

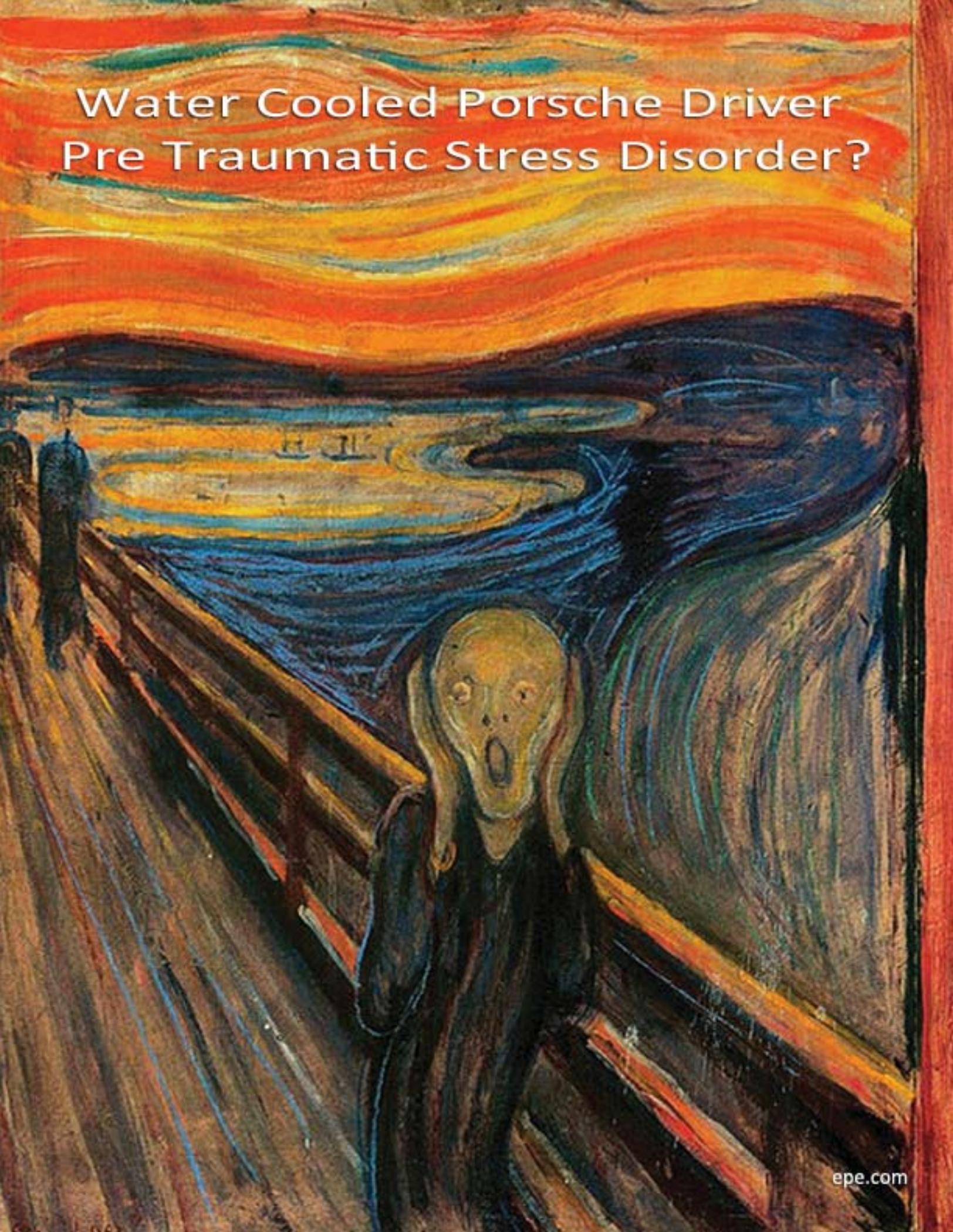


# THE NOR'EASTER

13 SEPTEMBER 2013 SEPTEMBER 2013 SEPTEMBER 2013 SEPTEMBER 2013 S

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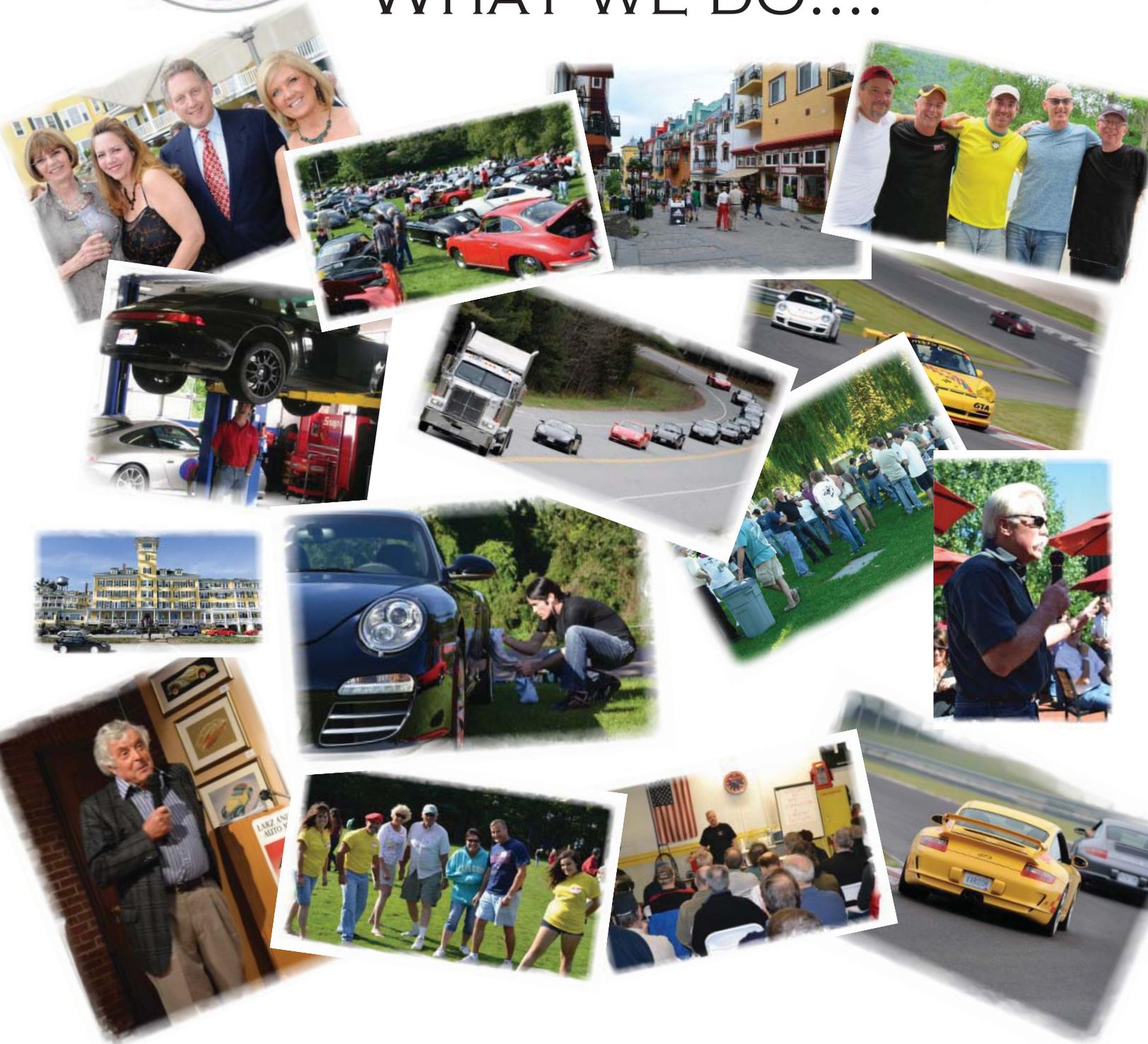
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# WHO WE ARE....

