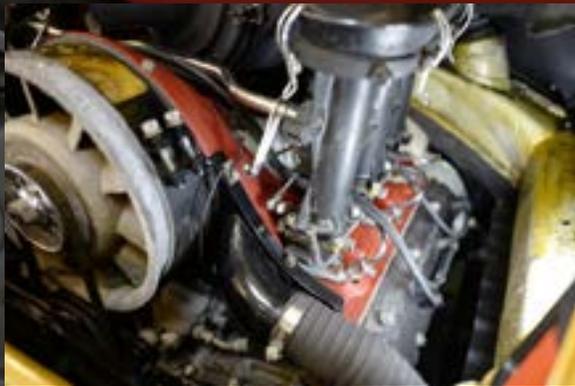


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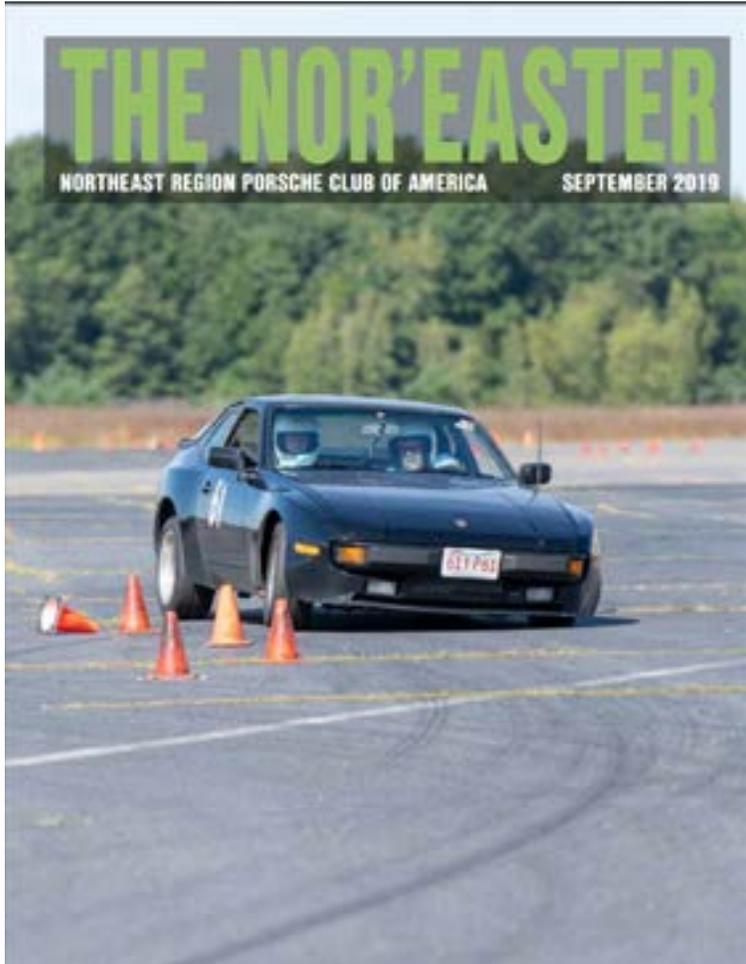
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Front and Back Covers



By Anker Berg-Sonne

Turning hard at NER Autocross #3



By Anker Berg-Sonne

Lined up for the tours at Treffen Vermont.

— 2018 —

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Event Calendar

Our Troops

Signature

October 5 NER Concours d'Elegance at
Chateau Sur Mer in Newport RI

Driver Education

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

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

September 15 Cars and Coffee
Lala Java Northborough

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

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Nominations for Northeast Region PCA Board

As per the bylaws, the Nominating Committee presents the slate of candidates for 2020 Board positions listed below. A member may propose additional nominees by contacting the Nominating Chair (email – president@porschenet.com): “Additional nominees or slates of nominees for any or all offices may be proposed by the members at any time up to and including the October meeting of the Board [10/9/2019]. Such nominations will include a signed statement from the nominees that he/she (they) will perform the duties of office if elected.” Brief bios of all nominees will be presented in the November NOR’EASTER and online balloting will be accomplished immediately thereafter. All votes must be cast through the web site, no email or mail in votes. The results of the election will be announced at the Annual Dinner. To cast a vote you will need to be a primary member of NER and have a voter ID and a key. These will be emailed to you using the email address you have on file at PCA.com so please make sure it is current.

By way of reminder, Board members are elected for one year terms and the elected Board is installed at the Annual Dinner. Board members cannot serve more than 2 terms in one position and cannot be on the board for more than 4 consecutive years. (Except for VP Communications which is not term limited.)

Here are the nominees...

President – Nick Shanny

VP Driving – Paul Skinner

VP Admin (Social) – Robert Jacobsen

VP Communications – Sterling Vernon

Membership Chair – Anker Berg-Sonne

Treasurer – Don Kelly

Secretary – Alan Davis

Past President – Bill Seymour

Submitted by the Nominating Committee: Bill Seymour (Chair), Chris Ryan, Dennis Friedman



How did you hear about PCA?

By Kristin Larson

Do you have an interesting story about how you joined PCA? If so, please let us know as we would like to share with the members. Contact us at communications@porschenet.com

My story started years before I was born. My parents joined PCA in 1968 with the Golden Gate Region and transferred to the Northern New Jersey Region in 1969. They participated at both the Track Committee level and Board level. I remember meetings in my living room where my only job was to hand out appetizers and otherwise, be quiet. My father as NNJR's first track chair, along with NNJR President Dennis Thovson, ran NNJR's first DE event at Lime Rock in 1971. Until then, they participated in DEs with other groups. One of the more memorable moments was my Mom running time trials in October 1969. What made it memorable you ask; she spun at West Bend at Lime Rock while 7 months pregnant with my older brother Scott. The EMTs at Lime Rock were not pleased with her but it helps explain my brothers love for cars.

Fast forward a few years and I remember bringing bicycles and then dirt bikes to the racetrack for us kids to enjoy while the adults were on track. There were several kids at the track back then, the Stoesser brothers, Denise Moir and Alex DeFrancisco to name a few. This was also when we had to flag our own events and set up cones on track. At the end of the event, we thought it was a privilege to get to ride along in the NNJR van and gather up the cones. Now that I am older, I feel very used although I now understand how tired they all were at the end of the day. Track days,

autocrosses and Parades kept our summers busy throughout my childhood with numerous other memories to hold onto.

Fast forward many more years and my parents were retiring to Maine and they had a 1983 SC that they could not sell so Dave and I were gifted the car. This started our journey in PCA as we officially joined in September 2009. We did our first DE at New Hampshire Motor Speedway in the spring of 2010 and we have since participated in numerous PCA events such as DE, autocross, Ramble, Parade and socials. We have since sold the SC, bought and sold a 1985 911 which we drove on the track for 5 years and now drive a 2011 Cayman S Interseries. We also have a 914 which Dave is working on to become a second track car.

For many years, we had a "family reunion" at Watkins Glen where all 5 of us would drive (Dad, Mom, brother



Scott, Dave and I) and spend the weekend together. See attached picture for one of the early years. In addition to biological family, we have found our track family. Dave and I have formed many friendships throughout the club and think of them as our track family. We look forward to seeing our family at NER events.



Dave and I have tried to give back to the club in a similar way to my parents. Between the two of us we have held AX committee, Track committee and Board positions. We plan to continue volunteering and help move the club forward and we look forward to seeing old and new friends at events in the coming year. It's not the cars, it's the people!

PCA NER 2019 Survey

Thanks to the members who took the time to respond to our recent survey. As you know we did this in preparation for a planned Board retreat in November where we will discuss goals for the club.

We finished with 174 respondents which represents a 9% response rate. This is lower than for previous surveys but still good for online surveys. We realize that there is an

inherent bias in this survey towards those who are more involved with the club – and we are willing to accept that.

So, to the main point: we asked “Going forward what should the goals of our club be?” Here are the percentages that answered either “an important goal” or “top or tied for top goal.”

Offering Driver Education (track day) events	74%
Attracting younger Porsche owners to the club	70%
Offering tours like the Ramble and Fall Tour	66%
Holding Tech Sessions	62%
Offering social events like the Annual Dinner and Summer Party	60%
Growing our membership	60%
Offering an Autocross program	59%
Offering Rallies	54%
Promoting the Porsche brand	50%
Being your primary source of information about Porsche	50%
Offering events/activities that are of interest to families	50%
Offering a People’s Choice Concours	41%
Having a judged Concours each year	40%
Offering events/activities that are of interest to owners of “four door” Porsches (Cayenne, Macan, Panamera)	33%

These answers are not surprising and reflect the strong support that our well run activities deserve. And before anyone gets worried, note please that activities like Concours (which have a dedicated if minority following) are not in danger of being discontinued. It will always be the Board’s position that self-supporting Porsche-appropriate activities that have members willing to run them will be encouraged.

