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AUGUST 2019

8 Summer Party Report
14 Our Autonomous Future





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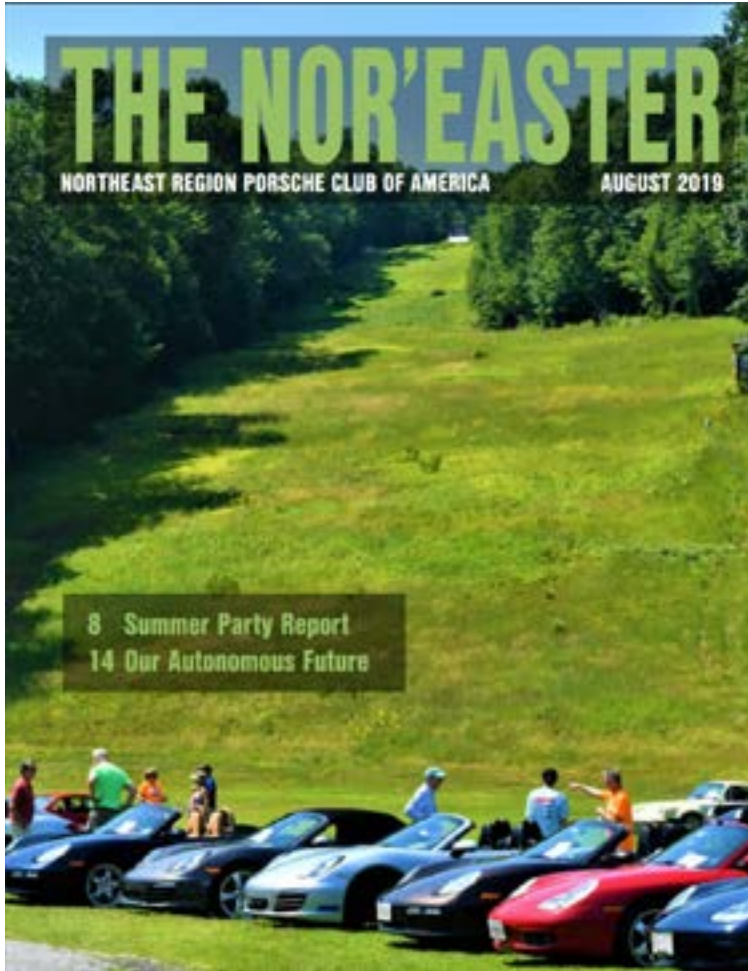
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Front and Back Covers



Summer Party at Mt. Wachusett Ski Area
Photo by Peter Mozzone

A terrific time was had by everybody. The People's Choice Concours had 68 Porsches displayed ranging from 5 986es to brand new 911s.



Kristin's Killer Cone Course at the Summer Party
Photo by Anker Berg-Sonne

Your editor managed to crack a rib trying to do the course running and carrying the bike and crashing in the first corner.



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Event Calendar

Signature

- September 7** 3rd Annual Charlie and Martha Dow Fall Tour
-
- October 5** NER Concours at Chateau Sur Mer in Newport RI

Driver Education

- 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 at Palmer
-
- October 19-20** NCR October DE at Tamworth Club Motorsports

Autocross

- August 31** NER Autocross #3 sponsored by Auto Engineering
-
- September 14-15** 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

Social

- August 9** Friday Night Lights
-
- August 10** Rag Top Day
-
- August 18** Cars aoffee
Lala Java Northborough
-
- August 18** SoBo at Sweet Berry Farm
-
- September 4-7** Treffen Vermont
-
- September 15** Cars and Coffee
Lala Java Northborough
-
- September 15** SoBo at Sweet Berry Farm
-
- September 20** Zone 1 Concours & Rally
-
- October 3-6** Audrain's Newport Concours & Motor Week
-
- 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
-
- October 20** SoBo at Sweet Berry Farm



NER Second Annual Summer Party

By Bill Seymour. Pictures by Peter Mollone and Anker Berg-Sonne

Porsche of Norwell



We had great weather (OK, maybe a little too hot but sure better than rain) for this year's Summer Party held at the Mt. Wachusetts ski area. The location was incredible on many counts: plenty of room, a huge grassy area for the car show, lift rides to the top of the mountain for a view of Boston (and some cooler air), fantastic and plentiful food, a fancy tent with white tablecloth settings and really friendly service. In addition to the people's choice car show (which had 48 cars!) there were the traditional Cornhole contest and Kristin's Death Bike Autocross (only one episode of blood this year and it was minor). We also had last year's facepainter back (she's great!) and a talented "new grass" band. And Jason Landry of Porsche Norwell brought some incredible new Porsches (including a GT2 RS showstopper) for folks to drool over. We counted a total of 173 guests all of whom raved about a great time. And among these were our Zone 1 Rep Mike Bryan and his wife Pam.

Winners were:

Cornhole winners were Team Old Timers (Luis Rivera and Jane Larkin who really weren't old timers) who defeated Jamaican Bakin' (defending champion Kristin Larson and Bill "always a bridesmaid, never a bride and he is the reason why, it wasn't Kristin's fault" Seymour) in the finals.

Death Bike winners were...

Bobby Jacobsen (fastest male and home court advantage) and an 18.2 second run

Rob Ruffin 20.1 seconds

Kristin Larson (fastest female) 23.3 seconds

Lisa Burke 32.5 seconds

Concours:

Class A

- 1-Tom Tate, '65 356;
- 2-Robert Siegel, '59 356 Conv D;
- 3-Rich MacKool, '55 356 Speedster

Class B

- 1-Bill Aubin, '75 914;
- 2-Tim Coonahan, '75 914

Class C:

- 1-Guy & Christine Crosby, '71 911T;
- 2-Jeff Johnson, '87 Carrera;
- 3-Wilherto Rodrigues, '84 911 Carrera

Class D :

- 1-Jim & Heidi Saarron, '90 944S2;
- 2-Luis Rivera, '83 944;
- 3-Oleg Pavlov, '87 924S

Class E:

- 1-James Burgarella, '19 911 GTS 4;
- 2-Jeff Leeds, '09 Carrera S;
- 3-Richard Schlesinger, '19 Carrera T

Class F:

- 1-Richard Brooks, '08 Boxster S;
- 2-Peter Moll, '18 Boxster GTS;
- 3-Anker Berg-Sonne, '02 Boxster

Class G:

- 1-Tom Dressing, '14 Cayman S;
- 2-Rob Ruffin, '07 Cayman;
- 3-Fran O'Day, '07 Cayman

Class H:

- 1-Shannon Mee, '17 Macan;
- 2-Ginny Young, '17 Macan;
- 3-Paul Whooten, '09 Cayenne

Thanks go to the Summer Party Chairfolks of Steve and Laurie James plus VP Admin (social chair) Bobby Jacobsen who is on the Wachusett Ranger Patrol and made the local connections. Many other volunteers made the party a success with special mention to David Melchar who did a great job running the car show. And also, of course, thanks to our sponsors, Porsche of Norwell and European Performance Engineering.











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SPEED SECRETS

Weekly

Our Autonomous Future

by David Lightfoot

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I'm in my mid-60s and since first grade, I've been hearing about flying cars. I'm still hearing that they're coming soon. Decades later, Dean Kamen promised a machine that would revolutionize transportation. The Segway came to market in 2001, but there was no revolution.