# PORSCHE



# WHAT WE DO....



# INSIDE THE NOR'EASTER

VOL. 41  
ISSUE NO. 9

SEPTEMBER 2013 SEPTEMBER 2013 SEPTEMBER 2013 SEPTEMBER 2013 SEPTEMBER 2013 SEPTEMBER 2013 SEPTEMBER 2013

## FEATURES

**16 Fall Tour!**

**18 COLLING'S MUSEUM TOUR**

**19 NER PHOTO CONTEST**

**20 Escape 2013**

**21 Rush**

**22 Porsches and Polo**

**26 Dog Days of August in SoBo**

**34 Cars and Coffee in SoBo**

**28 High Gear**

**30 AUTO CROSS #3 SHOTS**



18



22



30

## DEPARTMENTS

- 10** Anniversaries
- 16** Calendar
- 37** Marketplace
- 38** New Members
- 38** Board of Directors and Committee Chairs

## COLUMNS

- 6** On the Edge
- 7** On the Loud Pedal
- 9** Four Speeds & Drum Brakes
- 10** Minutes Of The Board
- 11** The Checkered Flag
- 12** The Long and Winding Road
- 13** Around the Cones
- 14** Don't Lift

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# On the Edge

## Summer Fun



Adrienne Ross

**D**id anyone else have kind of a crazy summer? It was great, don't get me wrong, just a little breakneck — and that was without driving! I didn't get my car on a track, not one track-day all summer. Of course, I'm going to the Glen — tomorrow — so by next week I will have racked up three whole days. But, I did manage to fit in some stuff.

Cool thing #1: I bought a racecar, a 'LeMons' car admittedly, but its an engine, and a cage, and switches, and I can't wait to get it into a paddock (again). Now, the funny thing about buying a car that is of absolutely no use to me whatsoever, except twice a year, is that I bought it about three

### ***This summer I went and played with the folks at Lamborghini, yes, yes, I know —***

days after I found out I had been laid off. Here's the thought process:

"Money could be very tight soon."

"Yes, but — racecar."

"You can't afford to buy a money pit right now."

"I'm telling you — racecar!"

"Well maybe it will work out."

"Racecar!"

Cool thing #2: I got a partner in the car!

Whooo hooo! That looked like this:

"Want to buy 1/2 a LeMons car?"

"Hell yes!"

We have moved the car into its winter home, and prepped the engine to pull it. I'm so excited I can hardly contain myself! Three engines to tear down in one off-season. Seriously good fun!

Cool thing #3: I bought a Cayman — of course.

Cool thing #4: amazing opportunities. This summer I went and played with the folks at Lamborghini, yes, yes, I know — they can't all be Porsches. Lambo had the best hospitality I've ever seen at a track. It was they're inaugural Super Trefeo race in America, and it was a celebration of life!

I got the meet the Rolls Royce Wraith (well done, Rolls, well done), and got treated (strangely enough) like a superstar; an evening to remember for sure.

I went to the Lee Speedway for beer and racing. This was almost surreal. It was a little like the 500 Club at Daytona, only there aren't any walls, and they speak a slightly different language. There were cars, they went around a little (let's highlight the word little) track, and they used similar language, but somehow they were talking about slightly different things.

When I go to Canada I feel the same way. "Looney" is an English word — it's a little crazy; only it's also two Canadian dollars. I find myself thinking, "I know we are speaking the same language, so why do I have no idea what you're talking about?"

My ex-husband is from England. When he moved here, he said that the cultural experience was like waking up in a familiar place, but someone had moved everything you owned one foot to the left.

The little circle track was like that. Just close enough to be weird — fun, but weird. The folks that took me are good friends who go a lot, so they helped to translate a little bit.

It was a summer of fun despite my lack of track time. Next summer I hope to be better. Stay tuned for the fall and winter adventures.

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### **In This Issue...**

**S**hort and sweet, that's what we have for ya this month. School starting, work kickin into high gear, I thought maybe y'all could do with shorter. I know I could.

But don't be too busy to miss our big movie night! We're psyched to present *Rush!* This is a special event arranged by us to let you see this new film with driving aficionados! It will be a great time!

Don't forget to register for Fall Tour! It's also a delightful romp through the countryside in your Porsche, or whatever you prefer to drive!

# On the Loud Pedal

## Clean Addictions



Christopher Mongeon

Another summer is blazing by and fall is right around the corner. No need to remind you what happens next here in New England. So this year I have decided to get a head start on making room in the garage for another car. Typically I leave this kind of work to the last minute, just like my columns. Why procrastinate now, when you can do it tomorrow? Anyway, I came across a spare set of rims and tires for the old Mercedes. They were looking pretty bad. I decided to clean them up as long as they were being moved. Does anyone care to guess what the most addictive power tool in the world is? You may not agree, but I think it's a pressure washer. I've used it to clean the racecar's rims before, as they can get pretty bad on the backside. A heavy coating of brake dust and giant gobs of tire marbles stuck to the inside can get them well out of balance. I know what

### **How dare I take a pressure washer to Porsche rims? Don't worry.**

you are thinking. How dare I take a pressure washer to Porsche rims? Don't worry. They are knock-offs, and they are already banged up. The extra set of rims for the Mercedes is also aftermarket, so I was not really worried about them either. These are the winter rims so you can imagine the build up of salt and brake dust. With power washer in hand, I was able to rid them of miles of gunk and dust. It is amazing what one power tool can accomplish in a small amount of time. Everyone knows to stand back when they see me with power gun in hand. I am all business. My wife will carefully lock the back door and take refuge in the family room with a good book. The children follow close behind waiting for their turn. Even as young as seven, my children understand the power and pull of a pressure washer.

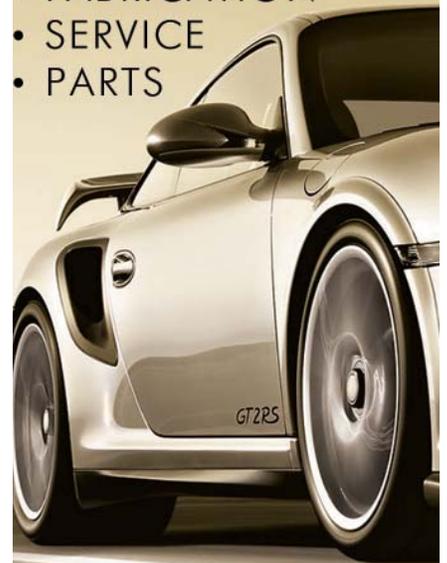
Once I begin to use the power washer and see the amazing results, the idea of cleaning becomes addictive. The rims were done, and they looked pretty good. I then began to think about the front stairs. They could probably use a good washing. Oops, now the front entry way looks like crap next to the front stairs. Let's not forget about the back deck, and we can't have a clean deck and dirty deck furniture, so... Hey, look at those garage doors. You know, I still have a few hours of daylight and the white picket fence that surrounds the backyard isn't as white as it should be. If I had more time I would have offered to do a load of laundry and the dishes with that thing. Alas, it was getting dark; my trigger finger was cramping up and I had a column to write. After hours of work, I was no closer to getting another car into the garage than when I started. Guess that will have to wait until next weekend. I still have a lot of lawn to mow before Monday, and I promised a neighbor that I'd help him with his latest project.

Just a thought before I go back outside to finish. You know all those toys out in the yard? They could use a cleaning too and my sons are more than willing to pitch in and get stuff done. The boys are just as fascinated by a pressure washer as I am, but I have learned one important lesson: do not leave two young boys unattended with a high-powered water gun lying around. Not unless you are willing to spend another weekend fixing everything they blew holes in and stripped paint off of.

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# Four Speeds & Drum Brakes

## Porsche Roadshow



Tom Tate

I have been to a lot of manufacturer rides where car builders provide new cars under controlled conditions so we can wring out the current offerings. Years ago Porsche used to release new models at various racetracks so that sales people would have a better sense of what they were selling. Later, consumers were brought together to comment on offerings to help with the development of new models. Finally, the public is invited to review new models in the hopes that they will be inspired to buy, or to influence others to buy.

A couple of rides from years ago come

***The Carreras were equipped with PAS, PTM, PTV, PASM, PSM and PDK. I'm sure there were other ABCs that I missed...***

to mind as I think back on some of these events.