One-fourth of the responding members had joined the club in the past 3 years. Their comments were mostly very positive such as “*The events we have been to have been a lot of fun - The people running the events do a great job*” and “*Extremely Positive. Welcoming, great group of folks.*” Thanks! But the one most frequent concern of newcomers is typified by these two comments: “*Love it. Everything seems great. My young age though makes it a little difficult to socialize*” and “*Very well run with a wide variety of activities. Demographics are heavily biased to retired white guys.*”

The importance of attracting younger members to the Club also showed up in the rating of the goals and is a recognized problem – one that will be discussed at the retreat.

Other questions addressed members’ preferences for

communications. Somewhat to our surprise not one person responded that there was too much communication, over 80% felt it was appropriate. We did receive comments about freshening the website and this will be addressed.

All in all the survey suggested a fairly high level of satisfaction with Club activities and operations. There were many good suggestions which will be reviewed at the retreat. We also asked if anyone wanted to be more active in the club and we received a number of volunteers. Thanks – we will be in touch. Also, we offered a ticket to the Annual Dinner to those who were willing to waive their anonymity. The lucky winner is...Michelle Kirstein. Congratulations and we’ll see you at the Gala!

The retreat will be held in Acton on November 2nd. In the morning we will address what goals the club should pursue. In the afternoon we will focus on communications – changes to the website and planning the NOR’EASTER publication schedule. For the morning session we expect the Board (including incoming Board members) and all activity chairs to attend. Other members may attend by invitation – please contact Lisa Davis at secretary@porschenet.com if you are interested.

2019 NER Gala

Mark your calendars. The 2019 Gala will be held at the Andover Country Club on January 4th, 2020. This spacious and beautiful venue will allow us to respond positively to two very popular request: Yes, we will have a band and a dance floor. And yes, we will have a room where hearing challenged members will be able to converse without having to overpower loud music.

Otherwise the program will be the usual: A silent auction for the benefit of Homes For Our Troops, a brief, but highly entertaining, live auction of a few items for the benefit of the same charity. A delicious dinner and presentations of awards for 2019. The awards presentations will be done quickly in response to yet another popular demand. After dinner there will be time to dance, listen to music and socialize with your good friends from NER.



Editor's Corner

As you will read elsewhere in this magazine, I have accepted nomination to the position of 2020 Membership Chair, my favorite board position. I will continue to edit the NOR'EASTER until a replacement can be found. If you have experience in desktop publishing and would be willing to take over as editor, we would dearly like to hear from you.

I have deeply appreciated the positive comments you have personally made to me, and also entered in the latest membership survey. That feedback makes the hard work producing this communication worthwhile.

Thank you for your support!

Anker Berg-Sonne





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The Long & Winding Road

- Bill Seymour, NER President

Time to trade!

For someone who is a big car fan, I don't trade cars very often. Rosemary gets a different car about every 5 years but that doesn't count. I've had the 356 for (counting family ownership) 58 years, the Caterham for 25 and the Cayman for 7. Yes, there has been some turnover in the track car department but let's not count that either. I just gave the Cayman its annual service and, while it is hale and hearty, I am beginning to question that ownership. I ask the following question: "When is the last time you just went out for a drive?" I can't remember the last time I did that in the Cayman – and that should be the reason to have a car like that! If I lived in Vermont it would be different but here in traffic congested Massachusetts I'd have to drive for an hour before it would start to be fun. Who likes to push down a stiff clutch as you poke along in a traffic jam? And I hate to admit this but it is harder and harder to get in and out of! So I've been looking around. I have had some short drives in a Macan and have been a passenger in one at an autocross - they are mighty nice! Sporty enough feeling, you sit up comfortably high, wouldn't need to switch to snow tires in the winter, maybe I could even tow with one (and let Rosemary get something other than the stupid Pilot). But you know what I'm afraid is going to stop me? The afore-mentioned clutch! I have never owned a car without a manual transmission. And even when I'm poking along I enjoy the engagement in driving that shifting provides. It's fun to blip the throttle on a downshift, to match revs correctly, to sometimes short-shift, to hold a gear to listen to the motor. In short, to feel in control I guess. I sat in the passenger seat of Nick Shanny's GT4 Clubsport as he zipped around Lime Rock at an enviable pace, watching/listening as the PDK chose gears – very impressive (although Nick now admits he shifts it manually). And the German engineers think we American luddites are silly for insisting on rowing our own gears. But there is satisfaction in operating the transmission that I fear I would miss. How about you?

Speaking of shifting gears, my new track car had its third outing – this time at Watkins Glen. The good news is that my Jamaican Bakin' teammate Chip Wood fabricated a gas



pedal extension so that I could properly heel-and-toe. The bad news is that while I don't get run over in this car on a shorter track, 105 HP doesn't cut it at the Glen. Top speed on the back straight was 112 mph (and this is, of course, flat on the floor from Turn One). By comparison, my Green run group student (who was pretty good but a long way from flat through the uphill esses) hit 136 mph in his 718 Cayman S. Going back to those German engineers who we blamed for taking away our traditional 6 cylinder engines, I have to give them their due: the turbo-4 in the Cayman S was a beast! We could almost keep up with a GT3. The further bad news was that the Spec Racer Ford broke – a few problems were identified and it is off to be repaired, hopefully in time for the NCR Tamworth event.

Finally, you will find elsewhere in this issue the nominations for the 2020 Board. I was the nominating chair (since I was the only one going off the Board there were no other choices) and I have to tell you it was a hard job. I am very happy that we have an excellent slate and the Club will be in great hands but it took some time (and some accommodating people) to fill the slots. The problem is two-fold. The first, and obvious one, is that our members are busy, active people and don't have a lot of time to spare. Fortunately, just as I was about to give up Nick retired and I was able to twist his arm. The other problem – and one that I'd like you all to think about – is that our club really is composed of barely overlapping silos. We have a very dedicated bunch of DE enthusiasts who are involved in DE management and spend their energies there. Similarly for Ramblers, Autocrossers, and Concoursers (is that the right noun?). We can find people to take on DE roles (or whichever silo they are in) but it is more difficult to get someone to step up to the Board level when the additional time demands might mean they had to give up the management role in their preferred activity. So you folks out there, please look down the road a bit as we will be needing quite a bit of Board help next year. OK, I'll stop whining.

NER Concours News

The NER Concours is scheduled for Saturday, October 5, at the Chateau-sur-Mer estate on Bellevue Avenue in Newport, RI. 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. Spectators are welcome.

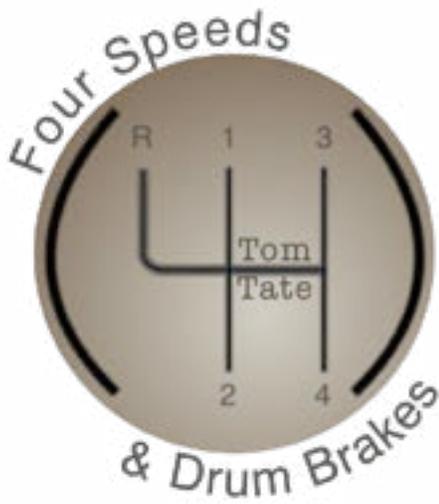
**Saturday
October 5, 2019**



The Concours will feature three categories for participants; Full, Werks, and Top Only. The Full category will use traditional judging sheets, examining Porsche exteriors, interiors, storage compartments, engine compartments (where viewable), and wheels/wheel wells. The Top Only category will utilize informal judging by Top Only participants.



Participants in Werks will still prepare their cars for the Concours, but unlike traditional Full Concours or Parade style judging, Werks considers not only the appearance but also the history of the car, its usage by the owners, and overall aesthetic appeal. By combining both subjective and objective elements, Werks judging creates a somewhat more relaxed environment and encourages participation by a wide variety of interesting Porsches. At Werks Reunions in Monterey and Amelia Island, everything is found from highly authentic restored cars, Le Mans winning race cars, outlaw & hot rod style Porsche builds, and unique original cars.



Parts is Parts, Pieces are Pieces and Junk is Junk

I have gotten involved in the parts business lately and it has turned out to be a lot more work that I thought it would be. Actually, it's a lot more work but not necessarily for me.