Now we keep hearing about autonomous cars, how they will change our world and lead to a massive disruption. Are autonomous cars going to end up like flying cars and Segways? Or is this the real deal this time? And if a revolution comes, what will it mean for our hobby?

I don't know the answers, but I recently read a great book that provides much insight. The book *Autonomy* gives us a glimpse of what the future may look like. The subtitle of the book explains what *Autonomy* is all about: *The Quest to Build the Driverless Car—and How it Will Reshape Our World*. The author of the book is Lawrence Burns with co-author Christopher Shulgan. Published in 2018, the book tells the story about how we've gotten to where we are now, which is close to the sale of real autonomous vehicles. (Larry Burns was the head of technology at General Motors for many years and is now a consultant, but he's very active in Google's efforts in this area).

The book details three DARPA Challenges that kick-started autonomous driving technology. The military wanted a vehicle that could navigate a chaotic city without putting human life at risk. After the third DARPA Challenge was won by Carnegie-Mellon with sponsorship from GM,

not much happened. GM had a commanding lead in the technology, but this was during the Great Recession and GM was going bankrupt. In addition, GM management never believed in autonomous cars, perhaps because they presented an existential threat to their business model.

In fact, no car companies picked up the technology from the DARPA teams. Instead, Google hired most of the key personnel and set up a project team called "Chauffeur." The Google founders, Larry Page and Sergey Brin, then set up challenges for the Chauffeur team and provided huge financial incentives that would provide wealth and financial independence to each member of the team. They succeeded.

At this point, Google's effort (now called Waymo), is about five years ahead of everyone else. In fact, they are the only ones who have a viable, fully-autonomous system. Tesla's Autopilot system is oversold and, as a result, there have been deaths. The Tesla system is an aid meant only for freeways with the human needing to stand by at all times. People are using it in inappropriate circumstances.

Meanwhile, the car companies are now fully on board, but way behind in the development of the needed software. In addition, their vision is much different than Waymo's. The car companies want to preserve the model of private ownership of cars, but with autonomous operation as an added feature.

When will we see the Waymo system commercially

available? I don't know but the technology is there according to Burns. Manufacturers developing their own systems will need several more years, as will Uber. Those who license the Waymo technology could be to market relatively soon, if the legal implications can be worked out.

Think about the effect this could have. The author thinks the convergence of these trends could be a \$4 trillion annual disruption. The cost of our transportation system could be reduced from \$0.85 per mile to \$0.20 per mile. If time spent driving is costed into this, the current cost is \$1.50 per mile - Americans drive three trillion miles a year! There is \$4 trillion per year savings available.

Other benefits include reducing traffic deaths by 90 percent, eliminating dependence on petroleum, taking the automobile out of the environmental discussion, and greatly reducing congestion.

To realize these savings, four trends will need to merge. The first is electric cars replacing cars powered by internal combustion engines. The second trend is the Transportation as a Service (TaaS) model becoming widely adopted. This implies a couple of things. First that people, by and large, give up owning their own cars. Second, that people are willing to use a shared resource to get around.

The third trend, and one made possible by TaaS, is the ability to "right-size" vehicles to the task. For example, with private car ownership, if we ever need to haul eight kids to soccer practice, we buy just such a vehicle. But 95 percent of the time, our monster SUV has one or two people in it. With the TaaS model, we'd call an eight-passenger vehicle when we needed it. But most of our time would be spent in a pod that was sized for one or two people.

The fourth trend, and the most difficult technologically, is fully autonomous vehicle controls. Driver aids that require the human to always be standing by to intervene in an emergency just don't work. Humans tend to get distracted or tune-out. They are ill-prepared to respond to an emergency. To work, autonomous systems must be fully able to handle the driving. This further simplifies the vehicle. Steering wheels and pedals are no longer needed. For the humans, the ride becomes passive.

This adds up to a big battle coming between the legacy carmakers' vision and the Silicon Valley vision of our personal transportation system. Will Silicon Valley's vision be another version of the Segway story or will it prevail?

My guess is that the Silicon Valley vision of electric vehicles, TaaS, fleet ownership/car sharing and fully autonomous vehicles/pods will win out, simply because

it will be so much cheaper and more convenient. Will private ownership of cars cease? No, but it will decrease so substantially that most of the legacy carmakers will be gone.

Does this spell the end for our hobby? I don't think so. Commuting and most of our daily driving could be replaced by this new model of transportation. A vehicle could be summoned by smart phone and be where we want it within two minutes. We'd be able to do what we like while en route; our driving time would be recovered for other purposes. Upon arrival, we'd step out of our transportation pod, not worrying about parking. The pod would be off to serve the next person.

What's that you say? You like driving? Me, too, but I don't like commuting or most routine driving. Proponents of this new vision are using riding horses as an analogy. In 1900, a lot of people liked riding horses and that's how they got to work. Now, people still ride horses for pleasure, usually on a farm or equestrian facility. But I don't know anybody who chooses to commute on a horse.

Perhaps we'll summon one of these pods to take us to the track. There, we'll get into our track car or race car for a day of the sport we love. At the end of the day, we'll use an app to get a pod to take us home. Or stop for an adult beverage and not have to worry about driving home.

"But," you say, "I want my car at home because I need to work on it!" Okay, there might be several alternatives. You could summon a truck and trailer from your ride-sharing service to take you and your car to the track. Or, if you insist, you can still drive your truck and trailer to the track as you do now. Most of the other vehicles around you will be autonomously operated. You'll probably enjoy the drive to the track. After all, the other vehicles around you will be much more expertly driven than they are now.

- David Lightfoot



Waterfall 1987 924S

Alicia Kullas PCA NER Memories

By Alicia Kullas

As the Northeast Region / PCA looks back over the past 60 years, the club(s) as well as Porsche and its dealerships have evolved. Back in the late fall of 1986, I decided to order my one and only Porsche. As I drove over to Annis on Route 9 in Natick, what kept running through my mind was the big question of whether I wanted an automatic or a five speed. The extras for the car had already been decided and I distinctly remember that I was in awe of “limited slip differential” – WOW. Back and forth I went in my mind: automatic or five speed, automatic or five speed, automatic or five speed. Well, when I signed the papers and submitted my deposit, I took a deep breath and went with FIVE SPEED. Today, that decision is an excellent anti-theft deterrent

Over the next several months, Porsche sent me letters in the mail detailing the progress of my baby! Finally, in the spring, I received word that my Porsche was on a cargo ship in route to South Carolina. When it arrived at Annis and I took delivery, would you believe that I’d never driven a standard before? My sales person took me over to the

parking lot at Loemann’s a little further East on Route 9 and gave me a lesson. Yes, I was quite excited and somewhat apprehensive after spending all of that money!

Fast forward to the summer of 1988 and I am on a special six month marketing assignment for NYNEX in White Plains, NY. As I spent many weekends there at Stouffer’s (hotel), I was always out and about early on Saturday for an adventure. To my amazement, on one of these mornings, I encountered a parking lot full of Porsches and “junk” also known as a swap meet. As I strolled through the action, someone asked me if I owned a Porsche and then mentioned PCA. He gave me a membership application and the rest is history as I have been a member now for 31 years. It is significant that today our club has such a solid relationship with the dealerships in our region to introduce Porsche owners to PCA!