When the new 911 Turbo was released back in 1976 (as a '77) there was a driving event in a parking lot of the old Schaefer Stadium in Foxboro, MA. There were plenty of 911s available, even a Sportomatic, for drives on a short road course, but only one Turbo. It was a silver car with a huge tail on it and it was the first one anyone had ever seen that wasn't in a magazine. We were each allowed one launch and a first-gear dash down a 100-yard lane to demonstrate acceleration. There was an instructor in the car to caution us about dumping the clutch and tell us when to hit the brakes. I got it off the line easily enough but just before I reached the brake zone I went on to second gear with a loud chirp. The only 'patch' heard all day, from what I was told later. Great fun.

In the early '80s I drove down to the Pocono Raceway in PA for the release of the new, improved Jaguar XJS. That was

their flagship, a two-door coupe with a V12 engine that was actually doing rather well in the SCCA Trans-Am series in the hands of Bob Tullius and his Group 44 team. We got in a few laps of the road course and there were photos taken, helmet and all. The drives were cut a little short when the street cars began overheating their transmissions and puking red juice all over the pit lane. Bob Tullius gave everyone a hot lap on the Tricky Triangle and I can still see him passing the wheel hand-to-hand, talking about the car's handling at 150 mph. A few weeks later the photos showed up at the dealership and the general manager wanted to know the identity of my "guest" that showed up in the pictures. At least it wasn't his wife.

There have been SUV tests where the folks at Acura showed us that Volvo Cross Country wagons were still front-wheel drive in spite of what it said on the tailgate. I did ask what the tire pressures were on the wagon as it plowed across the lot but they just said that it was factory spec. They also pointed out how tough it was to get in and out of a Range Rover. I don't think the oversize tires they had on it helped.

Audi had a driving event at the track in New Hampshire but we found ourselves on one of the parking lots, not on the oval. It was still a good time, as they showed us how to get the computer-controlled traction system to be able to make a corner that we would've otherwise missed.

The most recent event was back at Patriot Place, now called Gillette Stadium, in a much larger parking lot with a huge tent set up. They had snacks on hand, a screening room that could seat at least 60 people, and even a small boutique set up with Porsche items for sale. Things like iPod holders and key fobs with the Porsche crest seemed popular. They divided us up into teams and every driver

got a hat.

The lot was large enough for a one-mile autocross course. The Porsche roadshow had two 911s, two Caymans and, on a short course (shades of the Turbo lane from years ago), two Cayennes and two Panameras. That was to show everyone that they really could haul 2-1/2 tons in a hurry.

The "sports car course," as they called it, consisted of three groups of four cars each, lead by an instructor in a 911. The cars followed in order: 911 Carrera 4S, 911 Carrera 4, Cayman, Cayman S. We were lead around the course at a pretty good clip until we were comfortable and then they turned up the pace. If someone (who would that be?) lagged behind, to take a run at a section, the leader would slow down until the pack was back together. The system worked pretty well. Each car had a walkie-talkie in the door pocket that was turned on; the lead-car driver had one in his left hand and talked us through the course as we went faster and faster. Think about that for a minute. The guy is driving at a pretty good clip, watching a) where he was going, b) where he'd been, c) watching four cars behind him in the mirror, d) talking to the device in his left hand and e) driving the car with his one free hand. Sounds like a regular driver on I-95, right?

The Carreras were equipped with PAS, PTM, PTV, PASM, PSM and PDK. I'm sure there were other ABCs that I missed, but that was plenty for someone that is used to four speeds and drum brakes. I will cover a couple that left an impression.

PDK: available as an option for all 911 Carrera models is 7-speed PDK, featuring manual and automatic modes. It facilitates extremely fast gear changes with no interruption in the flow of power, whilst at the same time improving acceleration and fuel

*continued on page 34*

# Minutes of the Board

## August Meeting

Marcus Collins

The August board meeting was held on the 14th, hosted by Adrienne at the Stearns & Hill Bistro in Melrose.

Present at the meeting were Chris Mongeon, Kristin Larson, Bill Seymour, Rosemary Driscoll, Stan Corbett, Marcus Collins, Dani Fleming, Steve Ross, and guest Bob Cohen.

The meeting was called to order by President Chris Mongeon at 8:14 pm, after a delicious meal. Chris announced that the meeting notes from the March President's meeting had finally arrived and he went over the highlights of the meeting, mentioning that Zone 1 has 23% of the total PCA membership and is in good financial health and growing in numbers across the board. The next President's meeting will be held on November 15th–17th.

Chris then mentioned that the nomination committee has been formed, including himself as chair with Karen Cohen and John Bergen as members. He asked the board to think of a teller to announce the election results who is not a board member seeking office for the next meeting. The Treasurer's report had been e-mailed to the board previously and, as there were no questions, Adrienne moved that it be accepted and Marcus seconded. With no opposition, it was accepted as presented.

Marcus presented the membership report; we now have 1,476 primary members (closing in on that 1,500 mark) and 992 affiliate members, for a total of 2,468 members. There was one transfer in, eight transfers out, and 19 new members. Bill listed upcoming events and commented on the strong showing at the recent Porsches and Polo event at Myopia this past Sunday. The annual picnic class had a great showing and fine bottles of wine were presented to the winners. (Pictures with captions of the winners can be seen elsewhere in this issue, the appearance of me in one of them was entirely due to my cohort, Sue, who did all the work.) The lucky bachelor class winner was treated

to a six-pack of Narragansett beer. Our Porsches also were photographed spread out in a semi-circle behind the members of the two teams that were competing in the match. Bill, donning his autocross chair hat, announced that Mike Noonan and Rick Heatherton will be co-sponsoring the next autocross in September and will host a cookout for all participants. In addition, our annual autocross dinner will be held at the billiards place in Ayer immediately following the last event of the year on October 22nd.

Steve gave a report on the upcoming concours scheduled for September 7th at the Larz Anderson Museum of Transportation, sponsored by Porsche of Norwell. There are a dozen entrants pre-registered as of this writing, and all is ready for the expected 100-plus entry.

Stan then presented a detailed explanation of the various options we have for pricing for events at Thompson in 2014, covering both three-day events on weekends and two-day events mid-week. There was lively discussion of the options and Stan will keep the board apprised of any changes he makes after contacting the track for some clarification. He also announced that we have 143 (now 150 as this report is written) for the Watkins Glen event, and we had 96 participants at our August event at NHMS. He also thanks Adrienne for coordinating the after-event social on Tuesday afternoon.

The board questioned Stan on our exposure should Thompson decide to cancel the event, and other financial implications. After a lengthy discussion involving most of the board it was decided that Stan will do some investigation involving other clubs using the track, and a sub-committee of himself, Bill Seymour and

Steve Ross will visit the track before the September 15th deadline to place our deposit. The original motion was amended and seconded by Rosemary, then passed by the board.

Finally, under new business, Adrienne announced that she has coordinated two venues that are showing the new Ron Howard movie Rush about F1, keying in to the rivalry between James Hunt and Niki Lauda. There will be showings at the Woburn Cinema and also the one in Seekonk (for our southern contingent). Show date is September 27th. Promo information and E-blasts to come.

### Happy PCA Anniversary

#### Forty-Five Years

Edwin Shenk

#### Thirty Years

Jimmy Bobby Selders

#### Twenty-Five Years

John Loeb

#### Twenty Years

Susan Silberberg

#### Fifteen Years

Francesco Melandri

Peter Mandelson

Wayne Richard

#### Ten Years

Jeffrey Marselle

John Schoenfelder

Michael Mello

Shamus McBride

#### Five Years

Brian Wilkin

Christopher Quinn

Gary Leopold

Jack Quattrocchi

John Amabile

William Flaherty

# The Checkered Flag

## Track Days of Summer

Marcus Collins and Dani Fleming



We had a great day watching polo at the Myopia Polo Club on Sunday afternoon. Over 30 Porsches were present to picnic and watch the match. We lined the cars up on the far side of the field and had a fantastic view of the action. All the attendees made an event of it and Bill Seymour, Dani, and Steve Ross judged the best picnic spread with a separate prize for the bachelors (Dani said I was barred from this one). If you've never seen a polo match, it's like hockey except

**(To see how this drag racing think works, I went to the NHRA (National Hot Rod Association).**

the players are on horses, they use a long-handled mallet to hit the ball, and there's

then the colonial British took it to Europe, Argentina and the U.S. At half-time all the spectators go onto the field



Dani and Sudo divots stamping.

and "divot stamp" — half to repair the playing surface and half to socialize. At the end of the match we lined up the cars around the prize table — made for a great photo. The prizes for the best picnics were wine and the bachelor prize was beer (unfortunately, as the bachelor was under 21, Dad will have to help him drink it). If you missed this year's event I'd recommend making it next year.