I connected my son, Rob, up with a Porsche family on the left coast that was looking to unload a lifetime supply of 356 parts that looked like it could help with college tuition. He does have three more to go and selling Porsche parts would be an education in itself. The parts were in central CA so he and the family rented a truck and drove from Phoenix to load it up. As a favor to the family they took everything that didn't go into the dumpster in the driveway. A lot of what looked like car parts was really just car junk.

When I flew out to attend the auctions last Jan one of my tasks was to sift through the boxes of parts. I made a pile that went to the dump, a pile that went to the scrap metal guy and a pile for eBay. The last pile had each piece marked with blue tape that had a description and a value listed. I would say that about 30% of the parts were trash, 20% could be sold to the scrap yard leaving about half that could be sold. The items posted on the internet or sold to other Porsche folks was enough to cover the expense of renting the truck, feeding the family and covering the motel room with a modest profit. It took a year and a half and there are still many smaller parts sitting in the side yard in AZ.

I found a 1954 356 coupe in a storage space in Newton recently that was surrounded by many 356 parts that didn't

fit the '54. The owner was deceased so his brother took the car and the parts that were correct and I called a local Porsche owner who deals in parts and he took the rest. The parts included an engine, many new 356 pieces like seat hinges and gauges, but many of the parts were used and looked like the pile I had at home.

Those experiences made me review some of the parts that I have been saving all these years. Like used clutch discs, used pressure plates and used brake pads. What was I thinking when I saved brake pads with less than 1/4 of the material left? Was I thinking that at some point in the future I wouldn't be able to afford new brake pads at \$45 per set and so anything with material left would be welcome? That sounds like my college days.

For many years those of us in the car hobby worked on the idea that we should never throw anything car related in the trash. It believe that it is time to rethink that position. I started looking at the parts hanging from the ceiling in my garage and thought about which of the three piles they would go into. I know where the dump is but I think I need to find a good scrap metal guy because only about half of my parts will ever be used again.

I counted six clutch pressure plates (2 broken), 3 used extractor exhaust systems (2 need welding repair), 4 sets of aluminum window trim (needs straightening), 7 rusty hubcaps (without the crest), and 2 rusted through mufflers (beyond repair).

These parts stashes are all starting to look the same because we all save the same stuff. The largest swap meet in the country is held in Hershey PA each year. I have written about it many times. The standing joke is that we all take parts down there, swap them with other guys and bring home more stuff until next year when we do it all again. The parts never change we just pass them back and forth.

In the hopes of finding a rumored 4 cam engine left behind years ago I had a friend drive up to a closed VW repair shop north of Boston to try and get some contact information. The shop had been closed for over 20 years but there was some activity seen in a side lot.



Sure enough there was a boat for sale with a faded for sale sign that had a phone number on it. The number reached the boat owner who knew the deceased shop owners son who was thinking about selling some of the parts along with a VW single cab pickup that was stored inside.

After a few weeks of phone tag a time was set to take a look at the "great collection of rare vintage parts". My hopes were high when mention was made of a 356 engine that had been discovered in the back of the shop.

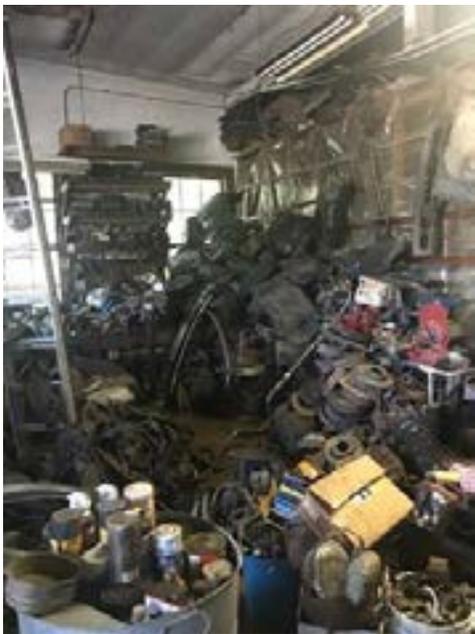
We arrived after the morning rush hour to find the boat owner waiting. He explained that he was a partner in the original repair shop. He then called the owners son who came over with the only key to the place. The key opened the front overhead door that revealed the VW truck.

The truck wasn't that bad considering it was from New Hampshire. Some rust, not a lot, but the engine was seized, it had no title and he decided that since it belonged to his father, it wasn't for sale. It took a while to find the 356 engine because of all the parts that were stacked in the



way.

There were piles of old used greasy parts blocking everything. One small room in the back was filled chest high and couldn't be entered at all. It was just as well because there was nothing in there that was useable. Bent VW steering wheels, rusty rims, cracked windshields, all matter of parts that will never be used again. There were buckets full of rusty nuts and bolts, bent VW fenders and lots of trashed brake rotors and drums. What were they



thinking?

There were at least a dozen VW engines laying around, some stacked on top of others and in danger of falling on anyone that passed by. There were rusty bumpers lined up like a cord of firewood but without as much value. A few sets of Beetle front seats were there but they looked deflated as the mice had run off with all the stuffing to be used for their nests. It must get pretty cold in that garage in the winter.

Deep under piles of parts was a rare 23 window VW split window bus, with a sliding fabric sunroof, no less. Finally, a find. As I made my way around to the side I could see that it had been shortened by about 4 feet (as seen at car shows in the '80's) and was worth nothing. Plus it hadn't moved in 30 years and it didn't run when parked. The story was that it had been T-boned on the driver's side so they cut out the damaged portion and welded the nose to the tail. I thought that maybe the center section could be rebuilt because whole ones are worth six figures (really) but after a short discussion the owner decided that he was attached to it and it wasn't for sale. I think it was the first time he had seen it in 20 years.

The disassembled 356 engine was from 1957 and appeared to have almost all the parts needed to make a whole engine so that was boxed up and followed me home but otherwise it wasn't a big day.

That's the way a lot of these garage finds turn out, lots of stuff but not much that can be reused. I hope people don't say that about the parts hanging in my garage, maybe I better take a closer look this weekend. The transfer station in Medfield is open on Saturday and they have a metal pile for old car parts. Sounds like Hershey, doesn't it?