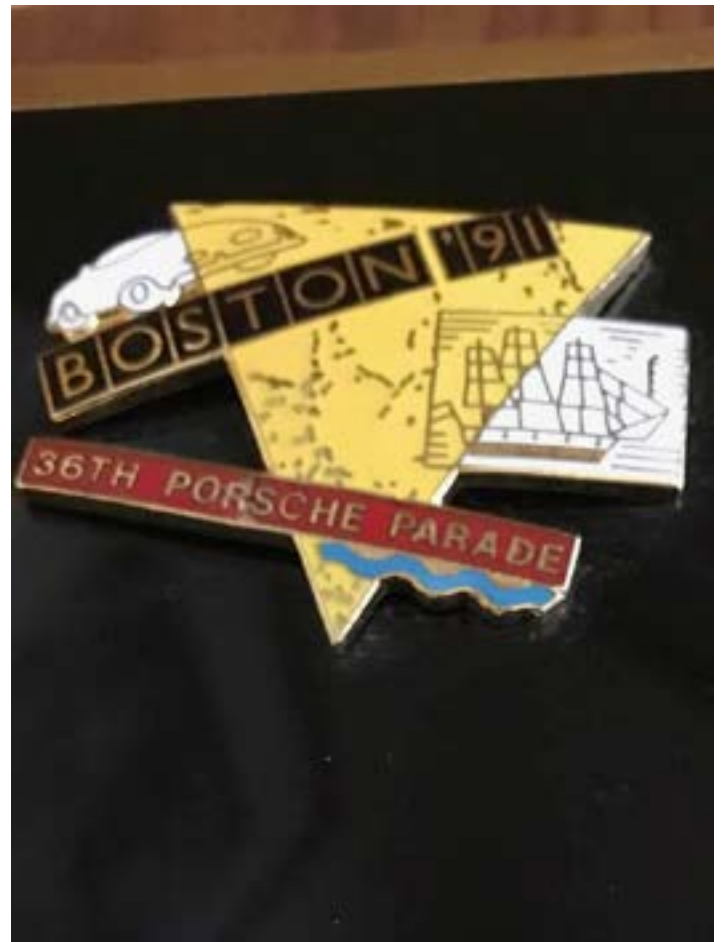
Dave & Susana Weber, Nann Weissenberger & Don Walcott, Charlie & Martha Dow, Seymour Lisker, Steve Ross, Jim Selders, Kevin Gross, Kim Saal, Drew Ley & Carol Searle and many more were very welcoming. Autocross

at Orange, tech sessions (changing brake fluid was my favorite), detailing (P21S is still cleaning my baby), gimmick rallies and Howard Wasserman's trivia contest were my favorites. Yes, I won the trivia trophy one year! I also served as club secretary for a few years loving the cycle of monthly meetings at various officers' homes with delicious meals!

What I'd like to highlight as we celebrate our 60 years as a club is that in 1991, the Northeast Region hosted the national Porsche Parade. I ran the art auction. The headquarters was up in Danvers at what was the Sheraton. It was a ton of work, but the pride that our team demonstrated to not only the national membership, but also to Porsche and its executives was a thrill of a life time!

As we reflect back and stretch ahead, it's refreshing to watch the club grow and to experience a new team of professionals leading and engaging our club.

Alicia Kullas 1986 924S



PCANER 1991 Parade



Ghosts at the Abby



Dave Weber accepts the first annual Seymour Lisker Award from of course Seymour!

Dave Weber and Seymour Lisker

1996 RAMBLE NOTES

By Alicia Kullas

The 1996 New England Ramble was the fourth one that Peter and I attended and the 11th for the club. Russ Merriam was the ring leader. The location was The Equinox in the Green Mountains of Vermont. Registration was \$20 per person with a group rate for a room of \$114.35 and the banquet dinner of Roast Prime Rib Au Jus, Chicken Breast Stuffed with Crabmeat and Apples or Grilled Swordfish Steak with Lemon Butter for \$39 per person! Each entrée was accompanied by Lobster Bisque, Hearts of Iceberg Lettuce with Vine-Ripened Tomatoes and Cucumbers and a dessert of Warm Apple Shortcake and Cinnamon.

What I believe you might enjoy are Russ' notes as he addressed us, "Hello, Campers!"

"The basic premise of all of this is to bring all of us disparate (that's "disparate" not "desperate") types together with our Porsches and see if we can't have some fun while contributing to a healthy economy. There's a lot of stimulating conversation ("How fast were you going when you hit the skunk?") a chance to meet the exalted board of directors ("You're Dave Weber? You don't look at all as cool as your picture in the Nor'Easter") and an exchange of technical

tips ("I inflate to 34.6 psi in front, except in the month of November") Most of all, there's a chance to do whatever makes you happy amongst friends, old and new. That said, remember: this is not a speed event. The club has a bunch of those, but this ain't one of them. True, some roads are just FUN (and we'll let you figure out which they are), but others have real honest-to-God speed limits and CHILDREN nearby. Also, remember that the pleasantly brisk travel of car #3 passing by the cop's house will undoubtedly have an adverse effect by the time car #65 passes similarly. Be a good citizen. A note to right-seat personnel: if you're clinging to the armrest for life, whack 'em one. Rules (only 2): 1) Do what makes you happy: if that requires leaving the route to go antique shopping, stopping for a doughnut, or driving up Route 91, feel free to do so. There's no one keeping score. 2) Do not drink alcoholic beverages until we reach the Inn. We're responsible drivers."

Thanks to Russ and all who have organized and executed these events since 1986!

Alicia Kullas 1986 924S



Russ and Patty Merriam

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Editor's Corner

The NOR'EASTER publication schedule for the rest of this calendar year is two more issues after thus, the August one. Expect one in mid-September and another at the start of November.

Your editor and his spouse will be in New Zealand in November, driving from the far North to the far South of

the country and up again. Not in a Porsche, unfortunately,, but in a Toyota, or similar, in rental agency parlance.

Letters To The Editor

Hal Melanson:

Happened to take this shot In S Portland of a kid who just had Patrick Dempsey sign his jacket. if anyone from NorEaster knows who the guy is, please forward to him.

Editor:

For a full resolution version, email Communications@Porschenet.com



TAKE THE SURVEY!!



What do you like about our club? What don't you like about our club? And, most importantly, what do you want for the future of our club? The Board of the Northeast Region of the PCA will be having a "retreat" on November 2nd to discuss who we are and what we want to be in the future. As part of the

planning for this we have constructed a survey to get input from you, our members. It will take 10 – 15 minutes to complete and your participation will insure that your voice is heard. Please go here to take the survey...<https://www.surveymonkey.com/r/NERPCA>

Questions or comments please email [Bill Seymour](mailto:Bill.Seymour@nerpca.com)

The Long & Winding Road

- Bill Seymour, NER President



How many people can say that they put their car on the pole? Well, I can add that to my resume! The Jamaican Bakin' team took on a mighty field of about 20 cars at the Bracket Grand Prix at Thompson on June 29th. (I say "about" because I think there were 22 cars signed up, some didn't show, some showed but didn't run and some ran but so slowly...well, I'm getting ahead of the story.) We did this race last year and were running in second when one of our crew managed to tangle with another car and change the camber in our right rear to negative 20 degrees. This year, with the BMW coming off two straight days of consecutive running at the Palmer AER race and going as well as it ever has, we were looking forward to some success.