Porsche hired a parking lot at Gillette Stadium to show off their latest models earlier in the month. We test drove a Panamera and Cayenne on a short track (around the cones), and 911s and Cayman's on a longer course. It was part of a U.S. tour and many of the other events made use of a racetrack, so driving around cones in a parking lot was a disappointment, especially when you were behind the wheel of a 2014 Cayman S. So much potential, so little opportunity! On that Saturday morning the Lamborghini and Ferrari in

the parking lot did rather steal the show.

All was not lost though, as we did get to drive on a track since NER had a DE event at NHMS. The weather behaved with glorious sunshine for both days — too hot really, as a number of us got black-flagged for having our sleeves up. Dennis Macchio was there to provide guidance to each of the run groups as well as 1:1 tuition (I hear only good things about this — well worth the money). Parade laps were again held at lunchtime on the first day and the vintage and newer Ferraris drew lots of attention. For those who like the short drive to Loudon but hate the bumpy track (you can include me in this group) the NER board is doing a field trip to the new track at Thompson Speed-

way before we put down a deposit for three days in September 2014. We'll know soon if we have an alternative venue for our regular DEs. The next NER DE event is at Watkins Glen at the end of August — I'll miss this one, but for those who are going to this historic circuit, enjoy.

I've been thinking I should try the Launch Control on the Cayman, but as Lexington Police frown on such behavior at the lights



Wonder when they'll upgrade to a 911?

in town I needed a drag strip. So, to see how this drag racing think works, I went to the NHRA (National Hot Rod Association — I had to write out that name because it sounds great) event at Epping, NH. Only

*continued on page 35*



Polo action!

no goalie. To the uneducated (I've only been on a horse six times or so) it looks quite skillful, but Dani (who owned horses when she lived in Australia) stated that it takes incredible horsemanship to ride and hit the ball. Polo has a long history. It started in Persia and China seven centuries ago, as training for the cavalry, it's assumed (I guess that's why it's always player right-handed) — sword always in your right hand (which is also why your grandmother always told you that gentlemen should always walk to the right of ladies — sword always accessible). It migrated to India and

# The Long and Winding Road

## Help and Ideas

Bill Seymour

A few disconnected bits this month... From the "Pay It Forward" category I offer the following tale: I was out for a bike ride, going slowly uphill in a neighborhood near Medfield Center, when I heard "Help! Help me please!" I couldn't immediately see any signs of obvious distress but I did notice a BMW 5-series up on ramps in front of its garage — and the sound was coming from that direction. When I went over I discovered a fellow sitting in the driver's seat with this situation: he was going to change the oil and had driven the car up on the ramps, but overshot them. He had attempted to back

**Did you know that it is the only sport where you must play right handed? Or that you need 6 horses to compete?**

up, but it only got worse, so that the car was precariously perched with the backs of the front tires on the very front edge of the ramps — and he was unable to take his foot off the brake without the car lurching forward and landing with the rocker panels on the ramps.

Fortunately he had a floor jack in the garage, but it was hard to get around the ramps and the car was half in and half out of the garage and also up on some boards (so the front of the car would clear the ramps). After some fussing, however, I was able to get to the rear jacking point and get the car high enough to take the ramp out on that side, and then repeat the process on the other side. Once the car was off the ramps and the owner worked the cramps out of his brake foot, we had a few laughs over the situation. He was pretty lucky that someone heard him and — although I don't claim to be the fanciest mechanic — even luckier that it was someone who knew what to do.

Next: the Porsches and Polo event at Myopia was a hoot. I'd never watched a

polo match before and it was fascinating. Did you know that it is the only sport where you must play right handed? Or that you need 6 horses to compete? (The horses run out of gas so quickly that it's like a hockey game where they are doing 30 second shifts — the riders change horses all the time.) Or that the horses and riders routinely go outside the side boards in order to get a better swing at the ball (I learned that one the scary way)? While the gorgeous weather certainly contributed to the day, it was a very entertaining and genteel way to spend an afternoon with Porsche friends.

Finally: as VP Admin (read "Social Chairman") I am always on the lookout for new events that would interest our members. You may have already gotten an e-blast asking for your opinions on this but not everyone sees our e-mails. So, please contemplate what things we could be doing and shoot me an e-mail or phone call with your ideas (contact info below). In particular, please let me know if any of these ideas are attractive...

- Golf tournament (and, if yes, any volunteers to help run it?)
- Drive to a restaurant for a weekend breakfast (Which one? Saturday or Sunday?)
- See a Pawtucket Red Sox baseball game (\$11 a seat, better beer for less money, better food and seats together, of course)
- Stock car racing at Seekonk Speedway

And what else?

Not to be too pushy, but note that if I don't hear any posi-

itive response, these things aren't going to happen — speak up if you like any of these ideas.

One previous suggestion that we are already working on is to watch a Formula 1 event live at some pleasant location. And an off-season event(s) that we will put together is an F1 Karting outing (this will not be a PCA event and there will not be insurance — but we will pick a date, advertise it and all agree to meet at that time and pay individually at F1).

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# Around the Cones

## Around Advice



Steve Ross

As the lazy days of summer conclude for NER/PCA, many members are enjoying the thrill of driving on race-tracks in the summer. Our two-day event at NHMS and the annual Watkins Glen three-day DE are now history, leaving one NCR DE in October, plus NCR's September 7th and our September 21st autocross events to finish out the driving year.

The region now transitions into the social, car show and touring season, starting with the annual Porschefest on Saturday, September 7th at the Larz Anderson Museum of Transportation, then a tour of the airplane museum at the Collings Foundation on the 14th of that month. Check the current issue of THE NOR'EASTER and the region's website for up to date status of all events.

As many of your readers of my column know, I make many wry observations of

**The region now transitions into the social, car show and touring season, starting with the annual Porschefest on Saturday.**

the crazy, stupid and dangerous things people in this state (MA) do, but recently on the way home from the cape on Rt. 3 north I saw the biggest 'bonehead' move ever. Traffic was creeping along, almost to a stop in both lanes, when up ahead I saw a car at right angles to the flow of traffic dart out to the right to get to the exit he had almost missed... amazing.

Next up, and not related to this last piece in any way, NASCAR has some of the strictest rules in motorsport, but from its start in the early '50s until now it has been a game of cat and mouse, with car owners/mechanics and drivers bending or stretching the rules to incredible lengths. Some examples: Smokey Yunick was one of the earliest entrants in the sport regularly engineered his cars to take advantage of any

loophole no matter how small. His credo was if they don't say you can't do it, I will. Most famous was his 7/8th-size Chevelle, which looked normal until put up against a stock model. The idea, of course, was to make it more aerodynamic, but NASCAR did not buy it. His other rule bender was to go further on a tank of gas, so the inspectors checked out his car and removed the gas tank, emptied it to check the volume, and when they found it legal, were left scratching their heads as Smokey drove off in the car with gas from inside the roll cage supplying the fuel.

Another neat trick was mentioned when I heard the late Chris Economacki speak at Tech Tactics event years ago. He was near impound where they were weighing the top finishers in a race, when one of the crew members pointed out to the scrutineer that one of the tires had a flat and asked whether it would be okay for them to change it. The tech guy said, "Sure" and they did. A little while later Economacki was passing by that teams paddock area and noticed they were changing the tire back, and three mechanics were struggling to lift the tire. Apparently he found out it was filled with birdshot to make the illegally lightened racecar pass the weight minimum.