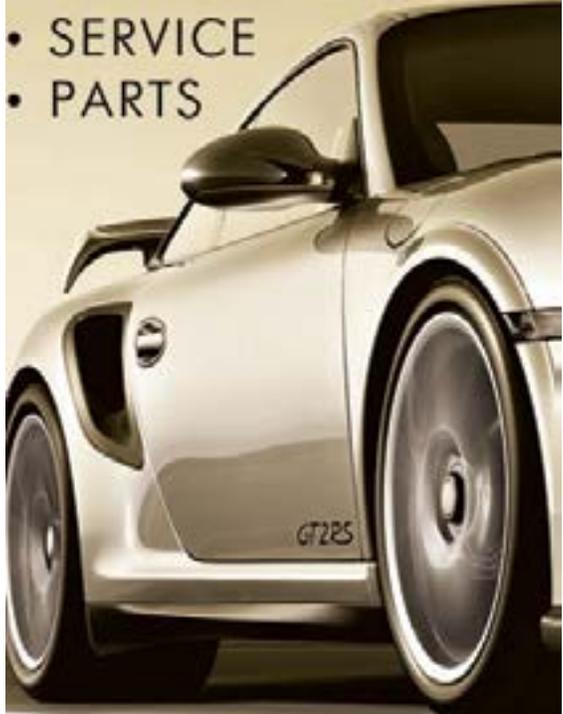
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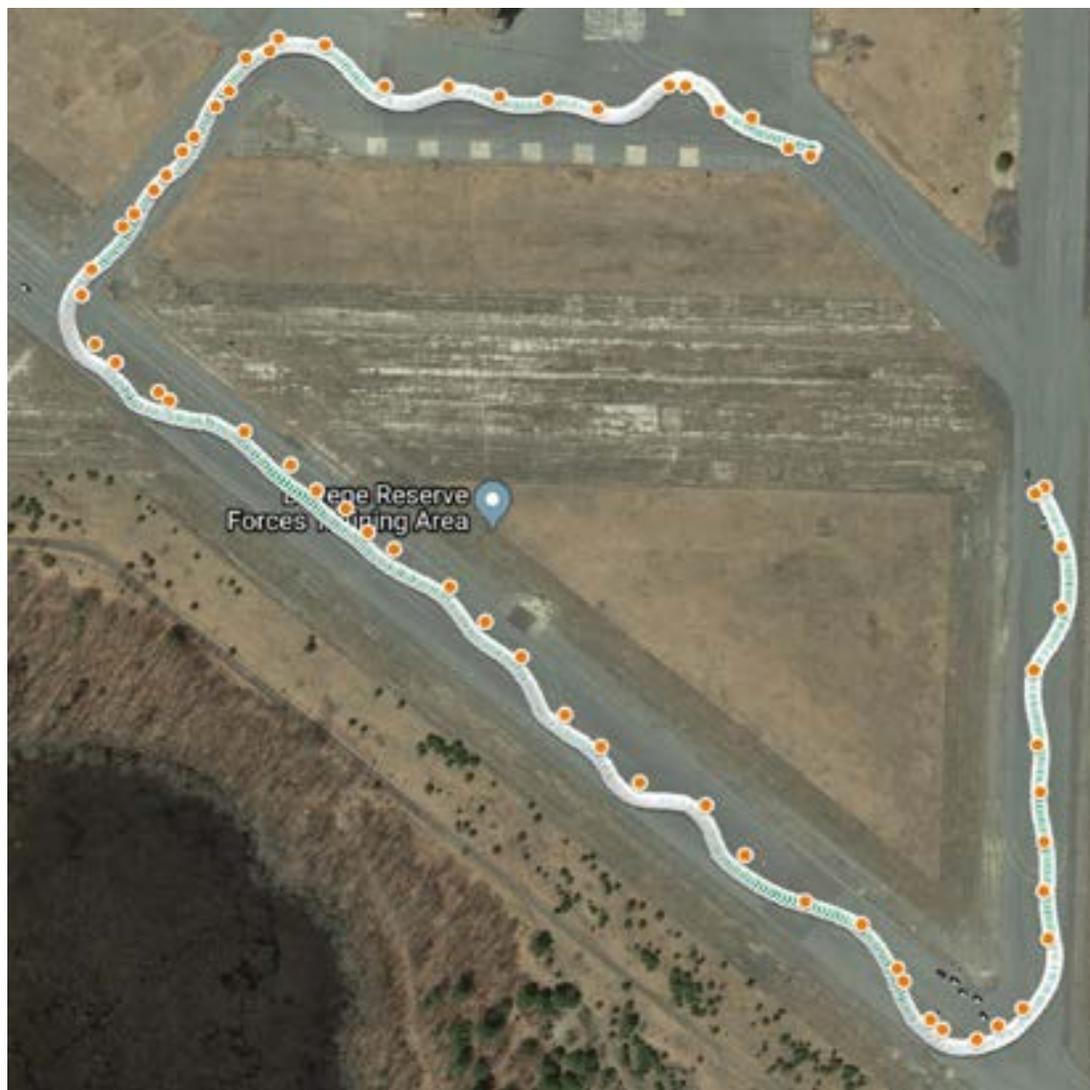
Anker Berg-Sonne,
VP of Communications

Autocross ramblings

NER AX #3 was great. The course designed by Scruffy was easy to navigate, but hard to drive well. The trickiest segment was at the end of the course. After a slalom you had to make a big jog to the left to a camouflaged clam shell (instead of a single tip cone there were three), then a big jog to the right to clear a gate and then a straight run to the timing lights. Minimizing time in this segment required giving up speed before the last cone of the slalom, getting all the way to the back of it and then hugging the tip of the clam shell tightly and then getting fully on the gas through the last bit. It took me a lot of runs before I started getting this right. Here's an image of the full track with critical cones in orange and my last run in green. Yes, I know the cones and track don't quite line up. That's because of GPS position drift. Much more about this in the geek section later.

My times were OK, but not great. We had been warned by the EVO instructors that it would take time for the good habits to kick in and the bad ones to be forgotten. Knowing how to turn in early, getting on the back of the cones, plus slowing down enough to be tight is helpful, but putting it into practice takes practice.

My biggest takeaway from the AX is that I can drive



much faster through the slaloms and must be steadier on the gas pedal. Lifting at the wrong time puts you into a spin and fear of spinning has made me slow down. On the main runway there was an offset slalom that really narrow cars could take in a straight line. I had to jog but was

able to run through at full throttle. I could feel that I was putting a lot more side force in these jogs than I did in the regular slaloms. So, at the next AX (Zone 1) I'll work on reproducing the same feel.

On the way home from the AX the dreaded CEL light came on. Just a day or two before the AX I received a MaxiAP AP200 that I had ordered from Newegg. It's a really handy OBD II scanner that knows about brand and model-specific codes and can do most of the stuff you would need in an emergency. It is a Bluetooth OBD II dongle that handily fits in a pocket and uses a cell phone as its user interface. As soon as I got home, I plugged it in and fired up the application on my phone. It was a P0430 - Catalyst System Efficiency Below Threshold Bank 2. We got that on our vacation to Nova Scotia two years ago and I figured that puttering around on the island was causing it to come on. Driving more spiritedly after clearing it "fixed" the problem and it didn't make an appearance until just now. The bad thing is that the car is due for inspection this month, so I must have the code cleared and not reappear through several driving cycles if it is to pass. We are taking it to Treffen Vermont later this week, which will be the test to see if clearing it again "fixed" it long enough to stay off until after inspection. Otherwise I have a used manifold/cat on the shelf that I will have to install, drive several cycles and hopefully put this behind me. I am not looking forward to battling rusty manifold bolts. Hopefully liquid wrench, heat and patience will get me through the ordeal. I will, however, order a completely new set of bolts and not rely on being able to reuse the old ones.

Warning! Geek alert. Skip to the next column if you aren't into that stuff.

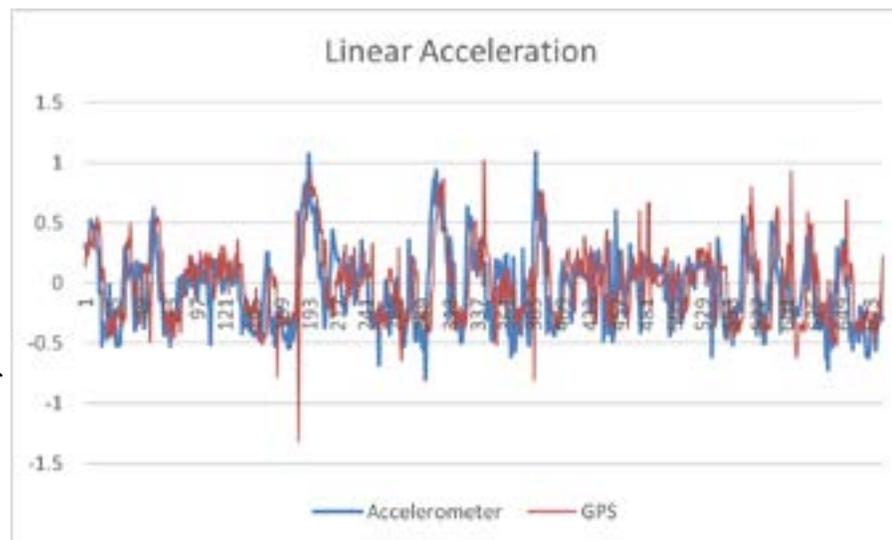
When I started building GPS loggers in mid-2018 I used the best affordable GPS that I could find, which had a 10 HZ refresh rate and supported WAAS (Wide Area Augmentation Service). All the data I have published here has been generated with this. The Arduino shield I used had an integrated GPS and micro SD card with a prototyping area that I used to hold a 9 DOF (Degree of Freedom) accelerometer, and the initial Arduino was the MEGA 2560 that has a plethora of pins, runs at 16 MHZ and has 8 KB of SRAM. Just enough speed and memory to keep up with the GPS updates at 10 HZ.

After using the prototypes for about a year I have learned that:

- Having all the accessories on a single card is a bad idea. On one of the prototypes the SD card reader has failed. By itself it costs just over \$5, but its failure led

to a \$46 shield being unusable. It makes a lot more sense to have smaller components that can easily be replaced by unplugging a failed component.