The premise of the race is that you pick a lap time that you cannot go under. Based on this you are awarded a certain number of laps (the slower the lap time, the more laps). Then you race for 8 hours and you get your bonus laps plus whatever you actually run – most laps wins. If, however, you "break your bracket" (go faster than the lap time you picked) you are bumped into the next bracket, pulled into the pits and forced to sit for a long time as a penalty. So I was sent out in "qualifying" to see what our laps times would be like and, lo and behold, we had the fastest time. But, my word, there were some slow cars out there. We picked Bracket "C" which meant we could not do a lap in under 1:23.7 (how they came up with these splits was a mystery) so we vowed to stay at 1:24 or slower. And Dave got to start the race on the pole.

So we led the race from start to finish and were never passed. And we came in 5th. You read that right – others were more adept at always running right at the lower limit of their bracket. We would be slower than our bracket time when we had to pass slower cars but the slower cars just motored around at their goal pace. And what was worse was that we occasionally had to hold back – we had our AIM lap timer set on "predictive" so if you were on a good lap and were going to be under 1:24 you had to lift on the straight. Not terribly satisfying. But the car ran great

again and we got the fun of passing a lot of cars (over and over and over again). And we got a trophy – bigger than the AER ones if a little cheesier.



WooHoo, next stop F1

Remember when cars had spare tires? We finished our board meeting, held at Anker's house in July, at 10pm and when I took off for home a warning came up on the Cayman dash and said "flat tire." Indeed, the right rear was at only 23 pounds and a quick inspection found the



Here's the problem

problem. What do you do under these circumstances? Pull it out? Push it in? Use the can of sealant? Answer: with Anker's jack and impact wrench the tire was off in no time, wrapped in a cool tire warmer to keep things neat, placed in the front seat of Mrs. Anker's Boxster and I headed home in the loaner car. The local repair shop plugged it the next morning and I returned the Boxster, put on my wheel and all was well. And the fun part of the story was that the Boxster I borrowed had originally been owned by my next door neighbor. When she wanted to sell it I brokered a sale to Chris Ryan (AX chair). When Chris wanted to sell it 4 years later I brokered a sale to Anker. So the car was an old friend. It's not the people, it's the cars!



An old friend

As I write this we are in the final planning stage for the Second Annual Summer Party. Hopefully the weather was good and it was a blast. On the horizon are a number of driving events but in addition we have our annual Concours on Saturday October 5th in Newport. Our Concours (click here) will be killer, of course, but it is also part of a 4 day spectacular Audrain event (click here) that is not to be missed. The deal is that for \$20 you can get a parking spot at our Concours at Chateau-sur-Mer, enjoy our Concours but also use that as a base of operations (we are next to the McLaren camp and close to Bugatti's site – just for two examples!). You may also want to sign up for the John Legend concert on Friday night (Gold Circle tickets are only \$1,500). Well, OK, I did sign up for the \$20 deal. See you there.

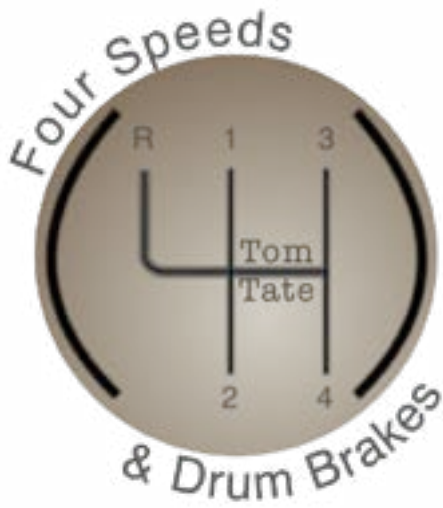
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Strange Connection

I have seen some strange things happen with cars over the years but none stranger than the story that you're about to hear. Settle back with an adult beverage and listen to this tale.

Because I've been playing with these old Tubs since college, I have a lot of connections in the restoration area and have used many craftsmen over the years. I have a guy that punches out perfect louvers in engine covers. I know another that can make (from scratch) a 356 Carrera 2 oil tank. I work with shops that can install floors and battery boxes in 50 year old cars and make them look correct and original. Because of those resources I have folks that call me looking for someone to work on their rides that they can have confidence in. I don't have any problem making connections for people, keeps good shops in business and keeps old cars on the road. It's what I call my hobby.

One such call came from a well-known shop back in 2011 that wanted some metal work done on a customer's car before they painted it. They could have done it in house but were backed up and didn't want to delay the restoration. The owner had driven the Speedster for 52 years having bought it in California for the princely sum of \$850. He was told that the car had been in an accident and that the front of the car had been replaced, hence the low selling price. Back in those days nobody cared.

I sent the shop to a master metal worker in Bridgewater who had done a few Tubs for me and really knew these cars well. After a couple of weeks I got a call from him asking if I could stop by the shop because he had a few questions and some concerns about the earlier repairs. The front had

been clipped with the nose from another Speedster. It had been braised onto the car which is how it was done before TIG and MIG welding was invented. Remember, this was back in the early '60's and the cars weren't worth much. The VIN number didn't match since the nose is where the Factory stamped the chassis number and that was from another car. The VIN plate attached by the fuel tank said 83401 and the number stamped in the nose said 84908.



I went home and checked my Speedster book to discover that the replaced nose was from a Carrera Speedster, a car that is worth about three times the normal engine pushrod Speedster it was attached to. It was easy to tell because the book gave 84908 an engine number that was for a four cam engine. Back in the day they held no greater value than a car with a pushrod engine, if anything they were worth less because few mechanics could keep a four cam engine running smoothly. Someone had sacrificed a Carrera Speedster, one of 151 built, to repair a pushrod car which numbered over 4200. I would assume that 84908 was either hit hard in the rear or suffered an engine fire leaving only the portion forward of the windshield posts usable. After a few phone calls, the instructions from the owner, through the original shop, were to leave it alone, he had bought the car as 83401, it was registered as 83401 all these years and considered it to just be part of the story of

the car. The metal work continued.



Repairs were done, paint and assembly completed and the owner joined the local club and showed the car with great success. Red Speedsters are always a big hit and 83401 won the first time out at a TYP356NE show last year. The VIN number situation lay dormant under the front trunk mat. Just last weekend he took another first place in the 356 class at the Patrick Dempsey Porsche Show in Maine.



Last year the classic car world was shaken by news of lawsuits filed against and by Jerry Seinfeld over a Carrera Speedster that he had sold to an investment group in England, Fica Frio Limited. They claimed the car was not “authentic”. Jerry in turn sued the company he bought the car from, European Collectibles, since they had sold the car to him and had completed the restoration after their purchase from a shop in Florida when the owner had passed away.

In car circles the real question that everyone wanted to know was what made the car “fake”. Many of us had seen the car up close, including myself, in Scottsdale a few years ago. The car had won numerous awards and had been inspected by world experts for years with never a word of concern. The panels all fit perfectly, the engine was correct, alloy panels were present and the color, Auratium Green was reported to be the only example done in that color.



