.035	+0.947
6	156	Chris Ryan	2013 Porsche 981 Boxster S	62.874	+0.839
7	126	Andrew Tibma	2009 Porsche 987 Cayman S	63.247	+0.373
8	754	Eric Aubin	2006 Porsche 987 Cayman S	63.902	+0.655
9	47	Eric Kessel	2009 Porsche 987 Cayman S	66.272	+2.370
10	126B	Dan Tibma	2009 Porsche 987 Cayman S	67.073	+0.801
11	007	Jeff Boardman	2007 Porsche 987 Cayman S	67.375	+0.302
12	951	Matthias Bahlke	1999 Porsche Carrera 4	68.677	+1.302
13	671	Ed Crean	2006 Porsche 987 Cayman S	68.907	+0.230
14	791	Paul Jensen	2002 Porsche 996 Cab	70.058	+1.151
15	63	Frank Chmilariski	2017 Porsche 991	76.568	+6.510
16	70	Christian Landry	2017 Porsche 718 Boxster	77.277	+0.709

7 - '987 Spyder, Cayman R, 981 Spyder, 981 GTS, 718 S/GTS, 997 S, 993 Turbo, 991 S/GTS

1	25	Jeremy Mazzariello	2012 Porsche 987 Cayman R	59.947	[-]2.002
2	49	Jeff Johnson	2018 Porsche 718 Cayman GTS	61.949	+2.002
3	460B	Nick Vullemier	2018 Porsche 718 Cayman S	63.453	+1.504
4	435	John Wilson	2018 Porsche 718 Boxster S	63.662	+0.209
5	99	Dennis Cataldo	2015 Porsche 991 Carrera GTS	64.491	+0.829
6	460	Jason Landry	2018 Porsche 718 Cayman S	65.595	+1.104
7	809	Robert Galejs	2018 Porsche 718 Cayman GTS	65.807	+0.212
8	435B	Cleverson Baldon	2018 Porsche 718 Boxster S	67.047	+1.240

8 - '911 Turbo (2001-), GT2/RS, GT3/RS, GT4, 997 S/GTS

1	78B	Rachel Baker	2016 Porsche GT4	58.288	[-]0.032
2	78	Pat Salerno	2016 Porsche Cayman GT4	58.320	+0.032
3	360	Alan Davis	2015 Porsche 991 GT3	59.768	+1.448
4	10	Ed Moschella	2016 Porsche 981 Cayman GT4	59.813	+0.045
5	194	Chris Lindquist	2009 Porsche 997 Carrera S	60.164	+0.351
6	611	Mark Rolsma	2009 Porsche 997 Carrera 4S	66.154	+5.990
7	68	Mark Billington	2019 Porsche 991 GT3	69.232	+3.078

9 - 'Race & Improved'

1	1	Ollie Lucier	2010 Porsche 987 Boxster S	58.534	[-]0.100
2	1B	Justin Chen	2010 Porsche 987 Boxster S	58.634	+0.100
3	887	Stephen Lefebvre	2007 Porsche 997 GT3RS	59.373	+0.739
4	904	Akira Mochimaru	2009 Porsche 904 Replica	59.924	+0.551
5	9	Nick Durham	1991 Porsche 964 Carrera 4	60.605	+0.681
6	124	James Fox	1997 Porsche 993 Carrera	62.506	+1.901
7	104	Susan Kelley	2007 Porsche 997 Carrera S	65.509	+3.003

10 - 'Non-Porsche'

1	55	Rob MacAlpine	1999 Mazda Miata	58.177	[-]3.284
2	615	Sam Pollard	2017 Chevrolet Camaro	61.461	+3.284
3	94	Michael Bickford	2017 Chevy Camaro Z1	61.946	+0.485
4	910	Michael Lopez-Bonaglia	2019 Honda Civic Type R	62.098	+0.152
5	781	Read Fleming	2003 BMW M3	62.718	+0.620
6	390	Joseph Hayes	2006 Ford Mustang	63.388	+0.670
7	988	Andrew Wasser	2016 Volkswagen GTI	67.033	+3.645
8	261	Kieth Johnson	2018 Ford Shelby GT	67.337	+0.304
9	757	Lisa Burke	2001 Mazda Miata	70.644	+3.307



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9 June South of Boston (SoBo) Porsches and Coffee

Text and images: Rog Slocum

There has been much activity of late in the Slocum household. We have downsized our property from an acre to a brand new house sitting on a much smaller lot. I think the unpacking and bundling many cardboard boxes caused me to be a bit remiss in my picture taking this past weekend, only recorded three photos, but interviewed four, missing a photo of Paul Moreira and his 996. Considering that numerous Porsche owners are also getting their boats ready for summer activities, we had a good turnout; I counted 27 Porsches.

Thad Herliczek parked his white 1967 912 on the lawn. Since last year he has done some upgrades: new Elephant racing suspension, new Weber carbs, as well as a new gas tank. Thad says that the 912 now runs and corners great and to “drive slow cars fast”. Thad continued saying, “the suspension doesn’t squeak, has better steering response, and less roll when cornering. Finding it in Michigan on eBay, Thad has owned this 912 for three years; it is his third Porsche. When asked what is the best thing about his Porsche, he replied, “the way it drives”.



Thad Herliczek, 67 912

Robert Regenhardt and Stephanie arrived in his silver 99 911. Robert found the Porsche at a Boston dealership about one year ago, saying, “I always wanted a Porsche”, and relishes the drive.

Paul Moreira exited his well-cared for grey 2001 Carrera. This is his second Porsche, as well as being the second owner, and has owned it for about three years. Previously he had a Boxster. Paul has completed some exterior and interior modifications to this GT3 want-to-be. He installed front and rear spoilers, a Fab speed exhaust and air intake,



Robert Regenhardt & Stephanie, 99 911 Silver

as well as GT3 suspension and springs and FVD cams. The next time he attends a SoBo I will be sure to include a photo of this Porsche.



Joe & Minh Moscatelli, 13 911 C4S

The next SoBo will be on Sunday, 14 July, 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

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



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Cars and Coffee 24 Hours of LeMans kick-off party

By Robert Jacobsen, photos by Richard Viard

On June 15th the Newport Car Museum welcomed NER members to a Cars and Coffee 24 Hours of LeMans kick-off party. Approximately 55 cars showed up as well as 1 helicopter. If you missed it, we will be back again next

year, but also in the interim will have a similar event coming up in December for the Circuit of the Americas F1 race with the host being Porsche of Norwell.





