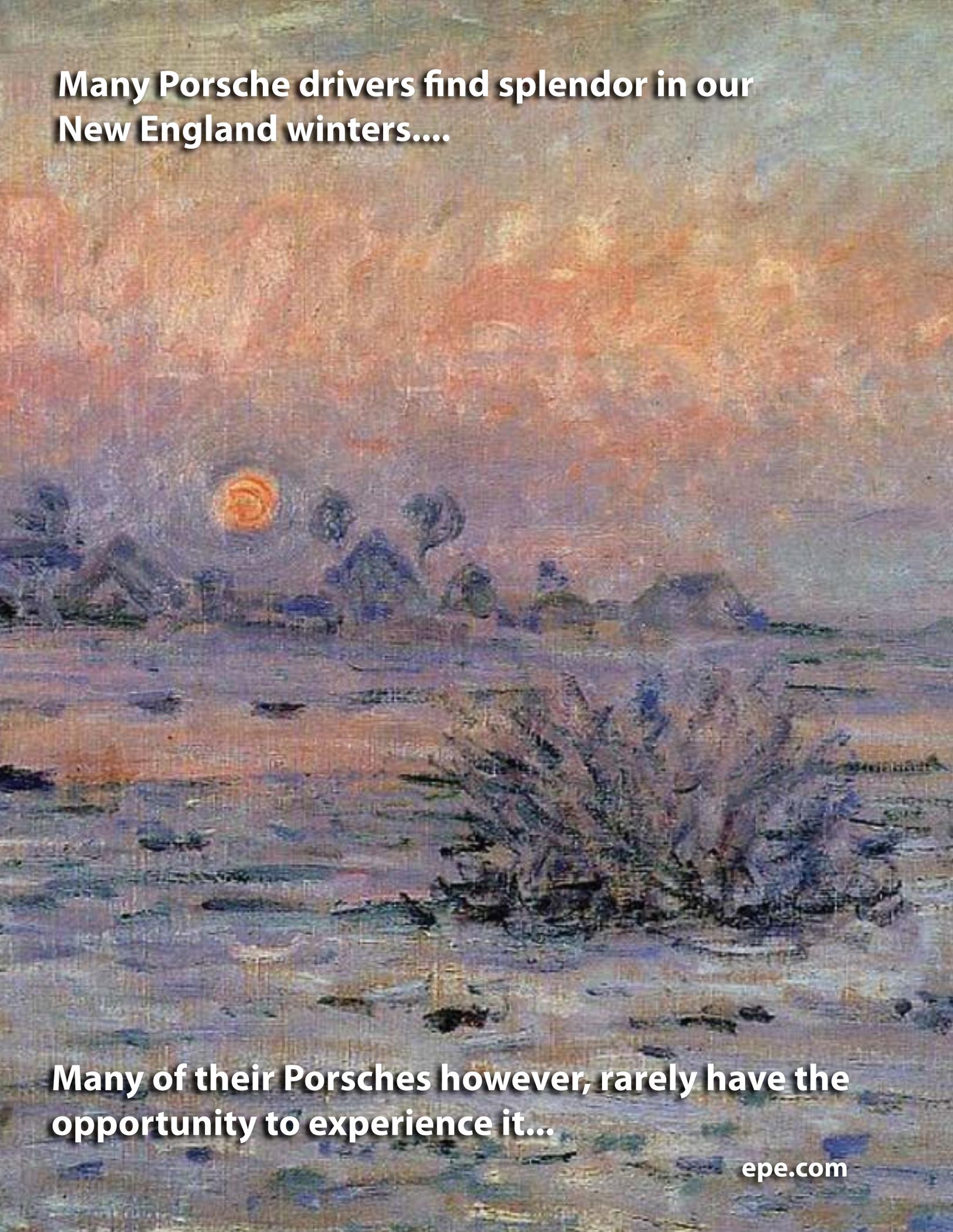




THE NOR'EASTER

EMBER 2013 NOVEMBER 2013 NOVEMBER 2013 NOVEMBER 2013 NOVEMBER 2013

northeast Region Porsche Club of America Northeast Region Porsche Club of America

A painting of a winter landscape. The sky is a mix of warm orange, red, and purple tones, suggesting a sunset or sunrise. A bright, circular sun or moon is visible in the upper left. The ground is covered in snow or ice, with dark, silhouetted trees and bushes in the foreground and middle ground. The overall style is impressionistic with visible brushstrokes.

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- INSTALL BAGS OF DRYING AGENT IN THE TRUNK AS WELL AS THE PASSENGER CABIN**
- LEAVE MOTH BALLS UNDER AND AROUND THE CAR TO PREVENT MICE FROM NESTING IN THE CAR**
- WASH AND DRY THE CAR**
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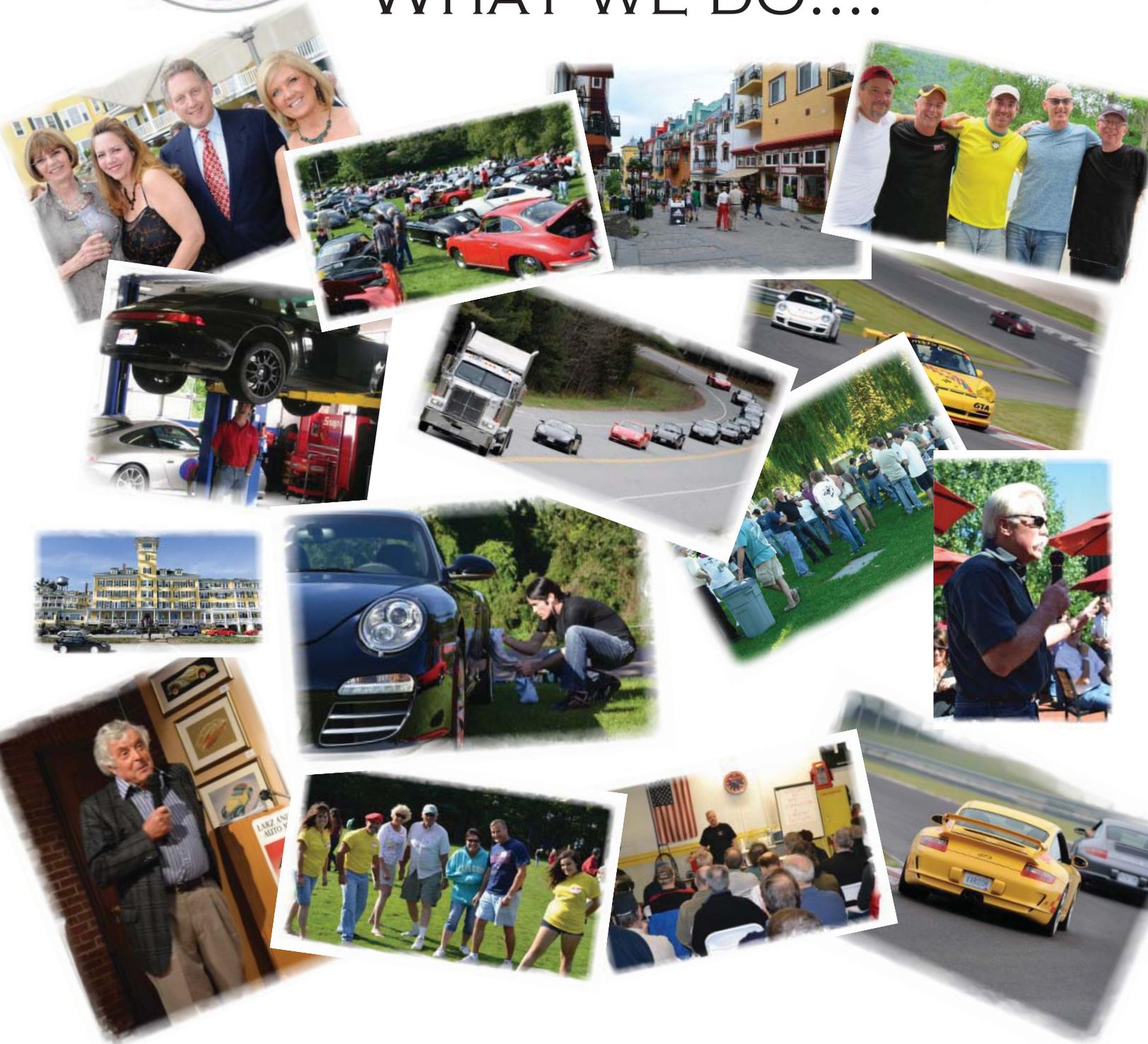
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PORSCHE



WHAT WE DO....



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COVER



Cover Photo
Michael Kerouac

www.porschenet.com



Check in often for
new features, updates and
changes in schedules.

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Editor Adrienne Ross

Graphic Designer Susana Weber

Copy Editor John Koenig

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On the Edge

Historical Tourist



Adrienne Ross

For the 27th time in 40 years, I moved again. For those of you keeping score at home, you might remember I bought a house in the beginning of October. I told tales of how I like to move, and finding treasures, etc. Strangely the treasure I've discovered this move, is not about the house, or the stuff (although I DID find something so precious to me I actually cried when I found it), but about where I live. Not the house, not the town, more the area, and how much I take it for granted.

A few weeks ago my daily stroll of the Charles was more crowded than usual. It wasn't just a few folks here and there; the place was teaming with... athletes. The

Sometimes I forget what a world-class town we live in. Boston certainly does have its own style and history.

Head of the Charles Regatta had come to town, and with it some world-class athletes, Olympians, and teams from colleges all over the country, and world. There, on this 3-mile stretch of river, the world descended.

Not for the first time, or the last, I'm sure. The World Series plays at least 3 games here (go Sox!!) this year. Soccer finals come to Foxboro, the Pops plays the 4th for the rest of the country on CBS, and it's where the United States became a sovereign nation.

Eight of the things that came with me on my move were some original windows from my old workplace on Beacon St. These windows had been in place so long, that the glass was hand spun, with those little circles in the middle you sometimes see, and thicker at the bottom, (not because glass is a liquid, and sometimes postulated, but because it's an irregularity of the then imperfect process).

My workplace decided to replace the windows, and I (being a sucker for history) rescued a few of them in the hopes that

I could get them reverse painted with scenes from the Revolutionary War.

If the glass is in fact that old, it would have borne witness to a revolution in the making, on the green that laid before them. Reflected in the glass would have been George Washington would have inspecting his troops, John Hancock living in his house next door, John Adams colluding with both, and the King's troops, marching the streets.

Down near State Street I can stand where the Boston Massacre occurred, and in the same place, I can be where the Declaration of Independence was read to a brand-new Nation.

Sometimes I forget what a world-class town we live in. Boston certainly does have its own style and history.