- Another problem with integrated components is that some components have been improving in performance and dropping in price, but to take advantage of improvements in technology they must be individually replaceable. This has proven to be especially true of GPS technology. More about this later.
- The Arduino MEGA 2560 has proven to be another limiting factor. 6 MHZ and 8 KB of SRAM limits what I can do in software, and every time I change something, I must tweak it to ensure it can keep up with the GPS. At the EVO School in July I lent two prototypes to other students. Unfortunately, the logs were unusable because the MEGAs were losing fixes and corrupting log files.
- All prototypes have now been upgraded to a much faster Arduino, a DUE, which has 96 KB of SRAM, which is more than 10 times as much memory as the MEGA 2650. This will give me headroom to add features and modules without running out of memory or CPU speed.
- The accelerometer has proven to be redundant. All the information it provides can be derived from the GPS data, and worse, it is very susceptible to vibration and poor positioning. Vibration is the real killer. This chart shows two graphs of linear acceleration from a run. One derived from the accelerometer, the other from the GPS.



Which is the most accurate is impossible to determine, but there's no doubt both curves show the same data.

The accelerometer data looks better than it really is, I had to smooth it in the accelerometer itself by averaging roughly 10 samples taken in each 1/10 second interval. It would have been more erratic if I had taken one discrete reading every 1/10 second.

So, I decided to eliminate the accelerometer and rely solely on the GPS.

I have looked at including OBD II data but have been stymied by the fact that none of the Arduino interfacing OBD II interfaces work on my Boxster 986es. I do plan to make it an option for owners of cars that they work on.

Back to GPS.

There have been two enormous improvements since I started. GNSS receivers (ones that support US GPS, GLONASS (Russia), Galileo (EU), BEIDO (China) and other regional systems have become affordable. Refresh speeds are also higher, 18 to 30 HZ refresh is now affordable. Better error correction has also fallen in price. WAAS only gives you repeatable accuracy to a 3-meter radius, but now a technology called RTK (Real Time Kinematics) gives significantly better accuracy, down to the width of a fingernail, both horizontally and vertically. The following image shows very well the effect of a 3-meter error. The cones and the track were taken at opposite ends of the day and you can clearly see that they are offset. But you can also see that relatively within the cones and the track, everything lines up with no weird jumps in position. This is especially noticeable with the track points.



The Arduino shield I used in my original prototype costs \$50. A GNSS module with 18 HZ refresh rate and a 2.5m repeatable accuracy costs \$39.95, and an RTK module with a 25 HZ refresh rate and down to 1 cm repeatable accuracy costs \$219.

To achieve the 1 cm accuracy, you will need to apply RTK correction data. This can be done by applying correction data in real time from the Internet to the receiver, by placing a base station (based on the same GPS chip) on location and having it send the correction data to the loggers wirelessly, or by applying the correction data to the log files after the fact.

My plan is to use the second approach. It will add \$24 to the cost of the logger and require a base station; but one base station can be shared by all loggers on site.

Imagine what you can do with 25 updates a second and 1 cm accuracy!

So, the plan is to start building two logging models this winter.

The first will be an inexpensive, roughly \$150 device that will log at 18 HZ and give 2.5 m repeatable accuracy. This isn't as bad as it sounds, because the signal will not drift much during a run. The main drawback will be that map overlays of multiple runs may be offset visibly.

The second model will cost approximately \$350, and will provide the ultimate performance, 25 HZ and 1 cm accuracy when a base station is available. It will work "fine" without a base station, 25 HZ and 2.5 m accuracy.

An option to both models will be an OBDII interface.



O P E N H O U S E

Kick off fall the right way at 12pm on September 21 with foodtrucks, beer, old friends, and a american-&japanese german car show n' shine in our factory at 32 Catamount Drive, Milton VT. We'll have some incredible Porsche vehicles on site including a few of our in house factory prototyping cars. At 4:00pm, we'll cruise over to Zero Gravity Brewery to finish strong. More info at Rennblog.com/OpenHouse





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

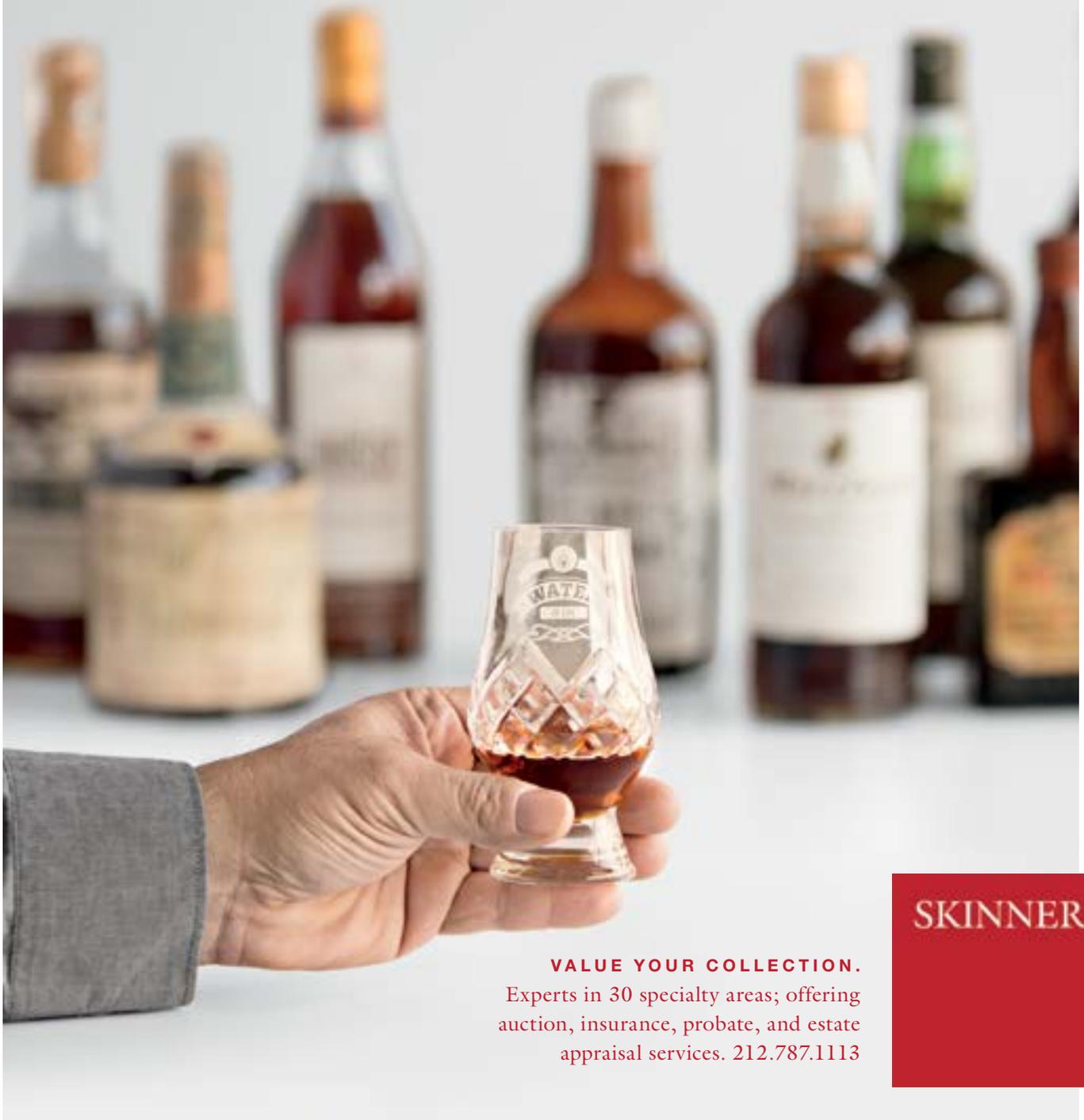
Sunday: Gimmick Rally \$35/Car Experienced & Novice Classes
9:00 AM Drivers Meeting Hotel Lobby Area
10:00 AM First Car Off
Lunch and Awards following the Rally

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

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VIP's - Very Important Persons