Recently many other owners of 986 Boxsters and 996 911s and I received a letter detailing the terms of a class-

action suit concerning the now infamous IMS bearing failures. It is limited to certain VIN ranges and Porsche will pay a certain amount toward the repair. The amount depends on whether you bought the car new, as a CPO car or from a private party, and the payout percentage ranges from 75% to 25%. For more information see the website, eisenimssettlement.com, or call (800) 254-4760. I recently finished a great book called The Hack Mechanic, by Rob Siegel, who has been writing a column of the same name for the BMW club's national magazine, The Roundel, for decades. It is a humorous and interesting compilation of his experiences buying, selling, fixing and learning about older BMW's, with which anyone who works on their own Porsches can readily identify.

*continued on page 37*

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# Don't Lift

## On Track



Stan Corbett

Well, with the New Hampshire Motor Speedway DE under our wheels last week, there's only one NER event left in the DE season. Our final event is August 23rd–25th at Watkins Glen International, and I'll report on it in the October issue of THE NOR'EASTER. Since the season is almost over, I spent some time this weekend trying to get ahead of the power curve by putting together the DE rebate spreadsheet. I found it striking how similar this year's numbers to date are to last year's numbers (if I leave out last year's Watkins Glen event). For instance, in 2012 we had 239 drivers who attended at least one event (not including The Glen); in 2013 through the first four events we've had 240 drivers attend at least one event. In 2012, not including The Glen, we had 88 drivers who could qualify for the rebate with 33 already qualified. For 2013 we have

### ***I would ask if any of our drivers or guests are interested in providing a write-up, long or short, on one of our events***

85 drivers who could qualify of whom 28 have already qualified. At the end of the 2012 DE season 50 drivers qualified for and received a rebate. It will be interesting to see how many qualify for a rebate at the end of the 2013 DE season. The results of the rebate program will also be in the October issue.

Once again, I would ask if any of our drivers or guests are interested in providing a write-up, long or short, on one of our events please send it along to me or to Adrienne, our newsletter editor. If it's short and you send it to me I'll probably include it in this column (you get a shout-out of appreciation). If it's longer I'll coordinate with Adrienne to decide on how to use the write-up. You can also send along pictures if you like; no guarantee, but we may use some of them.

Our fourth DE event for 2013 was held

August 6th and 7th at our 'home track' — New Hampshire Motor Speedway. The turnout of 96 drivers was the best we've done for a late summer event at NHMS in a couple years, and more than matched this year's Novice Day and DE turnout in May. Everyone enjoyed two days on track with good weather for the entire event. We split the Green and Yellow run group drivers, and by the time the event took place there were enough instructors signed up (and instructors willing to take two students) that we were able to clear the student wait list. Hopefully, these less experienced drivers enjoyed the event and are looking forward to coming back next year.

A special treat at this event was the return of pro driver and racing coach Dennis Macchio, president of Bertil Roos Racing School. Dennis has attended many of our events over the years providing classroom sessions, conducting track walks, and offering private coaching to our drivers. Tuesday morning Dennis conducted three classroom sessions, one each for the Green/Yellow, Blue, and White/Black run group drivers. I attended the White/Black session and thoroughly enjoyed, and got a lot out of, Dennis' presentation. Dennis stayed at the track Tuesday and Wednesday offering private coaching sessions that were well received by our solo drivers.

As in May, our staging workers got a break at this event. Betty 'Blue Nose,' corner worker extraordinaire, handled the staging assignment (and gave a memorable talk at each morning driver's meeting). This again worked well and will be my plan for future NHMS events. Of course, our usual stalwart crews worked the tech line and control. Many of our drivers volunteer for these assignments at multiple events during the year. They do this even though it means working every morn-

ing (in the case of the Tech Line workers) or doing multiple shifts throughout the event (for the folks working Control). Take a moment at a future event to thank your fellow drivers who do these jobs. We wouldn't be able to run successful events without them. Give them a word of thanks, a high five, or a fist bump — whatever's in vogue these days.

We ran our usual Charity Event — Parade Laps — at lunchtime on August 6th and raised \$200 for Angel Flight NE. We also held a Beer-Wine-and-Snacks Social in the afternoon of the first day and, based on the size of the crowd that ended up in the inspection garage, a large share of our participants and guests came by for some refreshments and conversation. My apologies to anyone that was looking for soda — through an oversight the only non-alcoholic beverage available was water. (Memo to self: another item to add to the checklist.)

Most of the participants at this event were from NER and NCR but there were also drivers from Downeast and Connecticut Valley PCA regions, and the BMW CCA. Almost everyone drove their favorite Porsche for the event, with a smattering of other marques including BMWs (M3s and a 325is), Mazda Miatas, a Camaro ZL1, a Nissan GTR, a Mitsubishi Evo, a Lotus Exige and a Ferrari 430 Scuderia joining in the fun.

Hope to see many of you at our final DE event of the season — so, Don't Lift!

Sincerely, Stan

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## **It may feel like the accelerator, but that's boundaries you're pushing.**

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# Announcing the Fall Tour!!!

Sunday October 13th!

## 2013 Calendar At-A-Glance

### September

7 Porschefest

7 NCR AX

11 Board Meeting

14 Collings Museum

21 NER AX

28 *Rush*

### October

5 NER AX

10-11 DE NCR NHMS

13 FALL TOUR

16 Board Meeting

TBD Tech EPE

### November

13 Board Meeting

TBD Cops and Lawyers

### December

7 Annual Dinner

11 Board Meeting

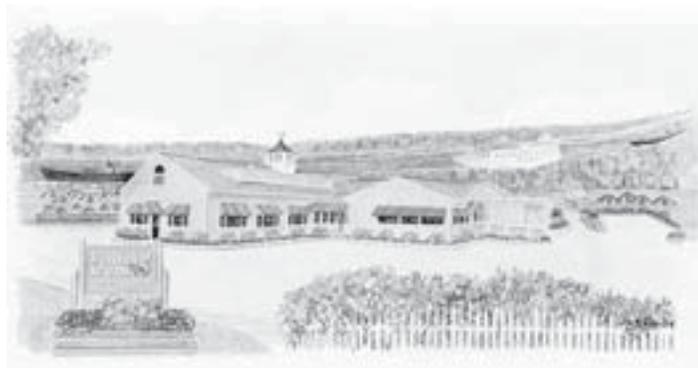


One more driving event before you have to put your baby away for the winter! Have a nice drive with your friends, ending up at Seafood Sam's in Sandwich (like Woodman's in Essex). Then off you go to the Heritage Museum and Gardens in Sandwich. Enjoy the gardens! Oh wait, never mind, there is a great exhibit called "Driving Your Dreams" consisting of 15 unique concept cars. Or maybe you do can both! What a day!

Meet at 9:30 at the Service Plaza on Rt. 128 (I-95) Southbound, just after the Mass. Pike and Rt. 16 exits.

Discounted (group rate) tickets are available for \$12 at [pcaner.motorsportsreg.com](http://pcaner.motorsportsreg.com). Sign up by the October 1st, please. Go to: <http://msreg.us/2013FallTour>. If you make a last minute decision to come, just come to the meeting spot on time and you can buy a ticket at the museum (for full price). You just pay for what you eat at lunch.

Questions: Charlie and Martha Dow at [crd968@verizon.net](mailto:crd968@verizon.net)



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# Collings Museum Tour, Stow MA

Sept. 14th 10AM-2PM



Those who live in the metro-west area of Greater Boston, or who may have participated in one of the Club's Spring or Fall rallies are probably familiar with some of the great back roads in the area. What you may not know is the fact that nestled deep in the woods in the middle of the small town of Stow lies one of the most impressive collection of vintage aircraft and automobiles in the country.

On Saturday, September 14th the Northeast Region is pleased to invite you to join us for a tour of the Collings Foundation's aviation and automobile collection. The tour will begin at 10:00 AM, so plan to arrive 15 to 20 minutes before that so the group can be assembled by the start time.