I'm a natural tourist. It's what I do. I like to explore the history of a place, to imagine what it was like 50 or 300 years ago. I just bought a house that's 60 years old. Framingham is having a little 50's revival celebration, so there are displays everywhere about the old Shoppers World (who remembers the Christmas windows at Jordan Marsh?) and other bits of history – including my house. Well, sort of. It's been about Campenelli Ranches.

It seems these three brothers started constructing these little homes in the early 50's to deal with the post war family boom happening in this country. They built 8000 of these little marvels, with their fireplaces in the middle. In the middle of the house!

What's cool about these houses (I discovered) was that there's a whole little cult status to them, people have strong feeling about them. So I found myself, a week before I moved in, at the Framingham library with about 30 people who grew up in, was a first owner of, lived in, or just loved these little "homes of the future!"

It was quite moving to be a room with folks who bought one in the 50's, first

time home owners, like me, but back then. They were planning families, and just starting out, and these places became real neighborhoods, kids everywhere, Mom's in and out of each other's homes for coffee. They remi-



continued on page 42

In This Issue...

One of our favorite contributors scores with a new (to him) 356, and we get to hear the story!

Our Cone Punters say goodbye to their 2013 season, more pictures online! We have some cool things to do this winter, be sure to sign up. And our Gala is just around the corner. If you've never met any other member of the Club, come along to dinner, and introduce yourself to a Board member, or contributor. If you read The NOR'EASTER - you know somebody there!

I hope you enjoy the issue!

On the Loud Pedal

When World's Collide



Christopher Mongeon

With the storm we call September behind us, it is time to find a rhythm. Last month I mentioned what happens to us every fall. Our schedules are thrown into a frenzy, mostly due to the boys' activities, and this year is set to be our busiest yet. The interesting component of this month's article was finding Porsche-related material while visiting a hockey rink five times a week. I will get touch upon hockey later.

I want begin by thanking our editor for coordinating a special private screening of the Ron Howard film, "Rush." I could not remember the last time I had gone to a movie that was not a Disney/Pixar film. With Bob, my father-in-law, off to a NASA event at the Glen and Stephanie at home with the boys, it was just the 'mother-out-law' and me. We all must agree that the worst part of going to the movies is the

How did I miss this? Porsche enthusiasts on our Squirt hockey team.

people sitting around you. No complaints this time, no previews to sit through and no kids kicking the back of my seat. Just a theater full of fellow car nuts there to watch a movie about racing. Plus, having others I knew around me kind of eased the awkward notion of being at the movies with my wife's mother.

Anyway, how did we manage to incorporate Porsche and hockey? Actually, I had nothing to do with it. For the last three years, we have been spending the better part of fall and winter in a hockey rink. The two were bound to cross paths. As a parent and a coach, I don't get to just show up and watch from the stands. My coaching duties begin in locker room making sure a bunch of nine-year-olds dress in full battle gear before each game. Packing a dozen kids into a locker room that smells every bit as bad as you have heard, dress them from head to toe in padding and give

them sticks is a great opportunity for us coaches to wait in the hall. Last Sunday the other coaches and I were hiding... I mean discussing strategy... outside the locker rooms when a fellow NER member, Frank, wandered in with his son. Finally, someone who can relate to my columns first-hand. I had to play it cool. He was, after all, there for the other team. We did not have much time to talk and it was his turn to get settled into the locker room and bask in the ambiance. Anyway, after the game, it is customary for each team to line up and shake hands. This includes coaches. We bring up the back of the line carrying all the water bottles, pucks and whatever else the kids leave behind on the bench. As I got to the end of their line-up, Frank's son made a point of telling me and his teammates, that his Dad knew me and that he had a great time playing our team. It made the loss that much easier to take knowing we lost to a team of such great sports. He seemed more excited about our Porsche connection than their win. I guess he doesn't see many Porsche enthusiasts either.

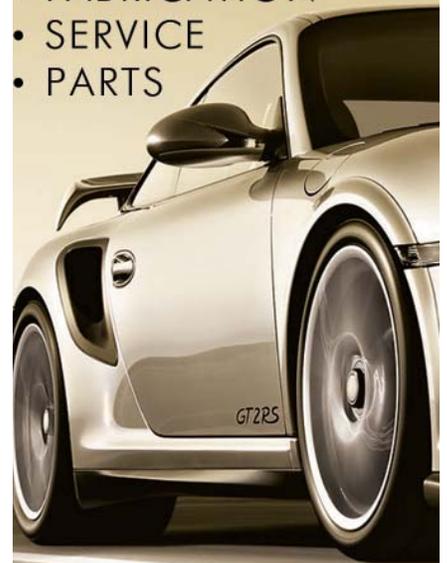
The two worlds crossed again the next week. It was another Sunday game when we all met in the lobby after planning our fate for the rest of the day. Stephanie was sitting with the parents of one of our own players and somehow Porsches came up. It turns out they regularly enjoy their triple black Boxster, especially in this early fall weather. How did I miss this? Porsche enthusiasts on our Squirt hockey team. The following morning, Sam and I had an early morning practice, 6:45 am. After the practice, the Porsche enthusiasts invited everyone back to their home for breakfast. As the team lined up in the parking lot to caravan to breakfast, Sam commented from the back seat, "Hey Dad, this is just like the Porsche Tour. But instead of Porsches, there are minivans and SUVs."

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by Marcus Collins

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Four Speeds & Drum Brakes

On the Road Again



Tom Tate

Road trip just has such a great ring to it. Maybe it's just because it doesn't have the word "office" in it. Or maybe it's because of the adventure of going to places that you've never been. Whatever the reason, I was looking forward all summer to the drive to Georgia in the Puddle Jumper. A group of 356 owners was planning their annual drive in the north Georgia mountains to celebrate Drive Your Porsche Day. I had never been able to join them before, but I had the week blocked off this year. It would be the longest drive yet in the restored '57 sunroof coupe, and I had spent a lot of time chasing bugs and

With ten-gallon tanks and over 30 mpg we could've driven further, but that was about all our old butts could take.

collecting spare parts to be ready for any problem. Jeff Leeds had signed on for the drive down in his '63 Super 90 along with my brother, Bill, and his wife driving the Speedster with whom we would meet up in Maryland.

We compared our emergency parts list to discover that we were each carrying the same parts like generators, starters, engine seals, etc., so that allowed us to leave some at home and save some space. Of course that would mean that we'd have to stay together, but that was the idea anyway.

Rolling out the Mass. Pike after rush hour made for an easy ride south and we arrived at Bill's in time for dinner. We were running about 150–170 miles between stops. With ten-gallon tanks and over 30 mpg we could've driven further, but that was about all our old butts could take. Even two of these cars driving together created a stir with other drivers as cell phones were pressed up against the windows of passing cars. We were driving between 65–70 mph,

and that allowed a lot of faster traffic to pass. Gas stops attracted even more people to stop and ask questions and offer stories of the Tubs they used to have or always wanted. I had made a couple of "Helen, Georgia or Bust" signs so everyone knew where we were headed but the most asked question was, "What year?" This was as they were standing next to a car with a 1957 license plate and 1957 inspection sticker on it.

Bill had made the decision to drive the Speedster with the top up and the side curtains in place to reduce the wind turbulence but that really reduced his vision. It was like sitting in a pillbox in WWII and looking out the gun slits. We put him in the center so all he had to do was follow taillights. Leaving the DC beltway at dawn the next day we were able to watch the worst traffic in the nation in our mirrors. As we looked over the divided highway at the commuters sitting motionless in their cars I felt like saying, "Hang in there" like James Bronson did as he rode off on his Harley Sportster. Fully packed with our suitcases on their luggage racks we could've been in the Bronson show years ago.



Traveling in Style

I don't remember drivers ever being so polite when I was driving other cars. The sight of these Tubs seemed to

make everyone happy as they let us merge when getting back on the highway and when heading for an exit. We were using some short-range walkie-talkies that Jeff had provided, but the noise inside the Speedster had Bill at a disadvantage because it was tough for him to hear our chatter. I did get caught in the left lane once when Bill decided to hit a ramp at the last minute when leading. I believe I could've made it in front of the 18-wheeler in the center lane, but decided not to risk it. The next ramp was only a few miles down the road and I was back before they finished topping up their tanks. I found them busy answering questions from strangers.

Driving south out of Richmond VA on Rt. 85 was a little slower, but not by much, and we covered the 615 miles before dinner. That even included a Cracker Barrel stop and refueling at a station on Dale Earnhardt Blvd. near Charlotte, NC. There was less notice paid of our passing in NASCAR country but folks were still pleasant.

We were using a GPS unit to get us the last few miles, and with no bad weather the cars still looked like new when we reached Helen. Leaving town, Garmin looked for the shortest distance and sent us up a three-mile gravel road and I was last in line. By the time we got to the registration lodge my black car looked like a magnet dragged through a large pile of iron filings. There was even dust stuck to the windows, it was awful.

We stayed in a cabin in the north Georgia mountains that was up in the woods and very modern but were told that if we heard banjo music to just ignore it. There were

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Minutes of the Board

October Meeting



Hans Peter Schaefer

Oct. 16, 2013 NER Board Meeting
The September meeting was held on Oct. 16th at the home of Bill Seymour and Rosemary Driscoll. In addition to the host, the following board members were present: Steve Ross, Stan Corbett, Kristin Larson, Dani Flaming, Chris Mongeon, Adrienne Ross and Hans Peter Schaefer.

After an excellent meal and a nice cake afterwards, President Chris Mongeon brought the meeting to order at 7:50pm. Bill started the meeting to report that a successful Autocross season came to an end with nice weather and a great party at the last x-cross event. He also mentioned, that there were 10 Autocross participants in the green run group at the NCR DE in October, which demonstrates that Autocross is a feeder to DE events.

Concours: The Elms Mansion, in Newport R.I., has been secured as the site for the 2014 Concours.

Ted Shasta offered to organize a Concours in Plymouth under an October fest theme. The board discussed the offer and will ask Ted to provide a concept for 2015, since 2014 has been locked in already.

Stan reported that the DE season for NER ended in August and for NCR in Oct. He is working on track commitments for 2014, with a new track – Thompson – already firm for late September. (Great news) He expects the plan for 2014 to be complete by the Nov. Nor'Easter with classics like LMCT included on 7/8/9 of July. The Blues festival will be during the week following July 4th.

Kristin sent out the Treasurer report in advance. After a brief discussion of some highlights of the report, Adrienne made a motion to accept and Bill second. The board approved the report as presented.

Dani reported the latest membership numbers, and for the first time the Primary membership reached 1500, specifically the numbers are:

Primary members 1513, Affiliate members 1012 for a total of 2525. During last month, we had one transfer in, 10 transfer out and 25 new members.

The letters for the Ballots as well as the subscription for the Nor'Easter will go out within the next couple of weeks.