New members as of September 1st, 2019

Joe Aurelio

Mendon, MA
1985 944

Dennis Capuano

Nobleboro, ME
1986 928S

David Carvalho

South Dartmouth, MA
1998 Boxster

Jason Chen

Woburn, MA
2014 Cayman

Marc Chretien

North Kingstown, RI
2016 911 Carrera 4

Dan Curtin

Medford, MA
2014 Cayenne Diesel

Kevin Donohoe

Acton, MA
2018 911 Targa 4S

Peter Forlizzi

Medford, MA
2006 911 Carrera

David Gallego

Taunton, MA
2013 Panamera 4S

Martha Gavin

Beverly, MA
1999 911 Carrera 4

Lynn Anne Handleman

Newport, RI
2008 Cayenne S

Stephen Kelliher

Wakefield, RI
2009 911 Carrera 4S Cabriolet

Chris Kotsiopoulos

Weston, MA
2019 911 GT3 RS

Elizabeth McCormack Selders

Groton, MA
2015 Macan S

Charles Merrow

Fall River, MA 2010
911 Turbo

Stephen Milton

Mendon, MA
2009 911 Carrera

Hamad Mirzan

Boston, MA
2018 Macan GTS

Amy Mughnerini

Newton, MA
2018 Macan GTS

Thiago Ribeiro

Pepperell, MA
2014 911 Carrera

Thomas Roloff

Boston, MA
2007 911 Carrer

Dr. Shoei Long Shieh

Boston, MA
2019 Macan White

Rick Shrier

Clinton, MA
2009 Boxster S

Martin Strudwick

Cataumet, MA
2015 911 Carrera 4 GTS

Jonathan Uri

Barrington, RI
2002 911 Carrera Cabriolet

Charlotte Wagner

Cambridge, MA
2018 911 Carrera 4S

Anniversaries



August 2019

35 Years

John Buckley

30 Years

Donna Mancuso

Joe Mancuso

25 years

Rosemary Driscoll

Nancy Pfister

William Pfister

Bill Seymour

Christina Sliwa

Matthew Sliwa

20 Years

Peter Donohoe

Robert France

15 Years

Kim Catizone

Michael Catizone

Catherine Foster

Greg Foster

Christopher

Geldmacher

Teddy Geldmacher

Chris Ryan

Miles Ryan

10 Years

Dara Ambrose

David Berman

Anthony Caito

Kristin Larson

Pequita Loring

John Macken

Silvija Mazza

Steven Mazza

King Ng

Pui Ng

Mark Powers

Vicky Powers

5 Years

John Dowdle

James Fox

David Geisinger

Melinda Hall

Eddie Macaroco

Sam Pollard

Lawrence Pratt

Jon Rawstron

Quinlan Regan

Robert Shapiro

Suzanne Shapiro

David Yuen

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

August 2019 Board Meeting Minutes

The board dined al fresco and enjoyed the culinary expertise of their hosts Paul Skinner and Jen. What a wonderful experience, right down to the homemade ice cream sundaes for dessert. Definitely worth the trip!

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 – via phone

The meeting was started with the approval of the Treasurer's Report. The board then reviewed ongoing business:

Kristin Larson reported that she has sent information for a custom-made base for the "Silver Porsche" award.

The 60th Anniversary interview scheduled for the September NOR'EASTER has been postponed. The board brainstormed possibilities for featured articles. Anker Berg-Sonne relayed the NOR'EASTER schedule for the rest of the year.

The board gave high approval to the retro 60th Anniversary pin designed by Susanna Weber.

It was reported to the board that member Steve Ross was in an auto accident and is recuperating. If anyone is interested in reaching out to Steve, please contact VP of Administration, Robert Jacobsen. We wish Steve a speedy recovery.

Robert Jacobsen reported that the Summer Party was a huge success. We thank Steve and Laurie James for putting together a wonderful event. It was noted that the food, band, and venue were superb. Considering all that the venue has to offer, the board voted to have next year's party at Wachusett Mountain.

Other event discussions included promoting the Annual Gala in the September NOR'EASTER and ideas for the Annual Gala silent auction.

The Board Retreat is slated for Saturday, November 2nd from 9-3 PM (with lunch), in Acton. All board members, activity chairs, and nominated candidates should plan to attend. The board is hoping to get more members to fill out the online membership survey. This survey is an integral part of the retreat agenda. As such, the board plans to send out an exclusive email reminder.

The Advertising/Sponsor Committee continues to make progress on next year's advertising and sponsor packages. Committee chair Don Kelly related to the board that the restructured tiers will be easier for the sponsors to see what they will receive and easier for the club to manage, as we need to balance the work of volunteers with what the club can offer. There was discussion of a possible advertising manager and a firm reminder to all chair people or delegates that every event with a sponsor requires a promotion of the event and a report after the event.

The Nominating Committee has made its recommendations for the upcoming NER elections. President and chairperson Bill Seymour informed the board of some of the committee's considerations for nominations including: previous board experience, the strength of the current board and activity chairs, and what needs improvement. The new board nominees will be presented elsewhere in

the NOR'EASTER. We thank the Nominating Committee for their hard work.

The next board meeting is Wednesday, September 11th, hosted by Lisa Davis.

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VP Driving: Paul Skinner
driving@porschenet.com

VP Administration: Robert Jacobsen
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VP Communications: Anker Berg-Sonne
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Treasurer: Don Kelly
treasurer@porschenet.com

Secretary: Lisa Davis
secretary@porschenet.com

Membership: Jerome Gangitano
membership@porschenet.com

Past President: Kristin Larson
pastpresident@porschenet.com

Zone 1 Rep: Mike Bryan
mike@brycorp.ca

Committee Chairs

Autocross Chair: Chris Ryan
autocrosschair@porschenet.com

Autocross Registration: Jeff Johnson
autocrossreg@porschenet.com

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

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

DE Registration: Stan Corbett
tcreg@porschenet.com

DE Tech: Justin Becker
tech@porschenet.com

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

Instructor Development: Kristin Larson
instdev@porschenet.com

DE Communications: Sterling Vernon
decomm@porschenet.com

Ramblemeister: Dennis Friedman
ramble@porschenet.com

By the Numbers

Primary members: 1989

Affiliate members: 1061

Total members: 3050

An Extraordinary Display

Right now, at the Audrain Automobile Museum in Newport, there is a mind-blowing car. It is a 1906 Locomobile "Old 16", known as "America's first racing champion," for the fact that it was the first American-built car to win the Vanderbilt Cup automobile race, started in Newport

moved to Long Island. This car first raced in the 1906 race but had tire troubles and finished 10th. But in 1908, the car overcame many issues and was driven to victory by George Robertson, besting all rivals from across the globe.



A vial of original oil from ~1908



1906 Locomobile "Old 16"



1959 Cadillac Cyclone

You can view this moving piece of history - and a historic display of mind-blowing GM concept vehicles, many from the mind of famed designer Harley Earl - at the Audrain Automobile Museum now and during the upcoming Motor Week October 3-6 (which includes our NER 2019 Porsche Concours at Chateau-sur-Mer on Saturday October 5). Not to be missed!



DRIVER
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Why NER is da bomb-diggity

By Jim Graham

In August of last year I made my now annual trip to Watkins Glen with NER. Since moving south to North Carolina and then Virginia in 2015, I have made this trip 3 times and I look forward to it every year. Last year Adam Schwartz rubbed it in a bit that he was going to Calabogie after the Glen as part of an extended/advanced event. I looked at the driving directions on Google Maps and it gave 12 hours without stopping, sorry Adam I don't think that's possible.

This year Adam managed to talk me into going, I'm glad I did! We had a terrific event at the Glen, everyone was safe and we had probably the best weather I've seen there. On day one I was feeling a little rusty on the track after being away from the Glen for a year. Lee Carpentier hosted a track walk that evening which I would never miss! I have walked the Glen a few times with different hosts and each time I take away something new. I talked to Ben Albano, who works with Lee, at the end of the walk to get him in the car with me for a coaching session on day two. Ben identified some key areas for me to work on, which helped me in turns 1, 8 and 10. By the end of day two I felt great and was seeing continuing improvement. On day three Adam jumped in the right seat to give me his thoughts as well.

Sunday evening Adam and I headed to Syracuse, in the morning I would head north to Calabogie and he would head east to the Boston area. Monday we had breakfast and headed on out around noon. Just before getting to the Canadian border I caught up to Erik Hjortshøj, likely the ONLY time I will ever catch him! We arrived at Calabogie around 5:30pm and reunited with everyone. If you have never been to Calabogie, there is not much around. In fact we had breakfast, lunch and dinner either catered by or at the same restaurant every day. Thankfully the food was great!

Tuesday was our first day on track at Calabogie, I had not been there since 2013 so it was essentially a new track to me. This event was run quite differently than others events. The schedule was dynamic, often evolving around the needs of the drivers or the guidance of Lee Carpentier and John Dunkle. There were several track exercises; side-by-side to get everyone used to the entire track rather than just the line; and Leap Frog to get everyone used to

passing off line, late or both.

We also spent time learning by going out to the unmanned corner stations to watch our fellow track rats drive in circles. This was new to me as I've never been able to be that close to corners to watch. Between cars, Lee would discuss different approaches and the results. We were able to see the effect of early turn in, over braking and several well-executed corners.