The Stow facility includes an aviation museum and a vintage automobile collection, which includes over sixty-six American-built automobiles and vehicles from the first half of the century. Included in the collection are midget, sprint and "Indy" race cars (including a 1979 Porsche "Indy" a factory race car that smashed all the track records before being banned), Frank Duesenberg's personal Duesenberg, along with a Cadillac owned by Al Capone. Their website currently lists a 1993 Porsche RS America - Rolex 24 and Sebring 24 hour veteran. The aviation museum is home to a number of the Foundation's smaller aircraft, including an original Bleriot XI (1909), 1911 Wright "Vin Fiz" (replica), PT-17 Stearman (1942), AT-6 Texan (1945),

UC-78 Bobcat (1943), TBM Avenger (1945), FM-2 Wildcat, Fieseler FI-156 Storch (1943), and a T-33 Shooting Star (1948).

If weather conditions are OK there is a good chance that plane rides in the Stearman will be available for an additional fee.

Our tour group will be capped at 80 people. The cost will be \$10 per person with the proceeds going to the Collings Foundation. Registration will open on July 1st at [www.pcaner.Motorsportreg.com](http://www.pcaner.Motorsportreg.com).

The address of the Museum is 137 Barton Rd. in Stow.

You can learn much more about the Collings Foundation, the museum in Stow, and the national Wings of Freedom tour schedule featuring their famous restored B-17, B-24, and P-51 aircraft by going to their website at [www.collingsfoundation.org](http://www.collingsfoundation.org).

Questions? email Bill Seymour at [admin@porschenet.com](mailto:admin@porschenet.com)

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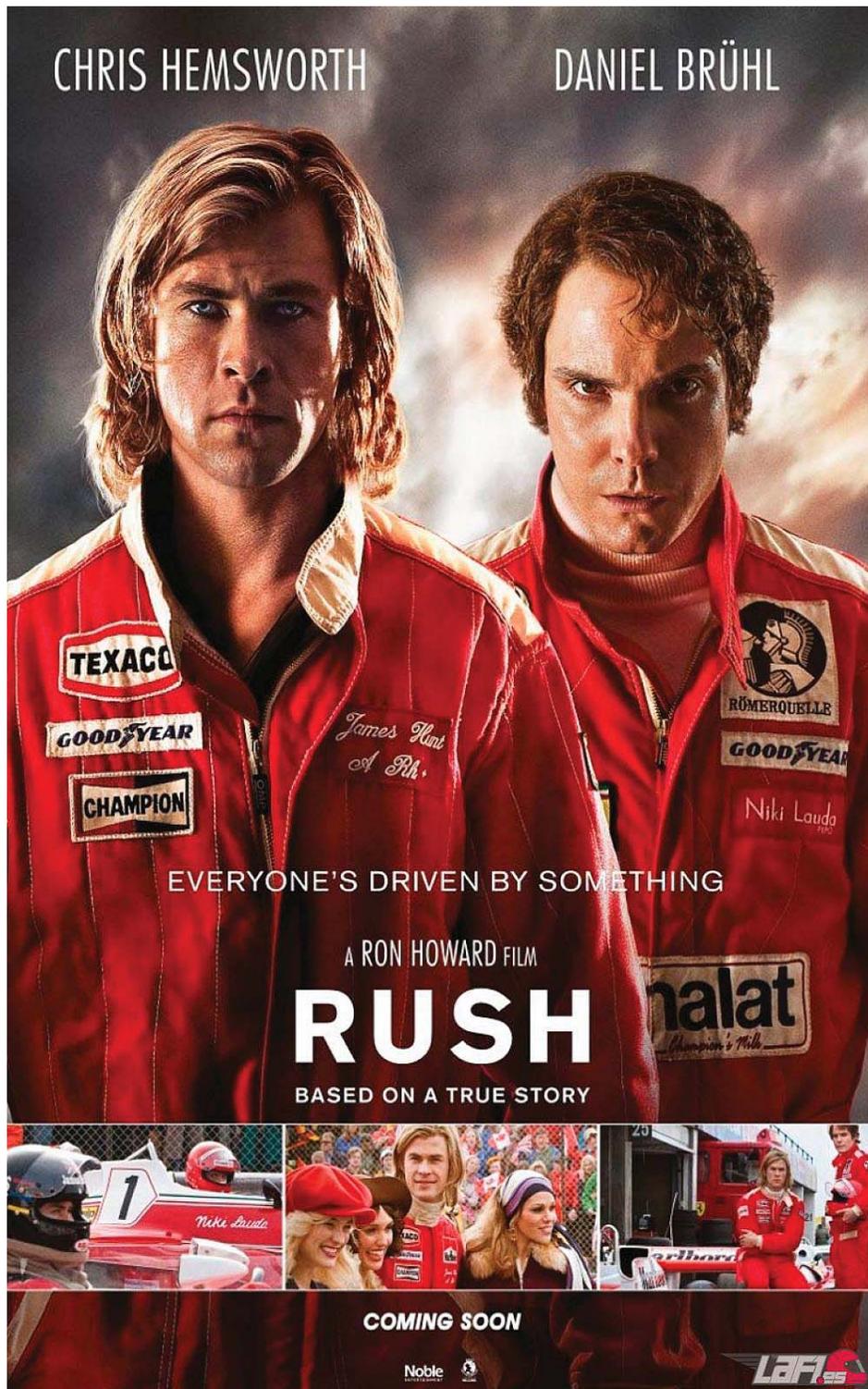
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NER cordially invites you to the Porsche Club's **private** viewing of the new Ron Howard film Rush!



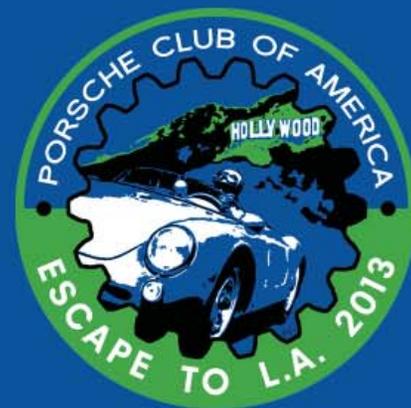
NER has arranged an exclusive showing for Club members, family and friends at the Showcase Cinema in both Woburn, and Seekonk, MA on Saturday September 28th at 7:00PM in both Theaters. The Porsche Club will have one theater in each location reserved just for us, and those we invite.

Admission only tickets are \$13.00. Snacks and other offerings are not included in the price. Only those registered will be admitted. There are no on site sales for the PCA showings. Please Register at [http://www.clubregistration.net/driver/event\\_sign\\_up.cfm?event\\_id=5365](http://www.clubregistration.net/driver/event_sign_up.cfm?event_id=5365)

PORSCHE CLUB OF AMERICA

# ESCAPE2013

October 24-27



## Escape to L.A.

The fall is a great time to visit Southern California; the weather can't get any better for driving your Porsche. If you so desire, it is possible to drive from mountains with over eight thousand feet of elevation to sandy beaches all in the same day! The deserts are beautiful, crisp comfortable days, and bright clear blue skies. This is the perfect time of the year for our apple orchards. The apples are ripening on the trees and are sweet and juicy. Great fun to go picking your favorite variety. Take a drive along the Southern California beaches, and, of course, Mulholland Drive.

We have wonderful tours planned for you in addition to the mountain and beach driving. We offer several museums tours, Nethercutt, Huntington Library, Mullin, plus architectural tours will be part of this years Escape.

**Registration opens July 15**, so don't miss out. Visit our web site <http://escape2013.pca.org>





# NER PHOTO CONTEST 2013

The NER event season is about to start and we'd like all the photographers out there to start snapping photos in preparation for the 2013 Photo Contest. It's your chance to impress your fellow members and there will be \$\$ prizes for the best photos. So capture the images of the fall foliage on the fall ramble or use your GoPro to record your fast lap around NHMS or Lime Rock.



## Categories

### NER Driving Events

Any driving events including autocross and drivers education.

### Porsche Club Events

Any Porsche club event—the Spring and Fall rambles, tour, tech session, and concours d'elegance etc.

### General

A photo of any car (doesn't have to be a Porsche) or taken at any car related event that does not fit into any other category.

### Artistic

Black & white, composite, HDR, hand-colored photos, etc.

### Video (Maximum 3 Minutes)

Video of any NER or car related event. The video must be uploaded to YouTube.

## Awards

### Winner

A winner will be assigned for each photo category and they will receive a \$100 voucher to redeem at any NER event and a framed copy of the photo.