Bill reported on the planned activities for the coming 6 months with a tour of the Thompson track planned for Oct. 20th where he expects 30 people based on current signup. 17 have signed up for the tech. session "Magic of Air" on Nov. 17 hosted by EPE in Natick.

On November 17th, there will be an opportunity to watch the US F1 race (Austin) at Porsche of Burlington at 2pm. On Jan. the 18th, there will be an event at F1 karting in Braintree. Entry will open in November and there will be 36 spots available (2 groups, 18 each).

For Feb the 9th, a Police officer is demonstrating Laser and Radar guns at VFW Hall in Natick with a Q&A thereafter. As every year, the DE ground school is planned for February at HMS in Danvers, date to be announced, a tech session for March and the newcomers meeting for April. All dates tbd.

Chris reported that he will attend the Zone 1 presidents meeting on Nov. 16.

Under new Business, Bill brought forward the preparation for the Annual dinner which will take place at the International this year. While Joyce Brinton is taking care of the Silent Auction, there is still a need to organize the centerpieces and door prizes.

The movie "Rush" was attended by over 130 viewers in the two theaters. Everybody from the board who watched it, liked the story. Thanks to Adrienne for organizing this event.

Bill brought forward, and the

board agreed to move the registration for all but DE events to Motorsport Reg.

Finally we discussed the basic rules for companies who want to host a club event and agreed on the following:

"The event should be car related and offer clear benefits to our members. Understanding and accepting that there are benefits for the host like publicity, exposure, advertising etc, the balance must weigh in favor for the Club and his members"

The meeting was adjourned at 9:38pm and the next meeting will be held at Kristin's house in Acton, 1 Wheelwright Lane, November 13th.

Happy PCA Anniversary!

Forty Years

Richard Porter

Twenty Years

Fred Cowen
Greg Durlacher

Fifteen Years

Bradford Parker
Clark Chandler

Ten Years

Frank Traceski
Jamie Cobb
John Bergen
Mark Stein

Five Years

Andre Fontaine
Brian Sinkiewicz
Morgan Duffy

The Checkered Flag

Of Dogs and DIY

Marcus Collins and
Dani Fleming



When I first came to the U.S. some thirteen years ago, one of the biggest challenges was the language (as G.B. Shaw said, the United States and Great Britain are two countries separated by a common language). I came expecting to talk like Kojak (who loves ya baby) but quickly found that Telly Savalas had not prepared me for a trip to the hardware store. I became an expert in describing what I wanted to do rather than asking for a spanner (the

Guys are simple; we come in two flavors — Home Depot or Lowe's....

thing that tightens bolts – a wrench). But, after renovating a number of houses and building the house we now live in, I thought I had it cracked. The naivety of youth! Guys are simple; we come in two flavors — Home Depot or Lowe's (I guess there's probably a third, clever variety — get somebody else to do the home maintenance stuff). I'm a Home Depot guy — they went through a bad patch when they were run by that numbers guy who, after being fired, went on to almost bankrupt Chrysler (wait — he did bankrupt Chrysler; we just bailed him out and then it was sold to the Italian carmaker, Fiat). But now, in general, they have knowledgeable people in the store. Recently, they didn't have what I wanted and so I was forced to go to Lowe's. Instead of doing the usual guy thing and walking around and around until I found the offending item I thought, "Let's ask." In HD the staff looks like they know their stuff — in Lowe's they look like it's a Saturday job and they should probably be mowing their dad's lawn.

Marcus: "Hello, I'm looking for an AC register."

Lowe's 1: "I don't think we have them

(why do I always get the hard questions)."

Marcus: "You do stock them; it's for an AC vent."

Lowe's 1: "We don't stock ACs (pew finally got rid of him)."

Lowe's 2: "Can I help?"

Marcus: "I hope so; I'm looking for an AC register."

Lowe's 2: "Register? (oh dear, I shouldn't have tried to help)."

Lowe's 3: "The registers are at the front of the store (booyaa — nailed this one)."

Marcus: "I know where the registers are — it's strange, but retailers always seem to locate them at the front of the store; perhaps it's because that puts them close to the exit! No, I'm looking for an AC register."

Lowe's 1, 2, and 3 (in three-part harmony): "We don't know what you're looking for!"

Marcus: "A register, a return, an AC vent, the grille that attaches to the wall where the AC vent sticks out and hot/cold air comes out."

Lowe's 3: "Got it! Returns are at the front of the store as well."

By now I am clearly convinced that online shopping is the future! But, luckily, at this point the tens of thousands of dollars some poor unsuspecting parent spent on a college education finally paid off.

Lowe's 1: "I think they're in plumbing; I'll take you there."

He was right, they were in plumbing, and just to prove that I did learn something after living in this 'foreign' country for over a decade, the packaging said, "Register."

Following on from last month's column about the 'Internet of Things' there are a couple of related stories. A colleague sent me a link to a 'fitbit for dogs' — it's called a Fitbark. They got their initial

funding on Kickstarter and plan on shipping in early 2014 — you can pre-order on their website (www.fitbark.com). Don't tell



A bone-shaped activity tracker.
Dog parenting is about to get awesome!



Fitbark App

Dani, but I think it's really cool. You attach the device to the dog's collar and can track your dog's activity with an app.

There's even a base station (shaped like a dog kennel) that the Fitbark communicates with and allows you to remotely monitor what your four-legged companion is up to (even to me this seems over the top — after Sudo's morning walk its time for some serious zzzzz's; he only moves when he sees me having lunch; no need to monitor that).

I was asked by a client to comment on the internal monitoring of an F1 car — the questions I usually get asked by clients are rarely this interesting! After I researched the topic, I thought the NER community might be interested in what I learned.

All the F1 cars have an identical ECU —

continued on page 44

The Long and Winding Road

Decisions... Decisions...

Bill Seymour

October is my last driving month, but it's been a busy one: the last autocross (see write-up elsewhere), just back from the NCR DE at NHMS, and a LeMons race still to come.

A problem we all wrestle with is what mods to do on our cars. So far my Cayman is stock with only tires, better brake pads and a GT3 master brake cylinder to help at DEs. But I continue to wrestle with whether or not to spend money on the suspension. One aspect of the dilemma is, of course, cost — but let's hope Rosemary's not reading this and move past that. The other problem is that if I change the suspension

The car/tire advice that I received (I only seek advice after the fact — my motto: cut twice, measure once)...

to get more negative camber (via GT3 lower control arms or camber plates; at present I can't even get into negative numbers), I move out of stock class at autocross and can compete with Dave Berman for a distant third place behind Scruffy and Jake.

The recent DE event sharpened the debate. I have been using Nitto NT-01s, which are fine and last for a season of 10–12 events if flipped. There was plenty of wear left on them for the last event (and they actually are better as they get bald) but one of them got a cut, so I found a set of used Hoosiers for \$450. That seemed like a bargain and I had visions of knocking over a second off my lap times. Oops. When I checked my tire pressures after the third session I discovered that the right front tire (which takes the worst beating at NHMS) was down to the cords — shiny metal! For about \$200 per 21 minute session (don't forget the cost of mounting the tires!) I got a 0.2 second improvement (operator incompetence and track temperature may also have had a role here).

That wasn't the half of it. To avoid re-

moving the wheels twice (and having carefully checked the weather to be sure there was no rain forecast) I had changed the tires and bled the brakes at home and driven to the track on the Hoosiers. What to do? (Important "It's the people not the cars" note here!) Many offered help. The Berman/Larsons offered to me their SUV so I could drive home and retrieve my street tires. Brook Smith and Tom Buckingham (NCR members who were commuting to the event from their homes) offered to bring back tires the next day (Tom: "You can have the tires, just give me back the wheels when you are done"). Despite the nice offers, I elected to call Rosemary and she drove the street tires up to New Hampshire. But then using the street tires on the track the next day pretty well toasted them too! Maybe I should switch to boating or golf and save money.

The car/tire advice that I received (I only seek advice after the fact — my motto: cut twice, measure once) was that the stickier tires are wasted on a car with

no negative camber and just eat themselves up. But clearly sticky tires would last longer if I spent some money on the suspension — I only need to figure out how much I would save per season on tires and compare that with the investment needed to upgrade the suspension. Then I'll need to make some assumptions as to how much I'm willing to spend per second of lap time improvement, how many years I expect to keep this

car, the impact on resale value and the time value of money and voila! — I'll know what to do. Good winter project.

Next month I suspect I will more than fill my column with LeMons stories, but I still owe you another paragraph this month. So let's talk briefly about the latest car technology. We continue to note the increase in driver-aiding technology. How much is too much? I think most of us are fine with ABS. I guess we mostly like PSM-type systems (if they can be defeated). Some like PDK, some don't. How about the automatic braking systems or anti-lane wandering systems? Or how about the ultimate — driverless cars? While I don't think any of us are eager to give up our driving, I have always recognized the potential efficiency associated with getting on a highway where computers take control of the cars and we roll safely along at closer intervals and higher speeds. But I hadn't thought through the full implications of what driverless cars would mean. I read that cars spend 90% of

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Around the Cones

Just Bad Driving



Steve Ross

Now that the fall and cooler weather is approaching we now see the NER events moving indoors, starting with the F1 viewing at Porsche of Burlington on the 17th of the month. Full details and signup for the free event are elsewhere in this issue.

Coming next month on the 7th is our annual 'dress up' annual dinner and awards presentation this year at the International in Bolton. See this issue for sign up information and pull out those fancy clothes and bring your dancing shoes.

Now for my usual rambling about weird and stupid driving habits of people on our local roads. How many times have you seen a car taking a turn and they turn on their directionals as they make the turn, with no advance warning at all? Speaking of directionals, how about the car with the directionals on signaling to the left while driving

Coming next month on the 7th is our annual 'dress up' annual dinner and awards presentation this year at the International in Bolton.

mile upon mile on a highway with no left turn in sight? Or how about the people who are passengers and have their feet out the window on the door post; what are they doing, holding it up? Then there are the SUVs and vans with so many stickers for causes or schools their kids go to plastered on their back window it's a wonder if the can see a thing to the rear.

The Registry of Motor Vehicles must be saving a bunch of money on glue for the inspection stickers as mine on the Honda has been peeling off for months; fortunately I get a new one this month. Speaking of the Registry, I read that they will now notify drivers by mail of the due date for renewal of their licenses. Strange way to do things in this Internet era. Seems a number of years ago they had a system

where you would be notified by e-mail of this deadline. I tried it one time and they never notified me of the date. Did you also know that, in Mass., that you really only get an eye test once every 10 years? The renewal in between is done online, where you (or your seeing eye companion if you are almost blind) just has to see the screen.

Closer to home in the Porsche world, where spare tires have been disappearing from the trunks of our cars since 2005, do you ever wonder what the rational for this move was? Did Porsche save money doing this, maybe as spare tires along with the tools to change it probably cost a fair amount, like several hundred dollars? Or was it weight saving?