I was struggling a bit with orienting myself on the track, getting a few corners confused, which is actually pretty easy there! Many thanks to Kristin Larson for helping me to pick out identifiers to help me with that! We also worked on turn eight which is also known as Temptation. I think that is the longest corner of any track I have driven. Erik was able to hop in my car for a while to help with my approach to several corners, carrying more speed through and back to throttle sooner.

On day two I ran my slicks to the cords and had to put my street tires on. I was disappointed, certain I would not have as much fun and definitely not be as quick. I was wrong. With less traction I needed to work on my car control in order to keep my times close to where I had been. This turned out to be a really good thing and by midday on Thursday I felt my driving had improved more than it had in the previous year.

So why did I drive so far to get to the Glen and Calabogie? Why do I choose NER each year rather than a group like Chin who offers more driving time? I've driven with close to ten different PCA regions and two private groups, I can say without question that the quality of the NER DE program is the best. No other region or group can get a solo student an instructor for a session as easily as NER. The quality of instruction is also among the best; they are always able to offer some points to work on. Then there are the people, the culture that has been built around the NER program. From chatting in the paddock, to offering help getting a car back on track or enjoying a social after the day is done. NER is home to some of the most wonderful people I have met at the track.

See you all next year!

Watkins Glen and Calabogie Report

By John Dunkle. Images by RC Clutchfoto

Both Adam and I, and on behalf of the entire NER Track Team, would like to take a moment to Thank All drivers and participants for the incredible events both at Watkins Glen and Calabogie ! The weather each day was spectacular (really - not a drop of rain during EITHER event?!) - as was the camaraderie, laughs and smiles - so the combined thanks from all on the Northeast Region Track Team ! Of special note are the following notable quotable noteworthy notes:



The Dinosaur BBQ and Beer/Wine Socials were a huge success! Thank you to the NER Social Team (Pam and Judi) for an incredible job in seamlessly pulling this together! While my jeans didn't fit properly the next day - it was well worth the expense of a new pair...

Congratulations to all for the following advancements: Green to Yellow - Kamal Essaheb, Joe Neiman, Clement Lau, Bernard Morrissey, Nicholas Northington, Gregory Cheshier. Yellow to Blue - John Padavano, Lawrence Phillips, Paul Vandermeer, Alan Ng. Blue to White - Liam Shanny, Wes Kelleher, Scott Clough, Kyle Whitehead. White to Black - Yan Manelis, David Manoogian, Karsten Richards, William Thomas, Stuart Milsten. Congratulations to our New Instructor: Darren Desimone !



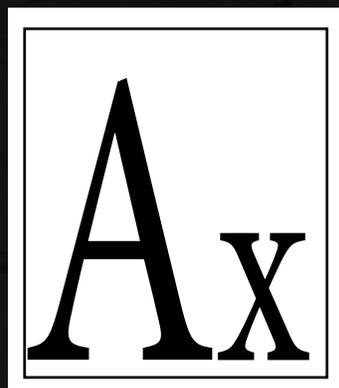


Every image in this e-mail is courtesy of RC Clutchfoto ! That's right - if you had your car on-track at WGI - you can see just how stunning it looked "from the grandstands". These images are suitable for framing, printing, bragging rights - or could even be used as part of your driving resume for a seat in Formula 1, IMSA, or wherever..? ;) Yep - they really are that good and you can peruse images of your ride by clicking here: [NER PCA Gallery at Watkins Glen by Clutchfoto](#) .

Reward for information leading to the identity of the perpetrator(s) of the following defacement of a Little Lotus. Occurring between the hours of 6:00 PM August 10 and 8:00 AM August 11, a Lotus, innocently parked "tail out" in one of the WGI garages was ravaged and defiled with the following "graffiti like" sticker: SUPERFAST MAITA This cost the owner/driver a good 30 seconds in lap times due to additional weight and DWE (Driving While Embarrassed). Further, this induced drivers following this Lotus full belly laughs while they should have been focused on passing this car (of note: all drivers passed this car (at least once) while on the track). If you have any information as to who would do such a thing - please contact me. I will take revenge.



Our sincerest " Thanks" to each and of of you for making both of these events simply spectacular!



AUTOCROSS

NER AUTOCROSS SERIES EVENT #4

SPONSORED BY

The NER Autocross Season continues this Fall with its fourth event of the 2019 Series on Saturday October 12th at Moore Airfield at Fort Devens and will be sponsored by Skinner Auctions and Appraisers.

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 individually timed runs and be eligible for awards (the record is 14). Trophies will be awarded to the several top drivers in each class that you can use for bench-race bragging rights.

Registration opens on September 14th at motorsportreg.com. You must register online by midnight, Wednesday October 9th.

The gates open at 7 and check in ends at 8. Participants

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

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

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

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

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

Directions to 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. Look for the "State Police Driver Training" sign, pull in and go left up the hill following the "Autocross" sign. The google map address is 90 Fitchburg Rd. Ayer MA.

NER AUTOCROSS SERIES EVENT #3

SPONSORED BY



AUTO ENGINEERING

NER's third Autocross event of the 2019 Season was run on August 31st, a beautiful day to start off the Labor Day weekend. The event was sponsored by Auto Engineering of Lexington.

We had 76 drivers participating in the event and logged 9 runs for the day. Rob MacAlpine had FTD driving his

'99 Miata with a time of 61.760 and the Porsche FTD was posted by Ollie Lucier driving his improved 2010 Boxster S with a time of 62.336.

Next up for NER is AX#4 to be held on Saturday October 12th. Registration opens on September 14th.

Complete results posted below.

NER-PCA - AX Event #3 - Sat 08-31-2019

Timed Entries: 76

Sponsored by Auto Engineering

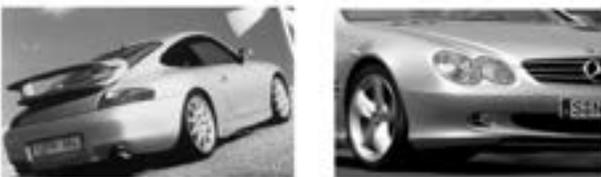
Pos.	#Driver	Car Model	Best	Diff.
1 - '356, 912, 914-4, 924, Macan				
1	878Shannon Mee	2017 Porsche Macan GTS	79.807	[-]2.138
2	878BChris Salley	2017 Porsche Macan GTS	81.945	+2.138
2 - '911, 914-6, 924S&T, 944, 944S				
1	61Bill Aubin	1984 Porsche 944	68.735	[-]2.488
2	3BRob Tate	1972 Porsche 911T	71.223	+2.488
3	3Tom Tate	1972 Porsche 911T	72.132	+0.909
3 - '911SC, 911-3.2L, 964				
1	437Adam Small	1984 Porsche 911 Carrera	67.530	[-]2.725
2	12Arthur Bryant	1986 Porsche 911 Carrera	70.255	+2.725
3	666Christine Skaubitis	1993 Porsche 964 RS America	84.203	+13.948
4	666BLauren Firnstein	1993 Porsche 964 RS America	90.914	+6.711
4 - '928, 944T&S2, 968, 986 Boxster				
1	69Georges Rouhart	1993 Porsche 968	67.934	[-]0.138
2	23Charles Sayers	2001 Porsche 986 Boxster	68.072	+0.138
3	58Neil Halbert	1990 Porsche 944 S2	68.639	+0.567
5 - '930 T, 993, 986 Boxster S, 987, 981				
1	31Lev Tabenkin	1996 Porsche 993 Carrera	65.578	[-]0.530
2	37Gareth Peters	2004 Porsche 986 Boxster S	66.108	+0.530
3	59Alan Donkin	2003 Porsche 986 Boxster S	67.938	+1.830
4	512Bryan Bickford	2014 Porsche 981 Cayman	68.397	+0.459
5	993Richard Viard	1995 Porsche 993 Carrera	69.139	+0.742