The media reported that the car was sold at a Gooding & Co auction in 2016. As Fica Frio Limited prepared to resell the car in 2017 an inspection was done and it was determined that the car was not as represented. When contacted, Jerry Seinfeld was reported to have said that he would take the car back and refund their money. However, the money was never returned and so in the fall of 2018 the lawsuit was filed in a New York court. In the belief that he could pass the car back to European Collectibles, Seinfeld’s lawyers then filed their suit against the original seller in California. Neither lawsuit described in detail what it was about the car that made it fake or counterfeit. That left the classic car community buzzing about what the problem could be. I followed these cases closely as a Speedster owner because I couldn’t imagine what we had missed.

A couple of months ago an article appeared in the 356 Registry club magazine that recapped the litigation and

for the first time, that I saw, posted the VIN of the car in question. It was 84908.

What? Wait, wasn't that the same number that was stamped into the clip on the front of 83401 that I had found back in 2011? I went back and dug through the files in the computer looking for the shop pictures. Yes, it was and I still had the photos to prove it. Don't you just love computers? They never lose anything. All I had to do was connect the numbers and with an engineering background that was easy.

The car that everyone was fighting over was clearly not 84908 because I knew where that was. Well, at least I knew where most of it had been for the last 52 years. I put a call into the attorneys for Fica Frio Limited overseas. After a chat that included the original appraiser that waved the "fake" flag they determined that my information had no value to them and the conversation was over. The lawyers would not allow the appraiser to tell me what tipped him off but I did tell him he was correct. I would've thought that the case could be resolved pretty quickly if there was more information than just two guys arguing their opinion about a restoration on a 61 year old car. Maybe not.

I got the same reaction from the lawyers that had filed the second suit. I told them that I would appear as an expert witness who could attest and actually provide access to the front half of 84908 but after some missed conference calls and unreturned voice mails that path went cold. I guess I just don't understand the law.

I did reach out to the owner of European Collectibles who couldn't have been nicer and more interested. While he had completed the restoration before the sale to Seinfeld in 2012, it had been started by a shop that had closed years ago. As a dealer in CA with records of purchase and a trail back to that FL shop I believe that EC is not the guilty party but the hobby itself is really the biggest loser. He'll be contacting the current owner to see how many of the empty spaces that they can fill in together.

Now vintage Porsches will be looked upon with a degree of suspicion that wasn't there before these lawsuits started flying. We have all read about the two Ferraris that showed up on the show field with the same VIN. I guess we'll have to look a little closer at the numbers on Porsches from here on.

KTF

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Ventura Highway

Jerome Gangitano

Membership Chair

Our summer party was at Wachusett Mountain on July 27th. The food and drink were good and the activities were fun. At the center of it all were the many Porsches which were on display in the concours like competition and as a courtesy of Porsche of Norwell. It was good to see fellow members in a casual and relaxed setting. It was a good time had by all.



As I reflect on the gathering, it strikes me that it was very much a blend of the old and the new. There were a few classic Porsches all the way up to a growling and awesomely beautiful yellow GT2RS. Sixty years of Porsches on display. History on the grass.

As America rolls on through the decades there are some things that are part of the tapestry of our nation. Things that are defining points in our history and culture. Sports

plays a roll in this evolution. Baseball has been part of the fabric of our society and has helped define our summers and the way we share our passions for our teams. We all remember the Babe calling the home run, Gehrig's heart-warming speech to the crowd, Dimaggio's hit streak, Williams batting 400, the magic arm of Sandy Koufax, and Hank Aaron hitting his 714th home run. More recently we have witnessed and enjoyed new season and career home run champs, more magic arms such as Nolan Ryan, and the lifting of the curse here in Boston. Hockey, Basketball, and Football have similar points in our history. We passionately engage in all this with a level of civility as I think we know that it promotes a unifying culture, drives our competitive spirit, and it is also fun.



I think Porsche and other iconic cars like Mercedes, Mustangs, Corvettes, etc. have a similar place in our history.



Many of us have pictures of our grandparents, parents, uncles and aunts standing next to their personal classic car, now cherished vintage cars, which in many ways keep increasing in value as the register of accumulated history is considered. We have lionized champion race car drivers like Andretti, Stewart, Lauda, Petty, Earnhardt, and others. Actors/entertainers like McQueen, McDreamy, Seinfeld, Leno, Newman, and Letterman have connected the arts to car appreciation and racing. The classic picture of James Dean in a Porsche is iconic. Sports figures like Redskins head coach Joe Gibbs have done the same. All of this has really strengthened the passion and appreciation for cars in our culture.

Many of us had the pleasure of the presentation from Lori Schutz at the DE event in Palmer in June where she walked us through her and her father Peter's rich history with Porsche over several decades.

So, if you will allow me to distill it all down, I would char-

acterize the 60 years of Porsche history in the following manner:

Performance, passion and art.

BACK TO BASICS

Anker Berg-Sonne,
VP of Communications

A Really Short Column



Two years ago I asked Jeff Johnson, AX registrar, for advice on how to improve my mediocre autocrossing skills. He recommended EVO School (<http://www.evoschool.com/>) as a great way to improve. Evolution Performance Driving School is a professional organization that travels around the country and puts on weekends of autocross training at local venues. They offer multiple levels and types of instruction. The base ones, Level 1, Level 2 and Challenge are full day courses, so you can cover two in a weekend. Their instructors are top notch autocross drivers, of course.

Last year I missed EVO School because of conflicts, but this year I was free on Sunday and with spousal approval to spend the money, a very reasonable amount, roughly \$250, I signed up for Level 1.

I am not going to bore you with a minute by minute account, but the essence of Level 1 is that they have you drive a really short, tight, course consisting of a slalom, a 360 degree circle, a 180 degree sweep, a Chicago box and a tight 3 cone jog left and right. They have 4 sessions of multiple runs. Session 1 is used to set a base line for each driver. Session 2 focuses on teaching you proper technique and pointing out bad habits. Session 3 is about looking ahead and session 3 is for putting everything together.

The students, 11 of us, ranged from “I have never autocrossed” to intermediate experiencers like me. The cars ranged from sports cars on street tires, through sports cars set up for autocross, to muscle cars.

If you have autocrossed before, the eye opener, definitely for me, is how many bad habits you have developed. I have known about being early in turns ever since I started, but exactly how to do it well has eluded me. Also, the 180 degree circle, which was really small, highlighted, in an

extreme way, that slow and tight is the way to navigate tight corners. I did run a logger and the circle was where most of my time was lost unless I did it tight and slow.

It was astonishing to see how much the novices improved through the day.

At NER AX #2 I learned that Lev Tabenkin, a much better autocrosser than me, had taken Level 1 and Level 2 the same weekend. He commented that he thought he was good at turning in early, but discovered that he needed to be much earlier to improve his times.

So the bottom line is that no matter how much, or how little, experience you have, EVO School is going to teach you a lot.

They come to our home location, Moore Airfield in Ayer, once every year.