Seems more logical than the deleting of inside door handles and armrests on some sporty models. Or was it to free up some additional space in the trunk? Check out a 2005 or newer sports car and see how much more space they found. Not much.

If you have some comments on these questions, or other automobile or driving-on-the-roads comments, please send them to the editor for publication.

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Don't Lift

Track Chair



Stan Corbett

October is turning into a busy month for Porsche-related activities. Last week was the NCR "Spring is a Long Time Coming" DE at NHMS on the 10th–11th to close out the season for many of us. Good weather, though a little chilly in the mornings; good friends, including an outstanding turnout of NER drivers; and good food at the Thursday evening banquet all contributed to a fun final event for the year. For those drivers who are planning more events this year, I'm envious, particularly of those headed for Virginia International Raceway in November! VIR is on my bucket list — maybe next year...

This week is even busier — get my column turned in Monday (today!); attend the NER board meeting Wednesday evening; chair the Track Committee meeting on Saturday (still have several items to finish preparing for the meeting); and go to

I hope to see many of you at the Annual Gala Dinner on December 7th...

Thompson Speedway on Sunday to view their progress on the road course and attend the modified races. I'll report on the results of this week's activities next month.

There will be some changes to our track committee for 2014. Dick Anderson, our Chief of Novice Development, is stepping down as of the end of this season. Taking his place will be Jeff Talling who was promoted to instructor during this year's Canada trip. Thanks, Jeff, for your willingness to support our DE program as an instructor and member of the track committee. My request last month for people interested in giving back to the program by serving on the track committee gathered one positive response. I'll provide details on the final makeup of the 2014 Track Committee and other information in the December Nor'easter after the track committee meeting.

There are a couple DE updates for 2014, though the schedules for most tracks are not yet confirmed. The dates for the three-day DE at Thompson Speedway Motorsports Park have changed. Due to an apparent misunderstanding between TSMP and NASCAR our original September 12th–14th dates are not available. Our DE at TSMP is now scheduled for September 26th–28th, 2014. I am working with management at the other tracks and hope to have CMP, LCMT, WGI and NHMS dates in the next month. I have found out that next year's Blues Festival is scheduled for July 4th–13th, 2014 and have requested July 7th–9th for LCMT. I'll keep you posted as we make progress on next year's DE schedule.

I hope to see many of you at the Annual Gala Dinner on December 7th where, as part of the festivities, we'll present the Instructor of the Year and Most Improved Driver of the Year awards to two of our fellow DE-ers.

Don't Lift! Stan

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Watch F1 with Herb Chambers!

Sunday November 17th!

2013 Calendar At-A-Glance

November

13 Board Meeting
17 F1 at Herb Chambers!

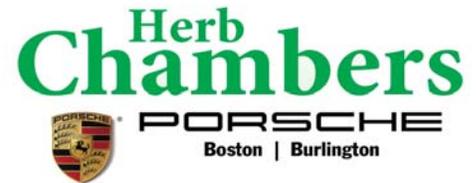
December

7 Annual Dinner
11 Board Meeting

So, I'm not really sure Herb will be there... but all your friends could be. OK all you F1 fans, here's your chance to root for your favorite surrounded by a bunch of other car nuts and some brand new Porsches. Herb Chambers Porsche of Burlington is hosting a viewing party on a big screen TV at their dealership. Please signup at <http://volunteersignup.org/TRW8J> so that we can tell how many are coming.

Questions: Bill Seymour at admin@porschenet.com

Herb Chambers
Porsche of Burlington
62 Cambridge Street
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Mail to: Dani Fleming, 16 Meriam Street, Lexington, MA 02420

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NEW!!

Letters to the Editor!!

I'm asking **YOU**, the Members to

send  Letters



to **ME**,

the Editor!

OR... email letters and/or photos to me at:
aross@porschenet.com

Does your Porsche look like this?



NO??

Well, I'd like to see it!
Even if you've been a member for 30 years, I still haven't seen your car, and hundreds of other members haven't either!

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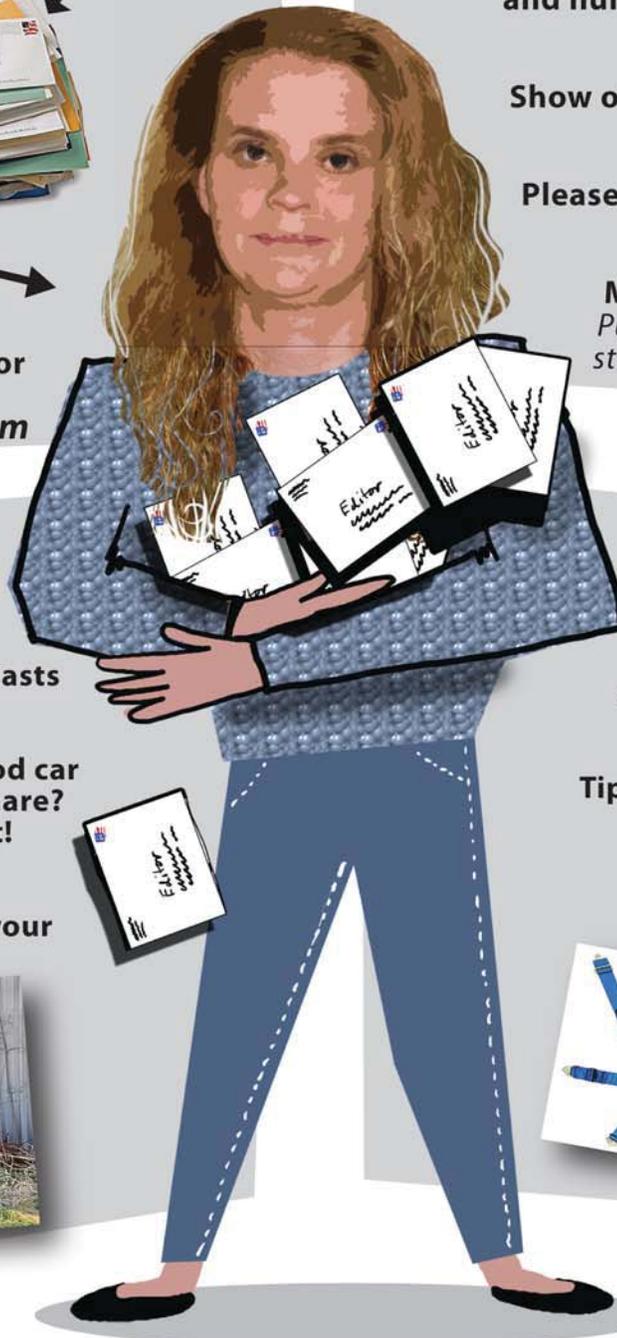


tips...

Driven that Porsche for 25 years, and think you know it all?

Tips of the trade, car covers, types of tricklers, fuel additives, or winter storage.

TIPS WANTED!!



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NEQ 2013 Annual

Saturday December 7,

The International

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Bolton, MA

978-779-6911

6:00 PM cocktails and silent auction for Angel Flight Northeast
7:30 PM dinner and dancing, Band: Plockwork.
Price: \$55.00 per person

Dinner Gala

2013

1

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Price: \$55.00 per person

Choices:

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Dietary restrictions will be honored

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Bolton, MA 01740

Deadline: November 30th.

Choices:

Filet Mignon

Chicken International

Herb Seared Filet of Salmon

Let's Go Racing!

January 18th, 2014

Never mind that namby-pamby Driver Education where you can't pass in a corner and no one wins or loses. Never mind that autocross stuff where there's one car on the track at a time. Here's your chance at some real competition, where you can swap some paint in the corners and where no one is faster because they spent more.

Yes, we are talking Karting at F1. The City course has been rented (the longer, better one) for 1.5 hours on Saturday, January 18th. You will arrive at 10:00 am for weigh-in (lighter drivers have to put weights in the karts to equalize things) and instructions. Racing suits and helmets are provided (but bring your own helmet if you have one). We will be on the track from 11:00 am to 12:30 pm. If everyone follows instructions and we don't waste time, each driver will get three qualifying races and most drivers will get one final race.

Two classes of 18 drivers each will run. Let's call them Pro (for people who participate in a kart league, have been at F1 three or more times, or who want to run with big dogs) and Amateur. You will compete within your class for both qualifying and the final. The top 12 drivers in each class (based on fastest lap in any of the qualifying races) will compete in the final and the winner of the final will be... well, okay, the driver who is ahead at the end of the race. We are doing the two classes so that less experienced karters feel welcome. Participants are encouraged to stay after for lunch and a beer (there is a nice restaurant at F1 Boston). Cost is \$75.

THIS IS NOT AN OFFICIAL PCA EVENT. Here's how you sign up: go to <http://volunteersignup.org/FE49H> and sign up. Make sure your e-mail address is correct, as you will then get an e-mail with instructions as to how to pay. There will be no refunds. If the event is full, there's a place for you to sign in and maybe we'll try to add another event.

F1 Boston is at 290 Wood Road in Braintree. Check out their website for more information about the karts, racing, etc. <http://f1boston2.reachlocal.net/>

Questions: Bill Seymour at admin@porschenet.com



Do You Know Why I Pulled You Over?

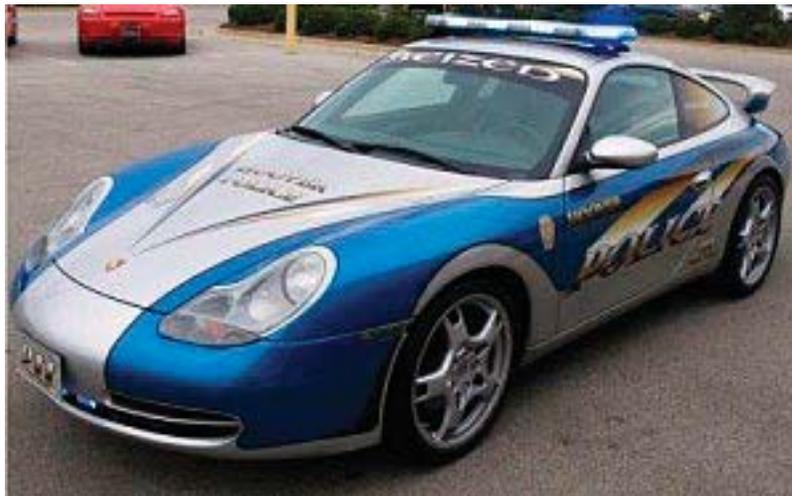
February 9th, 2014

It's only to tell you that on Sunday Feb. 9th, from 1–3 pm, Sgt. Jankowski of the Massachusetts State Police will share with us what it is like to be a traffic officer in the Commonwealth. He's not going to tell you how to beat the rap, but the information will help you be a safer driver and a better citizen. He will bring radar and laser speed detectors for a demonstration, tell us what circumstances will guarantee that you do get stopped, and share anecdotes from his work life. This may be the one time you actually want to meet a State Police officer, so don't miss it.