### Peoples Choice

All the photos and links to the videos will be available on the NER website so the NER membership can vote. There will be a single peoples choice award for the combined photo categories and one for the videos. The prize will be a \$100 voucher to redeem at any NER event.

## Rules and FAQ

1. **Entry Limit:** There is no limit on the number of photographs a NER member may submit.
2. **Entry Deadline:** By midnight on October 15, 2013 all photos must be emailed to [photo@porschenet.com](mailto:photo@porschenet.com), all videos must be uploaded to YouTube and the link emailed to [photo@porschenet.com](mailto:photo@porschenet.com)
3. **People's Choice:** The people's choice voting will be available on the NER Website on October 16, 2013 and close at midnight on November 15, 2013.
4. **Winner Announcement:** Will be made in the December issue of the Nor'Easter.
5. **Copyright and Content:** Photos that are deemed obscene, vulgar, or otherwise violate any laws are strictly prohibited. NER respects the rights related to copyright laws and intellectual property. All photos should be based on a NER member's original photograph taken by the NER member. Use of a photo from other sources/people without permission is not allowed. NER reserves the right to refuse inappropriate or unsuitable entries.
6. **Model and Property Releases:** Any NER member submitting a photograph acknowledges that they have sufficient permission of any recognizable locations or people appearing in their photograph.
7. **Formatting your Photograph:** Each photograph must be formatted in a jpg. Each photograph will need to be clearly labeled with the category, last name, and first name.
8. **Judges:** The judging panel will consist of a selection of NER members with an interest in photography.
9. **Questions:** Questions about the contest should be emailed to [membership@porschenet.com](mailto:membership@porschenet.com)



# Porsches & Polo

Copy and Photos by Bill Seymour

Amanda Poor attacks!

**Y**ou couldn't ask for better weather, there was a great turnout of Porsches (close to 40 — the most ever), and the match wasn't decided until the final chukker!

Sunday, August 11th was the date of this year's "Porsches and Polo" outing at the Myopia Polo Club in Hamilton. The event was sponsored by Herb Chambers Porsche of Boston and Burlington. "Race Track Rick" Scourtas — General Manager

at Porsche of Boston — came in a new Cayenne Diesel and presented the Porsche Cup to the winners. The day featured not only the expected equestrian competition between the Pony Express (the winners!) and Coastal Orthopedics polo teams, but also our club's picnic basket contest. We had 13 families competing for ribbons and bottles of wine. (Or, in the case of the "Bachelor Picnic," competing for a six-pack



Evan and Tyler Berman.

Position	Name	Comment
First Place	Andrea and Chris Geldmacher, Caroline and Dave Romano	Top scores all around, <i>haute cuisine</i> , but almost disqualified for using a BMW support vehicle
Second Place	Marlene Pippins and Scott Fabyan	Pippins is a ringer — close connections to Myopia
Third Place	Lauren and David Harrison	Cake with "Porsche" on it
Fourth/Fifth Tie	Sue Maloof and Steve Ross	Whoopee pies showing a horse with glasses ("myopia" — get it?)
Fourth/Fifth Tie	Mariah, Michaela and Mike Kessel	German flag was a nice touch
Sixth Place	Clara and Garrick Connelly	Clara made all the food but needed her Dad to drive her
Bachelor Picnic	Tyler and Evan Berman	Nuts! (as in, that's all there was to eat)

of 'Gansett Tall-Boys.) Entrants were judged on Presentation, Creativity and, of course, Taste. Here are the winners... If you haven't attended a polo match you are missing a great show. Don't miss it next year! And thanks to Tamara DeOrio — Director of Marketing for Myopia Polo — for helping us put this together.



*Romana- Geldmacher.*



*Scott Fabyan and Marlene Pippins.*



*Lauren and David Harrison.*



*Sue Maloof and Steve Ross.*



*Mariah, Michaela, and Mike Kessel.*



*Clara and Garrick Connelly.*





**B**reakfast complete, Rosemary and I exited our driveway at 9:00 am and were looking forward to having our morning coffee fix at the Moose Café in Tiverton, which we pulled into at 9:45. I had slowed down as we approached the newly completed Sakonnet Bridge; I was looking for indications of the arson fire that occurred the evening before.

Traffic was light on this overcast morning, but a great day to drive with the top down. Walt Cronin already had parked his '03 Boxster S when we arrived. During the next hour, 20 more Porsches arrived.

We met some new SoBo faces: Mike Silverman, Jeff and Linda Talling, and John Amarante and his wife. If the cars at this coffee were judged, Mike's 1965 grey 356C would have been best in show. Mike brought an album showing the car's history, a bonus for those of us surrounding his car. Additionally, as he popped the lid, he told us that the spare (Dunlop) was original.

Jeff and Linda Talling have quite a story regarding their 2003 grey Boxster. Jeff is in sales and, based on points, was the winner of a sales contest. The contest winner would receive a Chrysler Crossfire. After some decision making, Jeff decided to take the money and buy his Boxster instead. Because of the adrenalin rush from the Boxster, John has pur-



Mike Silvermans '65 356C (Roger Slocum)

chased another Porsche as a track car.

John Amarante and his wife arrived in his recently purchased (last week) white 2000 911 Cab. Previously John drove a Boxster. A local doctor who had turned 80 found that it was becoming too difficult to enter and exit the 911, so he sold it. A lucky find for John, it is clean and has very low miles.

You may discern from the photos Bill Nerney's silver 2012 911 (his has the centerlock hubs). In other wheel news, in last month's SoBo article Tom Coughlin shared that the originals on his '65 356 were sent to the west coast for refurbishment, and today we saw the re-chromed wheels; they looked great.

I had a few comments such as, "I didn't know that" regarding our last conversation regarding the gas cap hook for the cap's lanyard. It seems that it is quite common that the original lanyard gets shorter as the result of breaking and being reattached. An additional item regarding the gas flap: if you reach into the crevice above the passenger door's top hinge you will feel a plastic ring (it's black and hard to see). An easy tug on that ring will release the flap's locking device in event of an electrical malfunction.

The Moose Café, because it has had the best turnouts, will be one of two locations for future SoBo Coffees. The Moose offers a spacious parking lot where we can easily park two or three rows of cars, has great coffee (and espressos) and is clean, and the finger food is tasty.

The second place winner is Custom House Coffee in Portsmouth, Rhode Island. Again, turnouts have been better than average and it has the same positive attributes as

# Dog Days of August in SoBo



Copy by Roger Slocum and Photos as noted

Porsches and coffee talk (Roger Slocum).

the Moose. That is not to say we will never go anywhere else. Rosemary and I often take a drive in the Porsche checking out different places for a SoBo event. Recently we drove to Pocasset, Massachusetts to check out the Corner Café located on Barlows Landing Road, only to find that it closes at noon on Sundays.

The next SoBo is scheduled to occur on Sunday, September 15th. Shortly after, Rosemary and I will be gone for three weeks visiting our oldest son and family in Shanghai, China. Regretfully, we will be returning the day before the scheduled Porsche Fall Tour and it is unlikely we will be adjusted to the twelve-hour time difference.

So, see you all on 15 September (10 AM – noon) at the Custom Coffee House, 600 Clock Tower Square, West Main Road, at King Charles Drive, Portsmouth, Rhode Island. And, as always, email me at: [rr356c@aol.com](mailto:rr356c@aol.com) for any SoBo related questions.



*Chuck Gaboriau's '88 911 red Turbo (Roger Slocum).*



*Richard Viard*

# High Gear: What Was That?

Dick Badler

**A**re you like me? Say you're traipsing down the street, lost in your own thoughts and... you hear it, the blat of a highly tuned, high-output voiture du sport.

Your head does an immediate snap swivel. Just like what happens when the doctor taps your knee with his hammer. And you peer, this way, that way, for where that glorious sound is coming from.

If you're really good, you've already concluded that the exhaust note is coming from a flat-plane crankshaft, or a turbo flat-six, or a vintage four-banger. You look, and look, and there it is. Cool. Bingo. Chalk it up.

In Denver, this involuntary tic once led me to glance up and outside a restaurant to see a Ferrari Enzo, red, just tootling down a side street... the only time I've ever seen one in actual motion on the road.