6	245	Anker Berg-Sonne	2004 Porsche 986 Boxster S	71.925	+2.786
7	337	Matt Anderson	2009 Porsche 987 Cayman	72.004	+0.079
8	921	Raghunandan Sangabhathula	2009 Porsche 987 Cayman	72.029	+0.025
9	722	Eddie Galvez	2013 Porsche Boxster	73.609	+1.580
10	337B	Brittany Blaney-Anderson	2009 Porsche 987 Cayman	79.563	+5.954
11	603	Scott Petrik	2010 Porsche 987 Boxster	79.657	+0.094
12	314	Aldo Avendano	2015 Porsche 981 Boxster	dns	
6 - '987 S, 981S, 718, 996, 964 Turbo, 997, 991'					
1	75	Mark Skala	2014 Porsche 981 Cayman S	63.623	[-]2.326
2	54	Ernest Grasso	2018 Porsche 718 Cayman	65.949	+2.326
3	754	Eric Aubin	2006 Porsche 987 Cayman S	66.602	+0.653
4	126	Andrew Tibma	2009 Porsche 987 Cayman S	66.661	+0.059
5	156	Chris Ryan	2013 Porsche 981 Boxster S	67.816	+1.155
6	47	Eric Kessel	2009 Porsche 987 Cayman S	70.131	+2.315
7	007	Jeff Boardman	2007 Porsche 987 Cayman S	71.110	+0.979
8	450	Haris Usmani	2013 Porsche 981 Boxster S	71.596	+0.486
9	727B	Ali Sarraf	2015 Porsche 991 Carrera	71.655	+0.059
10	16	Tony Miniscalco	2006 Porsche 997 Carrera	71.749	+0.094
11	119	Charles Doucot	2017 Porsche 991.2	71.898	+0.149
12	126B	Dan Tibma	2009 Porsche 987 Cayman S	72.491	+0.593
13	47B	Fitz Granger	2009 Porsche 987 Cayman S	72.871	+0.380
14	727	Kevin Sameti	2013 Porsche 991 Carrera	73.355	+0.484
15	119B	Darelene Doucot	2017 Porsche 991.2	73.806	+0.451
16	273	John Towey	2017 991 Carrera	75.704	+1.898
17	70	Christian Landry	2017 Porsche 718 Boxster	82.280	+6.576
18	987	Frank Hidalgo	2006 Porsche 987 Cayman S	dns	
7 - '987 Spyder, Cayman R, 981 Spyder, 981 GTS, 718 S/GTS, 997 S, 993 Turbo, 991 S/GTS'					
1	404	Daniel Quaroni	2011 Porsche 987 Boxster Spyder	63.351	[-]0.290
2	25	Jeremy Mazzariello	2012 Porsche 987 Cayman R	63.641	+0.290
3	49	Jeff Johnson	2018 Porsche 718 Cayman GTS	66.069	+2.428
4	153	Dave Geller	2017 Porsche 718 Boxster S	69.372	+3.303
5	127	Brian Ganger	2015 Porsche 991 Carrera 4S	72.566	+3.194
6	737	Ali Pirnar	2007 Porsche 997 4S	73.174	+0.608
7	153B	Kathleen Lapointe	2017 Porsche 718 Boxster S	74.779	+1.605
8	446	Charles Mallet	2017 Porsche 718 Boxster S	81.955	+7.176
8 - '911 Turbo (2001-), GT2/RS, GT3/RS, GT4, 997 S/GTS'					
1	78	Pat Salerno	2016 Porsche Cayman GT4	62.998	[-]1.216
2	884	Walter Lunsmann	2015 Porsche 991 GT3	64.214	+1.216
3	563	Aaron Walker	2004 Porsche 996 GT3	64.488	+0.274
4	360	Alan Davis	2015 Porsche 991 GT3	65.021	+0.533
5	707	Charles Stroymeyer	2010 Porsche 997 GT3 RS	69.320	+4.299
6	68	Mark Billington	2019 Porsche 991 GT3	69.451	+0.131

7	517	Erik Healey	2019 Porsche 991 GT3RS	79.883	+10.432
8	194	Chris Lindquist	2009 Porsche 997 Carrera S	dns	
9 - 'Race & Improved'					
1	1	Ollie Lucier	2010 Porsche 987 Boxster S	62.336	[-]0.732
2	887	Stephen Lefebvre	2007 Porsche 997 GT3RS	63.068	+0.732
3	118B	Grant Barron	2011 Porsche 997 GTS	63.671	+0.603
4	9	Nick Durham	1991 Porsche 964 Carrera 4	64.500	+0.829
5	904	Akira Mochimaru	2009 Porsche 904 Replica	67.693	+3.193
6	9B	Natalie Nguyen	1991 Porsche 964 Carrera	69.953	+2.260
7	118	David Barron	2011 Porsche 997 GTS	70.680	+0.727
8	104	Susan Kelley	2007 Porsche 997 Carrera S	72.615	+1.935
10 - 'Non-Porsche'					
1	55	Rob MacAlpine	1999 Mazda Miata	61.760	[-]3.659
2	168	Hayden Maggart	2015 Hyundi Genesis R	65.419	+3.659
3	781	Read Fleming	2003 BMW M3	66.064	+0.645
4	786B	Cooper Nock	1999 BMW M3	66.751	+0.687
5	541	Joseph Lagdao	2018 Ford Fiesta ST	67.763	+1.012
6	94	Michael Bickford	2017 Chevy Camaro ZL1	67.774	+0.011
7	871	Joseph Berger	1994 Mazda Miata	68.525	+0.751
8	731	Andrew Nicolella	2004 Corvette Z06	68.942	+0.417
9	786	Geoff Feola	1999 BMW M3	69.263	+0.321
10	103	Karl Ng	2017 Ford Mustang	70.920	+1.657
11	790	John Wilson	2015 Scion FRS	72.723	+1.803
12	434	Nick Vullemier	2016 Volkswagen Golf R	73.795	+1.072
13	757	Lisa Burke	2001 Mazda Miata	74.758	+0.963

Top Times Of Day	Time	Class#	Driver
Raw time	61.760	1055	Rob MacAlpine

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Cruise-In at the Capital Grille Images by Peter Mozzone







18 August South of Boston (SoBo) Porsches and Coffee

Text and pictures by Rog Slocum

This morning my co-pilot was my oldest son Joshua. Josh, his wife Neely and daughter Chellie were visiting from Michigan. Before leaving for Sweet Berry Farm we all had bet the number of Porsches we thought would attend. Knowing that it would be a good sailing and beach day the number of expected Porsches was in the 30s, with the exception of Chellie who predicted 52. Around 11AM Chellie was nearly hit the jackpot when the number hit 53.

and attached to what was basically an S with the normal-tune engine. An upmarket move, it sold for \$600 more than the previous year's 911, with some of the increase reflecting modifications to meet 1968's new federal safety and emissions standards. Sam has owned this Porsche for about five years. An Arizona car purchased from a private party. The engine was rebuilt at 106k. Sam is also letting go and is asking \$105 for this unmolested Porsche.



Me and my son Josh



Sam&Jake Buksbaum's white 98 911

"Kermit", Andrew Conti's 76 Ascot Green 912E, is 1 of 8 in that color and just 1 of 4 having a sunroof, making it a bit rare. Andrew has owned it for 11 years, with the odometer showing 171k. "Kermit" is Andrew's favorite in his Porsche corral. The engine has been upgraded to 140hp.



Chellie Slocum

An early arrival was Sam Buksbaum and young son Jake with his white 1968 911L. The L stood for Luxus (luxury)



Andrew Conti's Ascot Green 76 912E

Bill and Beth Cambra arrived in their very clean black 944S2. Purchased with 40k miles in 99 with just 60k now showing on the odometer, this is Bill's third Porsche. Bill wanted this model for ten years because he feels that the style is timeless; "it ages well". Repainted, the detail seems flawless.



Bill&Beth Camra's 90 944S2

I have to say that Wilkin's 2016 Lava Orange GT3 RS says "Hello" in a big way. A second owner of this certified pre-owned (2800 miles), now shows 7k. Additionally, Wilkin says that he has owned a 73 911E for about 30 years. Commenting about the GT3's performance he says that in turns it really bites in, handling is the best. And when approaching the limit of 8800 rpm the sound is great. He also likes Launch Control.



Wilkin&Annie Chin's Lava Orange 2016 GT3 RS

Norm and Tina Fournier parked their white 97 Boxster that they have owned since 2016. Purchased with odometer displaying 42k; they are the third owners and have rolled the miles to 56k. This is their first Porsche, and he says

that the best thing is driving it with his wife, Tina.



Norm&Tina Fournier's white 97 Boxster

Jeff Price has owned his original Ruby Red 62 356B T6 Super Coupe since 1988. It has a SC motor, rebuilt brakes and transmission. Jeff is offering this well maintained classic for 120k. As an owner of a 65 356C for 16 years, I agree with Jeff, "The best thing about it is driving it".



Jeff Price's Ruby Red 62 356B T6 SuperCoupe

The next SoBo will be on Sunday, 15 September, 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