The event will be held at VFW Post #1274 in Natick (113 W. Central St. – Rt. 135). A light lunch will be served, and the VFW bar will be open (we recommend extreme moderation or a designated driver!).

Given the time of year, there is always the possibility of a postponement, so you really need to sign up at <http://volunteersignup.org/HDWD8> so that we can alert you of any changes. And no, that is not Sgt. J's ride.

Questions: Bill Seymour at admin@porschenet.com



Do I Really Need a Winter Project?



Copy and Photos by Mike Kerouac

This is the first of a multi-part series that will share my experience in purchasing a Porsche 356. With winter approaching and only weeks left before the cars get tucked away and the battery tenders get plugged in, I started to think about how I could stay busy for the winter. My initial thought was to conduct a winter long search for the “perfect 356.” I would spend months doing research, weeks scouring the Internet and days fiercely negotiating for the perfect car. Then I heard, “Dorothy, wake up.” As my dream turned into reality, I spent hours doing research, one week scouring the Internet and zero days negotiating. I also discovered that buying the perfect 356 for most people isn’t possible. You have to create it from the best 356 platform you can find.

If any of my fellow NER members are contemplating this undertaking, I hope you will have the opportunities to learn from my mistakes. Those of you that have

already been there and done that, I hope that you can laugh as I repeat some of the ‘gotchas’ that may have happened during your restoration.

For me to reach the end, I need to start at the beginning. Or at least, start at the beginning to get to the end of the beginning of this multi-part series. (That last sentence makes sense if you read it slowly three times.) The real end of my 356 restoration adventure will be many months away. Then, once the car gets on the road, I’m sure there will be many new adventures to experience. But, at that point, I may be sick of writing or you may be sick of reading my stuff. Who knows? Only time will tell.

The beginning:

As I stated earlier, this all started as an interest in having a winter project. That interest turned into a soul search for what my next car purchase should be. I have a wish list of cars that I would like to own or drive before we’re all forced to drive

a Prius or something else that just hums along on lithium ion. The 356 had moved near the top of my wish list, so it was a candidate.

I looked at websites, magazines, etc. It’s very hard to tell a good buy from bad. For the most part pictures on the web all look good. So it is easy to get burned. You can’t see aged paint or the quality of chrome. There are also many, many recreations, tribute cars and replicas that just muddy the water.

As I balanced my web searches with research, it was like drinking through a fire hose: Pre-A, 356A, then 356B and C. Next up is Cab, Coupe, Roadster and Speedster. How about T1, T2...? Then Normal motor, Super motor, Super B motor, Polo motor, Zenith carbs, Solex carbs and Weber carbs. Also consider mid-year changes, bumper options, originality, numbers matching, numbers correct, period correct, Kardex, original colors, disc brakes, drum brakes, windshield height. Swing axle and steering

wheel. I only gave you about a third of the items you can consider in your purchase decision. The combinations can make your head spin. But in the end, I decided on a Speedster. The main reason was the look. I liked the sleek body and the clean lines. I also love an open top car. My first color choice was black. Aquamarine was intriguing; white is okay; silver not bad. Most of the other colors offered were out. Too many red cars out there and I'm not a green, brown or powder blue guy. I was indifferent about the motor as long as it was solid. Now my search got serious.

Enter Tom Tate:

As my search evolved, it also became more frustrating. I really didn't have enough experience to do this right. I e-mailed a couple of contacts provided by my friends, but they were dead ends. Then a breakthrough moment occurred. I was texting Adriane Ross one evening and I casually mentioned my unsuccessful search for a 356 Speedster. She asked if I had talked to Tom. I said, "Tom who?" (I'm now embarrassed to say that I said that, but a fact is a fact.) She said, "Tom Tate, the guy who writes for the Nor'Easter. He's a 356 expert." Back pedaling, I said, "Oh ya, that Tom, as I quickly opened the Nor'Easter issue sitting on my coffee table. As it turns out I had previously read several of Tom's articles, so I didn't feel totally guilty when Adriane gave me Tom's contact info. So I contacted my newfound friend Tom and he immediately offered to help. For the few of you that don't already know, the man is a walking 356 encyclopedia. He asked a barrage of questions to understand what I was looking for and said he would get back to me after the weekend. So now the real search began and possibilities were explored.

The first possibility was a concours car. Numbers matching everything, period correct, matching Kardex and super clean. But super pricey and the color wasn't quite what I wanted. This would be like diving into the deep end. No just getting my feet wet here.

The next car Tom found for me required a shift in strategy. Tom suggested buying a high-end driver first, something that I could learn from, a good solid car but not necessarily all numbers matching or correct. Maybe a mild restoration. Learn, learn and learn some more. Then buy my dream car. If I worked the budget right there was



minimal downside.

Hmm, mildly restoring a 356: that line already says more than I know.

The find:

The car Tom found was a '59 Convertible D. Hadn't even thought of that model and this one also had Speedster parts on it. The conversation went something like this. Mike to Tom, "Is it okay to make a D look more like a Speedster?" Tom to Mike: "Why not?" Mike to Tom: "It's not black." Tom to Mike: "It's silver, next best color." Mike to Tom, "Is the price okay?" Tom to Mike: "If you don't buy it, I will." Mike to Tom: "Okay, I'm in." The car was already priced right for the work we wanted to do, and the owner had little wriggle room. So I wired the money on a Friday and picked the car up on that

Sunday.

The car has an interesting history, which is always part of the magic of owning an older classic. It started life as a 1959 Convertible D. The D was the replacement for the Speedster. The D has a Speedster body, but with roll up windows and a taller windshield. Basically, for 1959 Porsche added a bit of comfort factor to it's stripped down 356 sport model.

A prior owner had converted her to a racecar. The car still has the roll bar, kill switch, harnesses, bored out engine, pressure gauges, fiberglass hood, fiberglass rear decklid and GS Carrera brakes. I also received an old black & white picture of the car racing at Lime Rock Park. To me, very cool.

At some point after 2001, the car was



then converted back to a street car. The fiberglass hood and rear decklid were preserved as historical artifacts. A Speedster windshield and top were added. The car still retains the roll bar mounts, the GS brakes and a steel GS rear trunk lid. The car had a cool history and she looked good in pictures as well as on paper. We knew from the pictures that body work and a new paint job would be required so no worries about reality when I went to pick her up.

The pickup — what's the worst thing that could happen?

I've trailered dozens of cars. Never had an issue. So as I climbed in the truck with enclosed trailer I borrowed from my friends (my rig was down at Monticello), I was simply excited about getting the car and nothing more. I had another friend, yes I have more than two, along for moral support and we arrived about 15 minutes early. The car was parked in the owner's driveway, ready to go. We spent a few minutes looking over the car and asking questions. She looked better than the pictures. That was a big plus. She also started right up and ran smooth. We loaded the car on the trailer, strapped her in, checked the straps and started the hour-long drive home.

About half way home, I had to drop my friend off at her car. At the exit ramp, the car in front of me checked up fast and I had to hit the brakes hard. Then, the "Oh sh#t" moment — Bang. No, I didn't hit the car in front and I wasn't rear-ended. As soon as I heard the sound, I knew the car broke loose. When I heard the second thud as I released the brake, I was sure the car broke loose. As I pulled over to the side of the



road, all I could imagine was a severely damaged 356 Convertible D. I slowly opened the trailer door and the car had indeed broken loose. One of the clamps jumped out of the e-track. But, as I tried to absorb what I was seeing it wasn't adding up. The Husky tool cabinet at the front of the trailer was caved in, but the car didn't look as bad as I expected. I walked around the nose and discovered that the front bumper absorbed most of the impact. There was some front quarter panel damage near the wheel well, but not nearly as bad as I thought. Score: Porsche 356 – 1, Husky Tool Box – 0. The car definitely won that battle. A walk to the back of the car was a slightly differ-

ent story. There was no rear bumper on the car, so the rear sheet metal absorbed the hit. The skin of the car was bent in. Ugly to look at but structurally the car was good. No damage to the engine bay or support structure. A quick call to Tom calmed me down. He said it was just metal and it could easily be banged out. No worries. I strapped the car back down again and finished the drive home. Then I went to Home Depot and bought my friends a new tool chest. Next step was Tom's inspection of the car.

The walk around... not bad, we did okay.

A few nights after I got the 356 home, Tom offered to come over and check her out. I had already performed my own assessment of what needed to be done from a car knowledge standpoint. I needed Tom to tell me what needed to be done from a 356 standpoint and I also wanted to know how we did in terms of 356 originality. Overall the car checked out above my expectations. The engine wasn't original, but the seats and many trim parts were. Several of the parts on the car are very hard to find and very expensive. Things like an original Speedster windshield frame, for example. I was very happy with the results of Tom's inspection and his confidence that we could make this an outstanding car



without blowing my budget. Next step was a name...

The name — it's all in the name

If you've read any of my previous Nor'Easter articles, you know that I name all of my sport and racecars. A name makes it easier to keep track and easier to talk about them. I've had Lady G, Lindsey, Buttercup, Pucker Up and Toby. I have Pippa, Phoebe, Coco, Mortisha and Alonzo (the only male car) so the 356 needed a name. I chose Penelope. Most of my Porsches have a name that begins with P. Penelope can also be adapted to a nickname, Penny. I can have, Speedy Penny, Pretty Penny, Shiny Penny and for James Bond fans, Money Penny. It fits, it works, naming is done. So what is the next step?

The plan — lists, lists, lists...

I'm analytical by nature. So when I'm faced with a big project, I organize my thought with lists. All kinds of lists. In this case I have a list for the body shop, a list for the upholstery guy and a list for the mechanic. I also have a list of things I will need to do to the car before I take it to the body shop. I need to remove the top, all the chrome and the seats. Then I have the shopping list. All the new parts I need to find for the restoration. Finally, I have a rolling list of questions for Tom. As something pops into my head I write the question to ask Tom. Let's me save them up so I'm not

constantly pestering him with single questions. The plan is actually the easy part. I'm pretty happy about my initial lists. But, let's wait a month or so and see if I forgot anything big. There may be another "Oh sh#t" moment. So, on to the final step that ends the beginning.

The job:

My job: do as much work as I can myself. This keeps me invested in the car. I have skin, yes actual skin from my knuckles, in the game. Coordinate the restoration of the car to a very nice driver and mild show car. What does that mean? Get the car to the experts, when they need it. Tons of bodywork, new paint, re-chromed or new trim, engine clean up, mechanical refresh, new top and boot cover, new bumpers and some shiny chrome wheels. Undercarriage gets refreshed but not to concourse level. Items are period correct and matching where practical. Most of all, stay in budget and don't over invest in the car. I'm not going to talk actual dollar amounts because every car is different and each owner has a different level of expectations they want to achieve. But in this case, we have a purchase price and a restoration budget that keeps me under current market value for the car. Discipline will be the key. Every time you add a new shiny bit, another of the old

shiny bits now looks dull. Ka Ching!