Another time, I heard something... my neck swiveled... and I spotted... a Veyron in motion. Triple black. I was able to follow on foot, and saw that the thing was pulling up to a local Marriott. But, by the time I got to the front door of the hotel, the driver was gone. So I asked the doorman who was driving. Some rock star? Sports hero? Celebrity? "No," he said, "some guy. He just parked it and went in."

In LA a few months ago, I was cruising in traffic in a rental on Santa Monica Boulevard from the 405, on my way to West LA on a Sunday morning to meet my daughter and son-in-law for brunch. When I got to the cross streets that exit from Beverly Hills, what passed across my bow? An Aventador.

Then there was the Vector in Santa Monica a few years ago. And the Blower Bentley in Laguna Beach, with a Colorado Grand sticker on it. Parked at a meter, like the guy was about to come back with his Starbucks frappe. I have a photo of this one.

I know, I know, what you see in ten seconds in Monterey in August trumps my spottings to smithereens. But I haven't made it to Monterey in August... yet. I'm still adding to my own list. And, besides, you expect it there, even though a high percentage of high-dollar exotics and

classics were probably trucked in, and never went anywhere. I think it's much more fun when the spotting is a chance dichotomy with everyday vehicular conveyances. In the real world. When you least expect it.

So, when I spent a week in Paris last month, I kept a list.

Now, understand. Paris is, in my considered opinion, the finest walking city on earth. Wherever you look, it's the best picture postcard you've ever seen.

But the streets are chock-a-block with mini-hatches. Smarts. The Toyota version. And a sea of econoboxes we don't see here — Seats, Skodas, Citroens, and Peugeots — creating hardly enough room for all the scooters — including those crazy Piaggios with the two front wheels — to squeeze to the front of the queue at every stoplight.

That made it all the more startling when, during my first of three and a half days on foot, I watched as a vintage Bugatti, bleu, Type 35, je crois, literally wheezed into this miasma. Mind you, this was a weekday morning.

And it made the Audi R8, white, look all the more startling, later in the day. The same goes for the MGB GT, BRG, and the '30s Citroen, black. All in the traffic zoo. Where were they going? Why?

Day two saw a 599 GTB, fly yellow, a red 328 GTS, with the top on. This one I admired for quite a while. My foot speed was about the same as his, along the Quay D'Orsay.

Let me make something clear. There were plenty of Porsches, mostly 911s and Boxsters. They were easy to spot. I just had to look for something squat in a sea of shrunken panel trucks that seem like they'll tip over in a crosswind, onto one of the Porsches. I didn't even bother to write them down.

No, what stopped me in my tracks was the Caterham on day three, brushed metal body, that big number "7" painted in the front radiator grill. Just immaculate. Then I saw another 599. And a few Astons.

When I passed Avanti Motorsports,

near the Eiffel Tower, I discovered that anyone in Paris can join in the fun, if they have the means. In their showroom was a 356 coupe, baby blue, a Healey 3000, a real 289 Cobra, with two exhaust pipes exiting just behind the passenger door... and what sure looked like a real D-Type Jag, fin behind the cockpit and all. I didn't go in to verify. I was moving on foot, in Paris.

I know, I shouldn't count these; they weren't actually on the street. But, hey, this was in a business/residential quartier, adjacent to a patisserie and a clothing boutique.

The last day, another Caterham, BRG, with a couple inside, inching up the Rue de Rennes. All I could think of was, "Where do they put their shopping bags?"

A few nutty voitures Americaine — a Cadillac Fleetwood Brougham, one or two '80s Mustangs, a C4 'Vette, with the Euro-market license plate wrapped around the American-size inlay. What do these people do for parts?

I didn't have a clue. I was too busy, adding to my list of cool cars, on foot, in Paris, the greatest walking city on earth.

The next time you're out and about in a big city, I'd like to tell you to look and listen. But, if you're like me, I don't think I have to. Just don't stop, you're making good time.

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# *Autocross #3 July 2013*



*Photos by Richard Viard*



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efficiency.

That means that the gearbox can shift faster than you can and do a better job in the process. There is a sport button (of course) that we were told not to use because it would only upshift at redline. I tried it, worked great. The real surprise was under hard braking when, as I got into the range of the next lower gear, it would blip the throttle and downshift. At redline. It was like, "Who did that?"

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This was the part that they were trying to get us to really feel as we went faster and faster through the course. This is the thing that will save you when you have missed judged an exit ramp or someone runs a stop sign in front of you. By dragging one corner or the other — and it knows which one to drag, trust me — it will allow the car to make maneuvers that you couldn't do by yourself. It reminded me of a hook-and-ladder fire truck, where the rig wouldn't make it around the corner without the guy in the back steering like a madman, except that there's no man in the back, just a computer somewhere telling the car what to do. Amazing.

It's just a really good thing these enhancements weren't available on cars when I was young and foolish. Now that I'm old and foolish I know better than to try some of the stuff that would require these bytes and bits to save me. Modern cars have certainly exceeded my skill level, and I'm not

sure that makes it any more fun. For the motoring public these features will save lives. I'm sure that, like me, you see folks all the time that are on the phone, eating lunch, or attending to various grooming tasks while doing 80 mph, and safer cars will help them every day. Of course Porsche drivers always concentrate on driving their cars, right? Still, it won't hurt to have that guy in the back of the fire truck ready to save us from that motoring public if needed.

I even tried to get the tail to hang out with a couple of these cars, but that wasn't allowed. The car 'saved' me every time. Where's the fun in that? That wake-up call that I get every once in a while on the way to the train station in the morning in the BMW when the tail steps out at that left turn onto Rt. 109 would be gone forever. I really don't want to give that up. Is everyone safer with these new features? Absolutely. I guess I just don't want to be that safe.

Don't get me wrong, the cars are terrific to drive and still a joy to have, but somehow there is something missing, at least for me. Of course I realize that I'm not exactly their target audience. I looked around to see that I was the oldest guy in the tent and most of the cars in my garage are older than the people they invited. I appreciate the

chance to drive Stuttgart's best, I will certainly recommend the product, but just let me go home in my four-speed Speedster. I'll be careful, honest I will. And thanks for the hat.

KTF

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Drag racing at Epping.

made it on the Friday when they were doing qualifying (a lot fewer people in the stands) but it was fun to get so close to the action, and the noise! The Epping strip has a "bring your own car, amateurs welcome" event on a Wednesday evening. So when I can free a Wednesday evening and when there's no rain in the forecast I think I'll try the Cayman over a 1/4-mile.

F1 took a four-week break in August before resuming the European races. The most recent race was in Hungary — Lewis Hamilton won in impressive style after controlling the race from the start. With Lewis's team mate Nico Rosberg winning in Monaco and at Silverstone, it seems Mercedes may have put their tire issues behind them and are returning to winning form. This puts Ferrari, Red Bull and Mercedes in the top spots — although perhaps I shouldn't write off Lotus quite yet. All the teams bring major updates to the cars in the second half, so I predict an exciting rest of the season. Dani and I will be in Belgium, at the famous Spa-Francorchamps circuit, in late August, so next month I'll bring you an eye-witness account from what is often one of the fastest circuits of the series.

There is still no confirmation on the New Jersey F1 event planned for mid-2014 (directly after the Montreal event). I'll keep you posted as the negotiations continue.

As the F1 fans reading this will undoubtedly know, the film Rush, directed by Ron Howard, is being released in late September. It's the story of the 1976 duel between James Hunt and Niki Lauda for the World Championship (the year Niki had the terrible accident at the Nürburgring that almost cost him his life). Adrienne Ross has organized a private showing for NER members and friends for Sept. 28th (for details and how to reserve a seat, see the advert

in this copy of THE NOR'EASTER) in both Woburn and Seekonk in southern MA. It's a must-see for F1 fans, and an exciting story for anybody with a even a passing interest in cars. A private showing with friends will be a terrific way to view this, so thank you, Adrienne, for organizing this, and I'll see you there!



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# Marketplace For Sale

*Around the Cones- continued from page 13*

Finally, I would like to thank the many club members who were kind enough to ask how I was doing while I was going through a number of procedures to rid myself of the melanoma that I had contracted.

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