Our second annual Summer Party was just over a week ago. A fantastic event. The People’s Choice Concours consisted of every Porsche that came to the event and was organized by classes. The one I arrived in, my wife’s Red 2002 Base (mentioned in Bill’s column), hadn’t been washed since early summer because of a lack of time. I decided to make fun of it and made a sign pointing to her car saying “before” and at Gary Cooper’s immaculately detailed Boxster saying “after detailing”. Apparently attendees appreciated the sign and much to my embarrassment it was awarded third place among 10 Boxsters.

In an attempt to prove that it was faster to carry the kiddy bike and run around Kristin’s Killer Cone Course than to ride it, I crashed and at first thought I had gotten away with a small cut on my nose, Unfortunately I woke up with



How to (green) and how not to (red) run the EVO School Phase 1 course



a very sore chest the next morning and discovered that I have a cracked rib. So the course name is appropriate! It is also a clear sign that at age 71 I have to be careful about pretending to be 20.

Kristin testing her Killer Cone Course
The NOR'EASTER

VIP's - Very Important Porschephiles

New members as of August 1st, 2019

Fred Albert

Beverly, MA
1990 928 S4

Mark Andonian

Dartmouth, MA
2001 911 Carrera

Bryan Cockrell

Boston, MA
1994 911 Carrera 2

Dylan Comerford

Bristol, RI
2006 911 Carrera S

Amanda Davis

Mark Johnson

Providence, RI
2018 Macan

David DelPico

Scituate, MA
2002 911 Carrera 4S

John Felock

Gloucester, MA
2018 Panamera 4

Michael Giovinco

Somerville, MA
2019 718 Cayman GTS

Sascha Haverfield

Newton, MA
2006 911 Carrera 4S

Ernie Herrman

Framingham, MA
2017 911 Carrera 4S

Tim Horan

Medway, MA
2006 911 Carrera

John Januszewski

Bellingham, MA
2014 Cayman S

Brian Kerr

Medford, MA
2013 911 Carrera S

Ryan Kittlinski

Whitinsville, MA
2010 Boxster

Michael Kohnen

Wellesley, MA
1999 911 Carrera 4

James Lederer

Jacqueline Lederer

Millis, MA
2015 Cayman S GT

Eric Letson

Peabody, MA
2000 Boxster S

Matthew Moellman

Boston, MA
1988 944

Kee Park

Brookline, MA
2001 911 Carrera 4

Hugh Peltz

East Greenwich, RI
1987 944

Jay Richards

Hanover, MA
1997 911 Carrera

Matthew Smith

Beverly, MA
1994 968

Joseph Srodawa

Susan Uptain

Hopkinton, MA
2019 Macan S

Malcolm Starr

Rumford, RI
2008 Boxster S

Josh White

Cambridge, MA
2018 Macan S

50 Years

Erik Plotkin
Richard Plotkin

43 Years

Brandon Mathison
Mark Mathison

Anniversaries



August 2019

25 Years

Marilyn Aaronson
Mark Aaronson
Ruth Anne Stroleny
Gerald Tulis

20 Years

Michael Boucher
Niece Boucher
Edward Gleason
Karen Gleason
Edward Reed
Elizabeth Rouhart
Georges Rouhart

15 Years

Kay Shanny
Nicholas Shanny
Nick Shanny

10 Years

Joyce Dragone
Paul Dragone
Janet Phoenix
Perry Phoenix

5 Years

Gwen Acton
Jessica L. Borges
Marie-Helene
Bourduas
Mike Chase
David Fuccillo
Valerie Fuccillo
Gregory Len
Larry Levin
Michael Mangini
Susan Mangini
mark moody
Bo Murdoch
Timothy Nau
manuel nguyen
Jim Padula
Nancy Padula
Jayne Scanlon Murdoch
Christopher Simmons
Lori Szlashta
Michael Szlashta
Christopher Zammito

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

July 2019 Board Meeting Minutes

The board meeting was hosted by Anker Berg-Sonne. I was delighted with his wife’s miniature collection displays throughout the house. I felt as if I had traveled to Lilliput.

In attendance were:

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

Robert Jacobsen – VP Administration – did not attend

The meeting was started with the approval of the Treasurer’s Report. The board then reviewed the following action items:

- As VP of Administration Robert Jacobsen was not in attendance, the board chose to table dialog of the upcoming NER summer party on July 28th.
- As part of promotions, President Bill Seymour discussed the fundamentals of the club’s social media sites, explaining the public Facebook “Page” is for advertising events through an administrator and the private Facebook “Group” should be used as more of a forum. The best practice is to first post events on the NER website (our master list) and then add those events to Facebook Page. Bill also touched on Facebook advertising. It was noted that Gary Cooper is the NER Social Media Director Those who are unsure of how to promote events should contact Gary.

- Board members discussed the difficulty of coordinating 60th Anniversary interviews, but will continue to try to schedule them.
- The Advertising/Sponsor Committee met prior to the Board meeting and defined the format of future Ad/Sponsor packages. They determined that the current advertising matrix was too complicated. The committee is working on restructuring the tiers, with a goal of generating a 10% increase in revenue next year.
- Secretary Lisa Davis reported on the progress of the NER Board job descriptions and expects that any outstanding job descriptions will be received by the end of the month.
- The Nominating Committee for the upcoming NER elections is Bill Seymour, Chris Ryan, and Dennis Friedman.

Treasurer Don Kelly reported on delinquent Advertiser/Sponsors. He has sent out Dunning notices and asked the Board for guidance on additional steps, if necessary. Because delinquent Ad/Sponsors have already received benefits and out of respect for those who have paid, the board advised Don to notify delinquent Ad/Sponsors that they are at risk for immediate removal and any future Ad/Sponsorships if their accounts are not paid by a specified time.

Communications VP, Anker Berg-Sonne relayed problems with the list of member email addresses, which was provided to NER by PCA. The Board voted to send an extra E-Blast to those members with anniversary dates between 2017/2019 to promote the Summer Party.

After contacting Committee Chairs for approval, the Board

voted to put contact information for Committee Chairs back on the website.

The Board also voted to support Palmer Motorsports Park's Porsche on the Mountain 2020 with volunteers.

The bulk of the meeting was taken up with discussion of the retreat and additions to and approval of the survey. The date of the retreat will be November 2, 2019 at a place to be determined.

Lastly, VP of Driving Paul Skinner reported on the Concours meeting and the status of the big event on October 5th. Promotion of the event will be accomplished with E-Blasts in August and September, emails through ClubReg., an article in the NOR'EASTER, and emails to other regions.

The next board meeting is Wednesday, August 21st, hosted by Paul Skinner.

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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
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Concours d'Elegance: David Melchar
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Driver Education: John Dunkle, Adam Schwartz
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DE Registration: Stan Corbett
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DE Tech: Justin Becker
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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: 1983

Affiliate members: 1053

Total members: 3036

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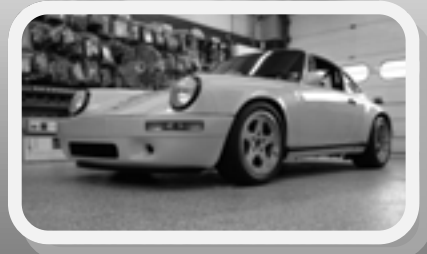
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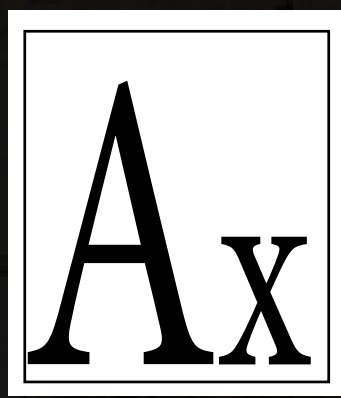
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AUTOCROSS



NER AUTOCROSS SERIES EVENT #2

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NER's second Autocross event of the 2019 Season was run on July 27th. The event was sponsored by Autobahn Performance of Peabody.