Tom's job: share his knowledge and make sure I don't screw it up. Give me a pat on the back when I screw it up anyway. Tom actually has the harder job.

The end of part 1...

So here we are at the end of part 1. I have my lists. Tom and I have the basis of a plan. We have a body shop ready to go. Tom is spoon-feeding me the suppliers for my shopping list of parts. The winter project is officially kicked off. Stay tuned for part 2....



South of Boston (SoBo) 20th of October Coffee and Porsches



2013/10/20 10:00

Copy and photos by Roger Slocum

Steve Mazza's orange '08 Boxster.

Last week we returned from a three-week trip to China to visit our oldest son and his family, and I'm finally feeling kind of normal. Total travel time, including a New Jersey lay over, was nearly 24 hours. 24 hours in a plane, even in business class is not enjoyable. It was a great trip, and prior to my visit I read that China is currently the hottest market for Porsches. Shanghai, with a population of 22 million has four Porsche dealerships; I visited one while we were in Beijing, which was located across from our hotel.

This past year we have been fortunate to have spent three weeks in Russia, as well as China, and there is a big difference between the two. In both cases not many 911s are seen. In Russia there were mostly Cayennes, whereas in China, it was primarily Panameras; both countries had a smattering of Boxsters and some Caymans. The Cayennes are probably more popular in Russia because of the snow. As a side note, unlike Russia, where pedestrians have the right of way at crosswalks, no such thing occurs in China.

Feeling spry, now that jet lag no longer

haunted me, Rosemary and I pulled out of our driveway at 9:15 AM heading for our last scheduled 2013 season coffee meet. Clear and crisp, the day beckoned us to enjoy the drive with the sliding roof opened (my Porsche owner's manual doesn't refer to it as a sunroof). Three Porsches were already parked when we entered the spacious parking area at the Moose Café in Tiverton.

Rosemary did the coffee run for me as I got out the clipboard and checked my camera. By 11 AM we had 22 cars. I think we had at least five new comers (four verified), so I'm optimistic that next year we might hit 40 cars.

Three of the SoBo newcomers were Joe Caranci (black 1987 911), Keith Bianchi (red 1989 911), and Ron Doire (red 2007 911). Although there was a conflict with another Porsche event (Thompson Raceway), I was gratified by the positive comments regarding having just a simple coffee gathering in our area. Another newcomer also traveled the furthest; Gary Shemake guided his blue 89 911 in from Waltham, MA.

I spoke with Ryan Liese regarding the front license plate mount on his very clean, red 96 911. After some investigation and

comparative shopping, he ended up purchasing the front tow license plate mount from Porsche, and it was about ninety dollars, less than the unit I found online. The mount has a swivel so that the plate can be adjusted to parallel the bumper. The only negative is that the threaded bolts holding the plate extend through the back by about ¼ of an inch, so some type of rubber standoff needs to be attached to avoid any metal to paint contact during a parallel parking event.

I thought the days eye-grabber was Steve Mazza's limited edition orange 2008 Boxster. Steve also seemed to be color coordinated with his car, wearing an orange sweater. Speaking of colors, I saw a new lime gold Boxster in the Porsche showroom in Beijing that really was a head turner for me as well as Rosemary.

Rosemary was interested to learn that Lee Hower drove into the parking with one of his four Porsches; today it was his silver 96 911 Targa. I wonder how he decides which one to take. At the end of the SoBo coffee a big smile was on the face of Don Plant as he slid into the driver's seat of Weld Morse's very original looking ivory 1963 cab (the top was down), as he pre-



pared to exit the parking lot. After the event, Rosemary and I drove our Carrera 4 to the commissary in Newport, which we can access due to my status as a retired personal of the US Navy's submarine force. After checking my military ID at the gate, the security guard asked, "Chief, what rate were you in the Navy". I told him I had been an FT (Fire Control Technician). The guard replied, "maybe if I had been an FT I would be driving a Porsche today." That sure did bring a smile to my face, especially after such a successful coffee meet. Perhaps it's not too late for him to change careers. Don't get caught driving your Porsche behind a sand truck this winter. See you all in the spring.

Joe Caranc's 911 up front.



The boys looking at old and new.

Fall Tour

Copy By Martha Dow, Photo by Richard Viard.

How best to set up a Fall Tour and avoid the crowds. Simple, everyone will be headed North to the foliage on Columbus Day weekend, so head South to Cape Cod for cranberry bogs, lighthouses, beaches and ,oh yes, a display of weird concept cars at the Heritage Museum and Gardens. Not to mention that I promised Charlie fried clams at Sam's Seafood. Yes the government is shut down, but all our destinations are private (no National Seashore) and the sun shone on our gathering place. Several people came on their own, which is a bit tricky for clue reading, but they assured us they would just trust the car in front. They all made it to the restaurant, and then on to the museum, which is worth it for the gardens alone. Did you know there is a Cape Cod Hydrangea Society? Imagine how exciting their meetings are! The flying saucer cars of the future are still being dangled before us, but reality still seems to consist of SUVs , even Porsches. Thanks to all those who expressed their appreciation for our efforts, it was fun.



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Halloween Porsche Style!



Our friend from the North, Ive Cowels (NCR PCA, sent along these very cool pics. She writes "Hey - here is a picture of my son - Robbie's pumpkin carving and photo shoot with my Cayman S." Thanks Ivy - these are great!





AX5! Last Autocross of the Season...

Copy by Bill Semour, Photos by Richard Viard

The 2013 NER autocross season ended very nicely, as the weather turned out much better than predicted and entrants were treated to a triple-header. As is always the case, the season series (drivers score points at each autocross based on finish position and a season winner is declared for each class) was dull as dishes. Usually Class 3R is the only one that goes down to the last event — and this year even that class was already settled. So, as we did last year, we called the five morning runs the “regular” AX5 and used the five afternoon runs for a team event. The team event was designed to encourage coaching, introduce newer drivers to experienced ones, have fun and allow some serious trash talking.

For the team event, each driver was given a handicap based on previous results. Then 18 teams of four drivers each were assembled. The team with the fastest average time (after handicaps were included) won. Each winning team member got a 6-pack of fancy beer (not consumed at Devens, of course) and a stocking cap with our logo. Each team got 20 runs in total and drivers who nailed a good run early could donate some of their runs to a struggling teammate. And we used a course that was modified from the morning course to add to the challenge.

Your autocross chair is very proud of his handicapping skill — you will note that the winning margin was 0.012 seconds and the top 10 teams were separated by less than a second! Congratulations to the winners: Alan Davis, Susan Kelley, Kevin Chang and Peter Grittner.

If you are paying attention you will note that we need a third thing to make a triple-header. The third part of the day was the Autocross Party and Dinner held at the Billiards Café (our normal watering hole). Kristin Larson managed the event for the absent AX Chair (who was attending his 50th high school reunion — ughh!). Richard Viard provided a great slide show of sliding cars, smoking tires and cool candid, and the 40 attendees managed to choke down a few beers and brag on their season’s successes.

Thanks to all who contributed to another successful season. In particular, hats off to Registrar Dave Berman, Course Designer Steve “Scruffy” Lefebvre and his (cough) “cone assistant” Ollie Lucier, and, the man who makes it all happen, Chris Ryan. And, just to sharpen the point that autocross is a good entrée to Porsche driving events, let it be noted that 10 of our autocrossers were in the Green run group at NCR’s final DE event in October!