We had 63 drivers participating in the event and logged 11 runs for the day. Rob MacAlpine had FTD driving his '99 Miata with a time of 64.631 and the Porsche FTD was posted by Pat Salerno driving a 2016 Cayman GT4 with a 65.421.

Next up for NER is AX#3 to be held on Saturday August 31st. Registration is **open**.

Complete results posted below.

NER-PCA - AX Event #2 - Sat 07-27-2019**Timed Entries: 63****Sponsored by Autobahn Performance**

Pos.	#	Driver	Car Model	Best	Diff.
2 - '911, 914-6, 924S&T, 944, 944S'					
1	61	Bill Aubin	1984 Porsche 944	71.158	[-]3.421
2	3	Tom Tate	1972 Porsche 911T	74.579	+3.421
3 - '911SC, 911-3.2L, 964'					
1	437	Adam Small	1984 Porsche 911 Carrera	69.462	[-]2.429
2	22	Robert Canter	1984 Porsche 911 Carrera	71.891	+2.429
4 - '928, 944T&S2, 968, 986 Boxster'					
1	2	Adam Blauer	1994 Porsche 968	68.840	[-]1.585
2	69	Georges Rouhart	1993 Porsche 968	70.425	+1.585
3	23	Charles Sayers	2001 Porsche 986 Boxster	70.487	+0.062
4	96	K. Sandhu	1992 Porsche 968	70.976	+0.489
5	24	Dale LaBossiere	2004 Porsche 986 Boxster	73.579	+2.603
5 - '930 T, 993, 986 Boxster S, 987, 981'					
1	37	Gareth Peters	2004 Porsche 986 Boxster S	68.481	[-]0.506
2	477	Chris Doty	2014 Porsche Cayman	68.987	+0.506
3	31	Lev Tabenkin	1996 Porsche 993 Carrera	69.425	+0.438
4	993	Richard Viard	1995 Porsche 993 Carrera	69.816	+0.391
5	59	Alan Donkin	2003 Porsche 986 Boxster S	71.354	+1.538
6	245	Anker Berg-Sonne	2004 Porsche 986 Boxster S	71.482	+0.128
7	711B	Christopher Wall	2014 Porsche 981 Cayman	73.777	+2.295
8	711	Kevin Wall	2014 Porsche 981 Cayman	80.398	+6.621
9	603	Scott Petrlik	2010 Porsche 987 Boxster	81.140	+0.742
6 - '987 S, 981S, 718, 996, 964 Turbo, 997, 991'					
1	75	Mark Skala	2014 Porsche 981 Cayman S	66.892	[-]0.183
2	969	Nigel Fenwick	2008 Porsche 987 Boxster S	67.075	+0.183
3	54	Ernest Grasso	2018 Porsche 718 Cayman	70.224	+3.149
4	696	Susan Fenwick	2008 Porsche 987 Boxster S	70.663	+0.439
5	156	Chris Ryan	2013 Porsche 981 Boxster S	70.771	+0.108
6	501	John Wilson	2018 Porsche 718 Cayman	71.018	+0.247
7	502B	Nick Vullemier	2018 Porsche 718 Cayman	71.059	+0.041
8	502	Michael Cleary	2018 Porsche 718 Cayman	71.920	+0.861
9	501B	Jay Stringer	2018 Porsche 718 Cayman	72.707	+0.787
10	32	Glenn Champagne	1999 Porsche 996 Carrera	72.913	+0.206
11	47	Eric Kessel	2009 Porsche 987 Cayman S	73.441	+0.528
12	007	Jeff Boardman	2007 Porsche 987 Cayman S	74.098	+0.657
13	16	Tony Miniscalco	2006 Porsche 997 Carrera	75.155	+1.057
14	77	Mark McCormack	2003 Porsche 996 Carrera	75.729	+0.574
15	70	Christian Landry	2017 Porsche 718 Boxster	82.958	+7.229

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	65.500	[-]3.720
2	49	Jeff Johnson	2018 Porsche 718 Cayman GTS	69.220	+3.720
3	809	Robert Galejs	2018 Porsche 718 Cayman GTS	72.227	+3.007
4	127	Brian Ganger	2015 Porsche 991 Carrera 4S	75.252	+3.025
5	737	Ali Pirnar	2007 Porsche 997 4S	75.546	+0.294
6	381	Ariel Garcia	2018 Porsche 991 Carrera GTS	77.324	+1.778
7	381B	Jason Provencher	2018 Porsche 991 Carrera GTS	77.733	+0.409

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

1	78	Pat Salerno	2016 Porsche Cayman GT4	65.421	[-]1.363
2	10	Ed Moschella	2016 Porsche 981 Cayman GT4	66.784	+1.363
3	194	Chris Lindquist	2009 Porsche 997 Carrera S	66.914	+0.130
4	707	Charles Stroymeyer	2010 Porsche 997 GT3 RS	70.552	+3.638
5	360	Alan Davis	2015 Porsche 991 GT3	70.665	+0.113
6	68	Mark Billington	2019 Porsche 991 GT3	72.351	+1.686

9 - 'Race & Improved'

1	1	Ollie Lucier	2010 Porsche 987 Boxster S	65.463	[-]1.024
2	887	Stephen Lefebvre	2007 Porsche 997 GT3RS	66.487	+1.024
3	9	Nick Durham	1991 Porsche 964 Carrera 4	67.062	+0.575
4	124	James Fox	1997 Porsche 993 Carrera	68.121	+1.059
5	904	Akira Mochimaru	2009 Porsche 904 Replica	70.351	+2.230
6	104	Susan Kelley	2007 Porsche 997 Carrera S	72.380	+2.029

10 - 'Non-Porsche'

1	55	Rob MacAlpine	1999 Mazda Miata	64.631	[-]1.976
2	97	Hank Wallace	2007 Corvette Z06	66.607	+1.976
3	97B	Lana Tsurikova	2007 Corvette Z06	67.541	+0.934
4	615	Sam Pollard	2017 Chevrolet Camaro	68.337	+0.796
5	781	Read Fleming	2003 BMW M3	69.341	+1.004
6	541	Joseph Lagdao	2018 Ford Fiesta ST	71.358	+2.017
7	261	Kieth Johnson	2018 Ford Shelby GT	71.504	+0.146
8	701	Noah Levy	2008 BMW 128i	71.567	+0.063
9	67	Graham LaBossiere	2004 Mitsubishi Lancer Evolution	71.696	+0.129
10	771	Collin McCormack	2014 BMW 335i	78.343	+6.647
11	877	Joshua White	2015 Volkswagen GTI	81.106	+2.763

Top Times Of Day	Time	Class #	Driver
Raw time	64.631	10 55	Rob MacAlpine



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NER AUTOCROSS SERIES EVENT #3

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The NER Autocross Season continues with its third event of the 2019 Series on **Saturday August 31st** at Moore Airfield at Fort Devens and will be sponsored by **Auto Engineering in Lexington**.