Congratulations to our 2013 NER Autocross Series Winners

Class 1: Tom Tate — 1976 Porsche 914

Class 2S: Neil Halbert — 1990 944S2

Class 2R: Georges Rouhart — 1993 Porsche 968

Class 3S: Reid Van Gorder — 1990 Porsche 964

Class 3R: Christopher Tuck — 1975 Porsche 911S

Class 4S: Gary Hebner — 1998 Boxster

Class 5S: Bill Seymour — 2010 Cayman S

Class 6S: Alan Davis — 2007 Porsche 911

Class 7R: Jeremy Mazzariello — 2007 Cayman

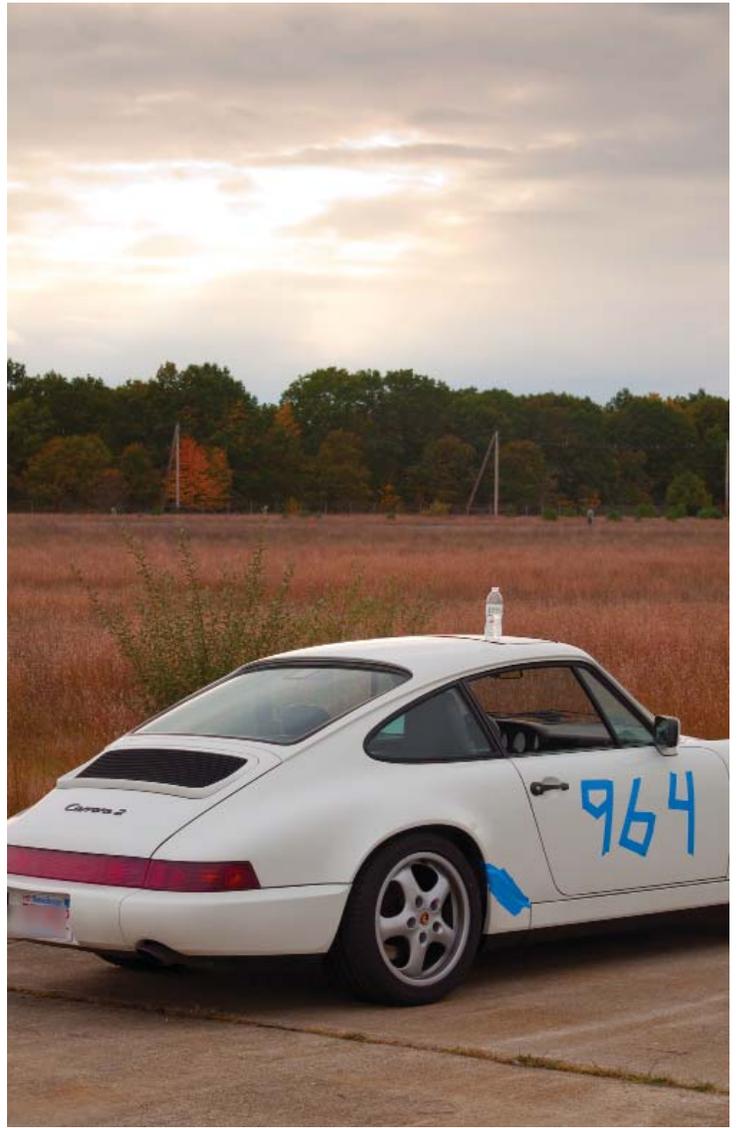
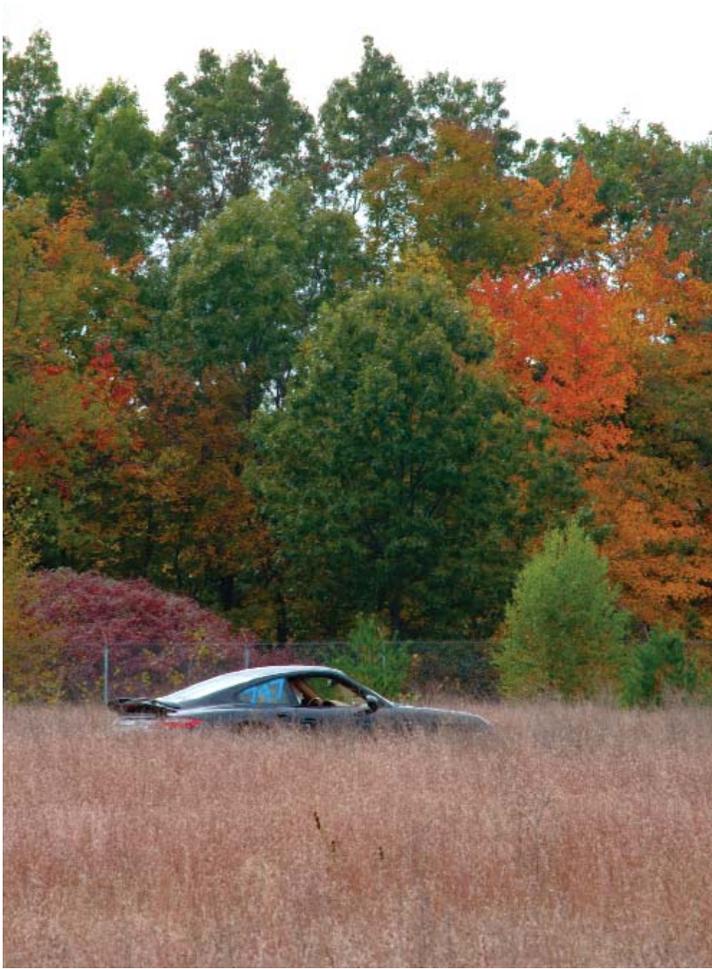
Class 7S: Ed Moschella — 2012 Cayman R

Class 8S: Aaron Walker — 2004 Porsche GT3

Class 8R: Susan Kelley — 2007 Porsche 997 C2S

Class 9: Scruffy — 2007 GT3RS





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The Best Turbo Evah!

Copy and Photos by Mike Kerouac

I am enamored with Porsche Turbos. I've owned seven of them. The oldest a 1987 930 and the newest a 2012 Turbo S Cab. Colors have been Red, Basalt Black, Black and GT Silver. But the Porsche Turbo I think is the best ever doesn't even belong to me. It belongs to my wife Ann. She owns a 1996 993 Turbo in Speed Yellow. It is by far the best driving experience I've had in a Turbo.

Looking at Porsche Turbos over the years, I love the whoosh sound as the turbos spool up, and I also love the kick in the pants the car gives you as you press the throttle to the floor. Who can resist the ultra-wide hips and the smooth flowing lines combined with an aggressive aero package? The design methodology has been very enduring over the years. Killer looks combined with speed, speed and more speed. The 996 Turbos are fast and the 997 Turbos are ridiculously fast. The all-wheel drive systems allowed point and shoot steering, monster grip and rocket ship acceleration. The big issue is — where do you drive it? The 996 and 997 Turbos can reach over 80 mph before you even leave second gear. The 997 Turbo hits 60 mph so fast you don't have time to shift. If there ever was a car designed purely for the German Autobahn, the modern Porsche Turbo is it. In contrast, the 930 Turbo had a great kick and was fast for its day, but with a single turbo and lots of lag, the car could easily bite an inexperienced driver. No all-wheel drive or PASM to save the day on the 930. After the 930 ran its course, Porsche introduced the 964 Turbo with twin turbos and some other technology improvements. But aside from the limited 964 Turbo 2 in 1994, the model wasn't a big hit. In 1996, the Turbo model line transitioned into the 993 Turbo and 993 Turbo S through model year 1998. From there we entered the water-cooled generations. So, as you can see, the 993 was the bridge car to the modern Turbo. The last of the air-cooled, but the beginning of some modern technologies. As a result it has become the perfect turbo. The best of the old and the best of the new. Old air-cooled engines with new twin turbos, 6-speed transmissions, all-wheel drive and modern suspension make them very drivable. You actually have the ability to run through some of the gears before you risk jail time. The car is so competent, so rewarding and so much fun to drive.

As the Turbos have become faster and

a bit more digital over the years, the 993 Turbo has simply become an icon. As previously stated, it's the last of the air-cooled Turbos and arguably, the last of the pure driver's Turbos. The 993 TT's looks were stunning — the classic Turbo ultra-wide rear end, aggressive built-in spoiler, a restyled front end with just enough of its 911 roots retained. Additionally, a 3.6-liter Engine, twin turbos, 408 hp, new suspension geometry, and the use of alloys and wider wheels also made the 993 Turbo one of the fastest cars on the road in the mid '90s. All of this from an air-cooled platform.

The car also had a lot of firsts. The first Twin Turbo with all-wheel drive (not counting the 959), the first with OBDII diagnostics, and the first with a 6-speed manual transmission. Thanks to the on-board ECU and oxygen sensor technology, the 993 Turbo also had great fuel mileage and was the cleanest sports car of its time. How often do you see sports cars of this caliber referenced for their fuel efficiency and low emissions?

So enough of the specifications; let's talk about the driving experience. After a walk around of the car that will give you goose bumps, the door opens with a solid tug. The seats are well padded and even plush compared to 997 seats. Leather is everywhere and even a little carbon fiber is inserted in the dash. I look down at the cassette player and wonder if I still have any tucked away in my basement. As you wiggle your butt a little to get settled in, you notice that the car forms around you. It's perfectly proportioned; not too small and not too big. The 930s felt a little cramped for a guy my size and the 997s are hefty in comparison. The view out the windshield lets you see just enough of the front end to place the car precisely in a corner. The driving position is classic Porsche. All the controls are in easy reach. The pedals are positioned for easy heel and toe shifts. Before you even turn the key, the car whispers, "Drive me." The classic line, "Porsche, there is no substitute" never fit better.

A turn of the key and the car comes to life. The engine quickly finds its idle. A red warning light will remind you that the e-brake is on. After the car warms up a bit, it's time to head out. The shifter slides into first gear effortlessly. The first

thing you notice is how good the clutch is, not too heavy or too light. A release of the pedal gives a very progressive feel; it's almost impossible to stall this car. As you roll onto the road, 2nd and 3rd gears are just as effortless. The transmission almost reads your mind as you move the lever. Who needs PDK? The power steering in the car is superb. It still transmits plenty of road feel and it is precise. Just look, turn, and the car goes where you look. The car is also very tractable around town as long as the throttle is used with discretion. The suspension is compliant and soaks up the big bumps. Easily an everyday driver in wolf's clothing.

The car is now warm, so it's time to 'clean out' the turbos. Downshift to 2nd gear and press the throttle. The whoosh as the turbos spool up is followed by an instantaneous kick in the back of the seat. The car rockets forward as you quickly try to grab third. As your head snaps back a second time, you have just enough time to breathe the throttle before you seriously break any speeding laws. It's a rush you never get tired of. The 997 Turbo is more than capable of providing the same speed rush, but it's not as involving. In the 997, especially with PDK, you feel like you are along for the ride. With the 993, you feel like you are creating the ride. Overall, a very different driving experience. As my head clears and my eyes can re-focus, I pull the car back into the garage and turn the key. I now hear dead silence except for the slight ticking sounds of the heat shields as they cool down. As I remove the key and get ready to go in the house, the car whispers to me, "So soon, we're not done, drive me." As I said earlier, "The best Porsche Turbo evah!"



ECU in action, as Lewis Hamilton locks the brakes.

it is manufactured by McLaren Electronic Systems. The company is an independent company of the McLaren Group, which includes the McLaren F1 Racing organization (currently having a less than stellar year and, I think, struggling to find their rhythm after Lewis Hamilton's move to Mercedes) as well as the manufacturer of the McLaren P1 supercar (£860,000). McLaren Electronic Systems is also responsible for the ECUs used in NASCAR and IZOD Indy cars. The primary aim of the FIA (the motorsports governing body of F1) in selecting a standard ECU (both hardware and software is "locked") is to control the

use of driver aids such as traction control, launch control and anti-lock brakes. In NASCAR and IndyCar, the standard ECU also ensures a level playing field for the cars.

An F1 car is equipped with all of the familiar controls such as steering wheel, throttle pedal, brake pedal as well as paddles on the steering wheel used to shift gears. Of all the controls that the driver has at his disposal, only the steering wheel and brake controls are mechanically coupled to the car. All other controls feed into the ECU as input signals, with the ECU being responsible

for controlling the resulting actions based on the input signals and corresponding driver actions. The ECU is responsible for controlling many aspects of a F1 car including:

- Engine
- Seamless-shift gearbox
- Fuel control system
- DRS (Drag Reduction System)
- KERS (Kinetic Energy Recovery System)

See last month's column for an explanation of DRS and KERS.

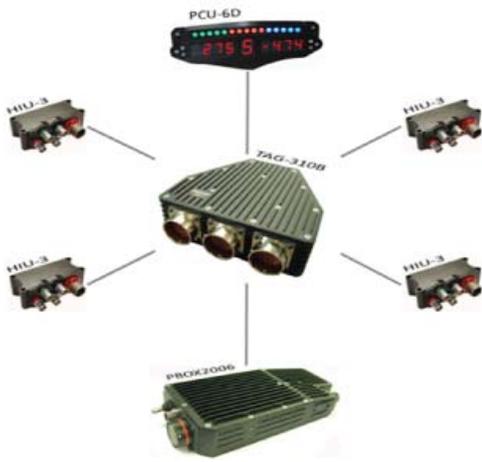
The F1 gearbox is a great example of the capabilities of the ECU. F1 cars have a seamless-shift gearbox; with this it is possible to perform an upshift at full throttle, with no loss of traction. To perform such a shift, the control system is required to maintain full knowledge of the angle of every gear at all times. Gear engagement must be accurate to within 1/10,000 of a second. Due to the tremendous torque from the engine, if the timing is wrong, or the data on gear angles is incorrect, the gearbox will fail catastrophically during the shift. And there was I thinking that the double-clutch system of the PDK was the state-of-the-art.

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F1 Control System, (C) McLaren Electronic Systems

The control system of an F1 car can comprise over 300 sensors arranged in a STAR topology. This topology is built around one central ECU, which is responsible for the intelligence behind all the functions on the car. The ECU currently used as the central ECU in this system is the TAG-310B. This ECU hosts the majority of the signal handling, with additional interface units being used to consolidate localized data and thus speed-up processing.

HIU-3s (hub interface units) are used at each corner of the car to interface with sensors located at the wheels. These units send all signals back to the TAG-310B via a two-wire CAN network, thus vastly reducing the number of wires running through the cars.

A PBOX2006 (power box) provides regulated power supplies around the car as well as providing the high-power ignition and injection drive stages for eight cylinders.

Finally a PCU-6D (lightweight display module) is embedded with the car's steering wheel. This unit shows the driver the current gear, gear change LEDs informing the driver when to shift, warning/marshaling LEDs (no excuse for missing that black flag) and two displays that are driver configurable — e.g. fastest lap time delta.

The network of sensors sends about 1Gb of telemetry data per race in real-time to engineers both at the track and at HQ. This allows the teams to monitor all aspects of the car and to evaluate different race strategies — e.g. the number of pit stops, tire choices, etc. According to McLaren, its computers can run up to a thousand simulations during a typical

race. Although, for those watching the recent Japanese Grand Prix, even with all this data Mark Webber's race strategy back-fired — or was it intentional to allow team mate Sebastian Vettel (the current championship leader) to take the lead. The historic data is also pored over to develop the next aerodynamic fix and to develop race set-ups for races in subsequent years.

Dani and I went to the Panamera launch at Burlington Porsche this month. It was timely because we're engaged in a titanic struggle at the moment:

Sudo in the pool.

should we swap the current four-door car for a Panamera? Not a big deal you might think, but Dani is of the opinion that the transaction should also include me returning my Cayman. Okay, so, there is rationale. Given the number of DE events I attend, and the thought that I really should put a five-point harness in the car as speeds increase, should I swap the leased Cayman for a used-model and "track" it?

So, I've been scouring the classified section of "The Nor'easter" and "Panorama" to see if my piggy bank can stretch to a Porsche or merely finance plan B — a Miata.

I spent a week in San Francisco this month at Oracle's yearly technology ex-

travaganza — OpenWorld. There's only so much tech you can take in a single sitting. So, as the America's Cup was in town and the Americans had conveniently won six in a row to remain in the series, I took the opportunity to spend some time by the waterfront. These are definitely not your grandparent's (or even parents) yachts, or yacht race — who knew yacht racing could be so exciting?

Exciting is an understatement — while 8 to 1 down to the New Zealand boat, a change of tactician (four-time Olympic champion Brit' Ben Ainslie) and design changes that gave the boat an unbeatable turn of speed, they leveled at 8 to 8 and then won the



Oracle USA Sailing in front of Alcatraz.

decider.

Oracle's founder Larry Ellison bankrolled the defending cup holder, Oracle Team Up.USA. As Oracle's mantra is "Hardware and Software Engineered to Work Together," I took the opportunity at the conference to see how this is leveraged in both the yacht

design and at race time. I'll try and pull this together for next month — it's a fascinating story.



Team USA and the Americas Cup.



Tubs at a Pig Roast

Four Speeds and Drum Brakes - continued from page 9

about 70 Tubs from all over the country, one came from Washing State, a seven-day drive, and we thought we'd driven a long way.

The theme of the entire event was to drive your Porsche so we decided to make the two-hour drive towards Tenn. the next day to get to the road known as the Tail Of The Dragon. That's 318 turns in 11 miles and not to be missed if you ever get close. Everyone knows about the famous Corkscrew turn at the Laguna Seca race course out in Calif. now called Mazda Raceway. There must be at least a dozen corkscrew turns on the Dragon, and if the sign says 20 mph you won't make it at 22 mph. It was a great workout. There are people who make their living by taking photos of every car or bike that passes and posting them on the Internet. If you want one in high resolution they can be bought off their website. Jeff had run it before and suggested that we all stay close enough together to get all three cars in the picture and the results were perfect.

Saturday was a drive to a gold mining town (who knew?) and a chance to see the ROTC Rifle Team from University of North Georgia. Unknown to the members, that team also became the Concours judging team who picked Jeff's car as the one car that they wanted to take home. That made it Best of Show and that was without any Q-tip action on his part.



There's Bill lifting a wheel, leading the pack.

On Saturday night we all drove out into the field along side the lodge, lined up drive in movie style and watched Steve McQueen's "Le Mans" movie projected



A Pop Up Drive-in, what a great idea!

on a huge outdoor screen. They even came around with free popcorn and peanuts. It was a great time.

Sundays drive followed a road that went around a lake and seemed like a very flat Dragon road; so many turns I lost count. The destination was a Country Club lunch that was also on a gravel road, but by then it really didn't matter; we were just having fun driving.

The drive back was the best kind, uneventful. Those Tubs ran like they're supposed to and got us home without a problem. That was the way these cars behaved fifty years ago and nothing has changed. We should all do these kind of drives more often, the cars loved the exercise.

I have a new view of the state that we just drove through to get to Florida. It really has some terrific roads that suit our cars very well and, with the 2014 356 Registry East Coast Holiday (like a PCA Parade) set for the same area, I can't wait to return.

KTF

On The Loud Pedal - continued from page 6

In other news, while the rest of the family is in full hockey swing, I have been temporarily sidelined. Bruin's Gregory Campbell and I share a similar injury.

Both happened on the ice. Campbell took a puck to his leg blocking a shot in last year's playoffs, resulting in a broken right leg. I had a similar break in my right leg at a much less recognized Tuesday night pick-up game. It turns out that, if you are stubborn enough, you can finish a game and still skate for two more weeks. After two weeks of mentioning the pain (if you ask my wife she will say I was complaining), Stephanie sent me to the doctor where I learned it was broken, benching me for four weeks. Obviously, Campbell's injury was far worse than mine, as I will be back out on the ice tomorrow for a light work out.

Hopefully, we will all stay healthy, as the holiday season is about to begin. Have a great Thanksgiving. Enjoy your Turkey Day! Gobble, Gobble.

On the Edge continued from page 6

nised about those days, and the loss of the neighborhood in general.

I'm lucky, my street still has all sorts of things like that. I've been welcomed by neighbors, given helpful hints...

Anyway... history.

I get that feeling in my house - that it's (well, not steeped "in" exactly) a part of history. This shared history of those families, the post war, baby boomers growing up, Leave it to Beaver, kinda of places.

And when I come to work, I can stand where 300 hundred years of education has been taught. Where the greatest minds of many eras sat, thought, learned, and lectured. I can step outside, and be where the world's athletes have won,

and struggled, and I can go 2 miles south, and stand, on the exact spot where our country began.

It's pretty cool to be here in New England. I highly recommend becoming a tourist.

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Month	Paid	Comp	Total	Printed
October	651	229	880	900
November	653	248	901	925
December	652	264	916	930
January	742	254	996	1016
February	757	265	1022	1042
March	547	150	697	717
April	550	167	717	730
May	550	189	739	759
June	560	204	764	784
July	560	226	786	806
August	600	250	850	870
September	595	270	865	885
Total	7417	2716	10133	10364
Average	618	226	844	864



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The Long and Winding Road -
continued from page 12

their time parked. So imagine a ZipCar like system where you don't own a car but just call up (text up?) a car when you need it. It drives itself to your house, you go where you need to go, and then it drives itself off to the next renter. We only have to manufacture one-tenth of the cars, we need fewer garages, central cities don't need as many parking spaces, we get rid of some public transportation systems, etc. And combine those economic savings with the potential for increasing fuel economy. I also read that only 15% of the energy used by cars actually moves the car. The rest is lost with the biggest loss — 62% — being the internal losses in the engine combustion process. There is already great improvement. New cars are now about as efficient on an energy cost per mile basis as public transportation — but with plenty of further opportunity for saving.

But do you think the driverless cars will come on Hoosiers?

Marketplace For Sale

1998 Boxter. R.I., Arctic White, black interior, one owner, pristine in and out, Kenwood MP3, no accidents, never seen snow, stored Nov-April every year, 60,000 mi, 4 Bridgestones with 2000 miles, body and interior like new, engine perfect - never a problem, 5 speed manual. \$14,000 (401) 527-9221, year100@cox.net (11/13)

Black 1989 Porsche 911 Carrera Targa. Excellent condition 60k original miles, Fuch alloys, 5 speed tan interior and always garaged. Car is all original. 22,000 or BO. Call or e-mail for more details. jpcabral@cox.net (401) 474-5986 (11/13)

1964 Lambretta 125LI Riverside – new rebuilt 150, orig. paperwork, runs great, needs nothing. My pit 'bike', great fun. \$2800. Sam Foster 978-922-3551 (11/13)

2001 Hard Top for 996, 911 Porsche. Resides in Gloucester, MA Color: Lapis Blue. Excellent Condition. \$500 or best offer. Contact: 508-843-6695 (10/13)

Black 1987 Porsche 911 Carrera sunroof coupe. Stock motor and transmission just redone. Car completely redone inside and out. Never been on track but ready to go, Street legal. So much to list, call for details. Michael DeVito 617-851-7025 (9/13)

1996 – 993 Carrera 4S Coupe. Arena Red with black interior. 79,200 miles, with major service at 60,000. Cosmetically and mechanically outstanding. 18" factory wheels and GT3 Tail. \$40,000 or best offer. (401)258-6839 or (401) 725-7000 (9/13)

1984 944 Coupe. Zermatt silver/black leather sport seats, 5-speed, Fuchs alloys. Factory sport suspension. Sunroof. Always garaged. All service records. No snow/rain last 23 years. Virtually flawless original paint and interior. Original owner. 106K miles. Excellent condition. \$7,900. Jack Miller. Marblehead. 781-631-0020. jm@marbleheadusa.us (9/13)

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Membership

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617 997 9145; membership@PorscheNet.com

NOR'EASTER Editor

Adrienne Ross
781-249-5091, aross@PorscheNet.com

Past President

Steve Ross
49 Village Brook Lane, Natick, MA 01760
508-653-1695; PastPresident@PorscheNet.com

Committee Chairs

Chair - Autocross

Bill Seymour
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Steve Ross
49 Village Brook Lane, Natick, MA 01760
508-653-1695; PastPresident@PorscheNet.com

Registration - Autocross

Dave Berman
1 Wheelwright Ln, Acton MA 01720
781-223-4119; Dh_berman@yahoo.com

Chair - Driver Education

Stan Corbett
21 Elm St., North Grafton, MA 01536
774-275-1621; stanley_corbett@msn.com

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Mark Keefe
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