NER's second Autocross event will be held Saturday July 27th at Moore Airfield at Fort Devens (Ayer, MA) and is sponsored by Autobahn Performance of Peabody.

Autocross is a safe and accessible introduction to motor sports and a fantastic way to improve your driving skills. We happen to enjoy probably one of the best venues in the Northeast for autocross. If you are new to the Club or just new to autocross, we encourage you to come out and give it a try. To give you a first-hand look at what to expect, we have a series of excellent new "Introduction to Autocross" videos on our website, produced by one of our long-time members Richard Viard. They can be seen on the Autocross page of our website at www.porschenet.com.

Typically at an autocross event we'll get in at least 9 runs, and usually 10-12. 12 (record is 14) individually timed runs and be eligible for awards. Trophies will be awarded to the several top drivers in each class that you can use for bench-race bragging rights.

Registration opened on August 3rd at motorsportreg.com. You must register online by midnight, Wednesday August 28th.

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 \ zbut 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 Moore Airfield:

From I-495 or Rt. 128 take Route 2 West. After you go under Route 495, travel another 3.6 miles. Take Route 111 North (exit 38B) for 2 miles. At the rotary, follow Route 2A West toward Ayer. Stay on 2A as it turns right in downtown Ayer. After the right turn stay on Route 2A by bearing left at the fork. Pass the supermarket on your left, cross the RR tracks, and the entrance gate will be on your left. The google map address is 90 Fitchburg Rd. Ayer MA.

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Sc
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Concours judging lawn

2019 NER Concours

October 5 at Chateau-sur-Mer, Newport, RI

The NER Concours is scheduled for Saturday, October 5, at the Chateau-sur-Mer estate on Bellevue Avenue in Newport, Rhode Island. It is being conducted to coincide with Audrain's Newport Concours and Motor Week that is occurring October 3-6, hosted by the Audrain Automobile Museum in Newport. The week is billed as "a celebration

of the automobile, uniting enthusiasts from around the world." Information and tickets for the Audrain events can be obtained at audrainconcours.com. A full description of the NER Concours, and entrant registration for the Concours or spectator parking can be found at the NER website, porschenet.com



Spectator parking



Chateau gate house



Chateau interior



Audrain museum exhibit



Audrain museum exhibit



2019 ZONE 1 Concours & Rally

EVENT SPONSOR



<https://clubregistration.net/events/signUp.cfm/event/9890>

**Host Hotel: Shawnee Inn Resort and Golf Club, Shawnee on the Delaware, PA
100 Shawnee Inn Drive, East Stroudsburg, PA (570) 424-4050**

Date: September 20 – 22, 2019

EVENT STAFF:

Event Chairman:
Chris Erven

Concours:
Chief Judge: Hank Menkes
Scoring: Jeff Erven

Rallymaster: Peter Schneider

Zone 1 Rep: Mike Bryan

WEB: Sterling Vernon

Registrar & Treasurer:
Joyce Gladle

Concours/Rally Chairman:
Jeff McFadyen

Schedule:

Friday Afternoon: Car Wash & Concour3 Prep Shawnee Inn
Friday Evening 8:00 PM Reception Hors d'oeuvres (Cash Bar)

Saturday: Concours on the Lawn at Shawnee Inn
Full (including Engines) \$40; Street (Ext & Int Only) \$40; & Peoples Choice \$25).
8:00 AM Car Placing
8:30 AM Judges Meeting
9:00 AM Judging Begins
6:00 PM Cocktail Hour
7:00 PM Dinner and Concours Awards Presentation

Sunday: Gimmick Rally \$35/Car Experienced & Novice Classes
9:00 AM Drivers Meeting Hotel Lobby Area
10:00 AM First Car Off
Lunch and Awards following the Rally

Register Online using clubregistration.net direct link above

Experienced Concours Judges Needed

If you are experienced in Concours judging and you are able to help out at the Zone 1 Concours, please contact Jeff McFadyen, PCA Zone 1 Concours/Rally Chairman, at jjmc356@ptd.net

14 July South of Boston (SoBo) Porsches and Coffee

Text and images: Rog Slocum

This morning, on the drive to Sweet Berry, I had a special passenger in my 911, my younger brother Lou. Lou is visiting us from Vista, California for a couple of weeks. Lou is a San Diego PCA member and is the original owner of a pristine 2008 Cayman S (Arctic Silver with a Carrera Red leather interior).



My brother Lou & me

By 10:AM there were just four cars on the grass and I thought that we might have a low turnout; however, we ended up with an even 30, pretty good for a very pleasant day. One of the early arrivals was Cain Bochter, and his 86 GP white (lipstick interior) 930. Cain's 930, to me, was a standout.



Cain Bochter's 86 930

The NOR'EASTER

Found in a Florida dealer trade-in, Cain has owned this 930 about 15 years. Because of an oil leak, the day after delivery, the engine was rebuilt showing just 30k miles. A true garage Queen since the rebuild, the 930 has accumulated about 5k miles. Cain has owned Porsches since high school, the first being a '78 Targa. With roll cage, engine and suspension upgrades, as well as all original paint, this car must be one pleasurable drive. An unusual deviation is a white-faced tachometer installed 90 degrees; "when the needle is straight up it is time to shift".



Talking with Cain

Tim Palmer parked his very clean red 964 Targa that his mechanic found for him 10 years ago near his home in Fort Wayne, Indiana. When purchased, the Targa showed 58k miles; he is the third owner. The engine has been overhauled and resealed. Previously, Tim sold his '78 924 and retains an '81 924 Turbo.



5Tim Palmer's 964 Targa

August 2019



Talking about Tim's Targa

Victor Branlo is quite pleased with his recent acquisition, a 2010 Black Carrera S. Purchased just 8 months ago from Hoffman Motors of East Hartford, CT., the Porsche had just 30k miles on the odometer. Previously, he owned a '99 Black Carrera 996 from In-Motion Motor Sports, Seekonk, MA. The Carrera S's paint is exceptional; Victor said that the Porsche was ceramic coated at a cost of \$1,800. Commenting on his current Porsche, Victor said that one of the pluses is the quality of the car's interior.



Victor Branlo's 2010 Carrera S

Kevin and Kathy Joeckel arrived in their 2013 GT Silver (with Carrera Red leather interior) Boxster S. The Boxster has PDK, Sport Chrono and PSAM. This is their third Porsche, purchased two years ago from a Westwood, MA. dealer, with just 4,063 miles.

Previously I wrote about Karl Spooner and his '86 Guards Red 930. Since that time, his son, Austin, has become an owner of a Red '83 944 (the first year the car was imported to the US).

The next SoBo will be on Sunday, 18 August, 10AM – noon



Kevin&Kathy Joeckel's 2013 Boster S



Austin Spooner's 83 944

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



Gus Koutsourades&daughters and his 1980 928



westerly view



southern view



Easterly edge

