



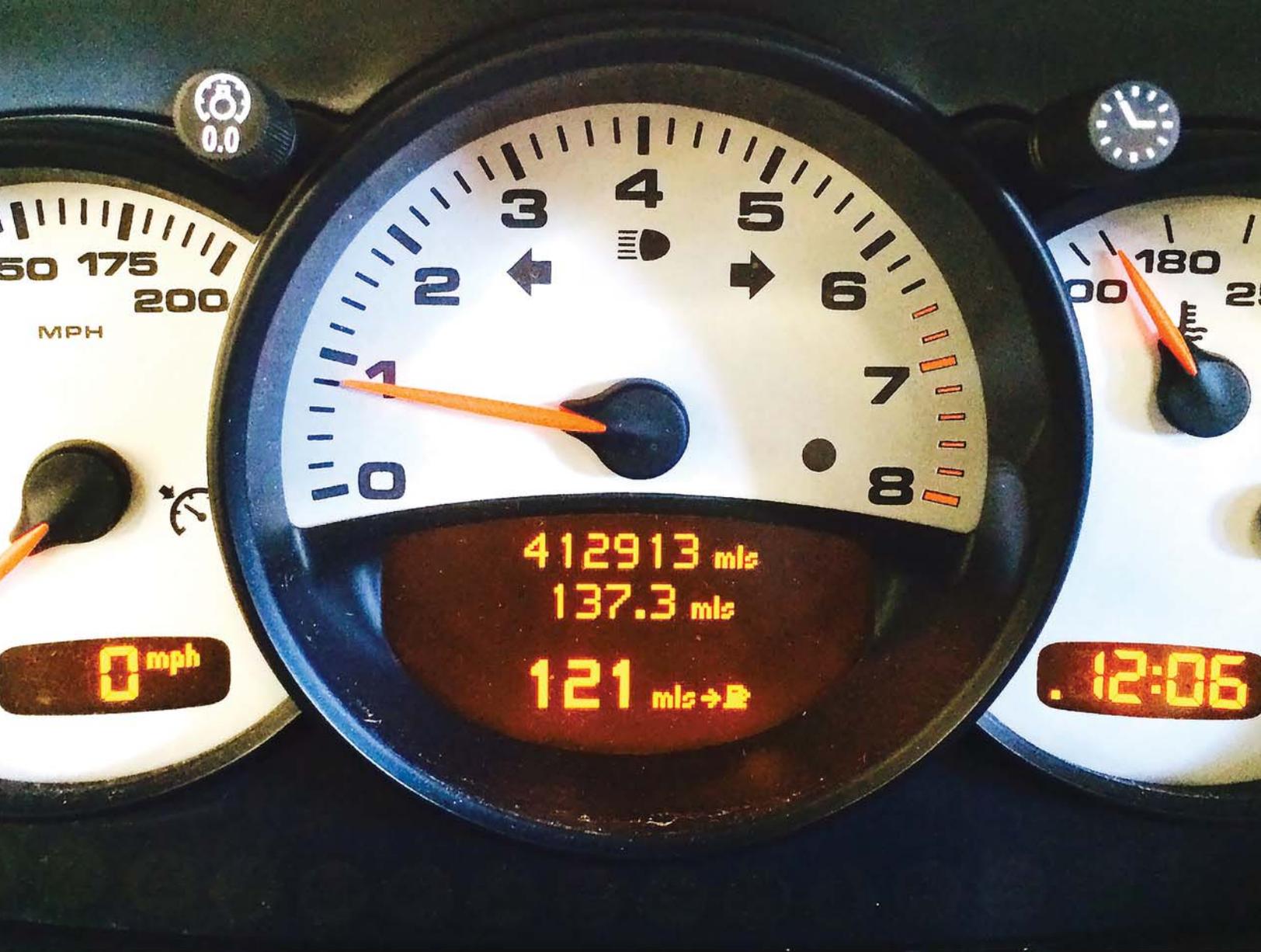
THE NOR'EASTER



OCTOBER 2014
Northeast Region Porsche Club of America Northeast Region Porsche Club of America Northeast Region Porsche Club of America Northeast Region Porsche Club of America



Dan



These days, with Photoshop, CGI and the myriad of ways a photograph can be altered, we believe it is very important to occasionally take a moment and appreciate natural beauty...

The above photograph was taken while Tom's 2003 911 turbo was in for routine maintenance. European Performance Engineering has been caring for Tom's cars since 2009... oh, by the way, Tom's wife's vehicle, a 2004 Cayenne turbo has traveled 310,000 miles... so far. So, the next time your Porsche, car or truck needs maintenance be sure and give us a call. My staff and I would be happy to go "the extra mile" with you.



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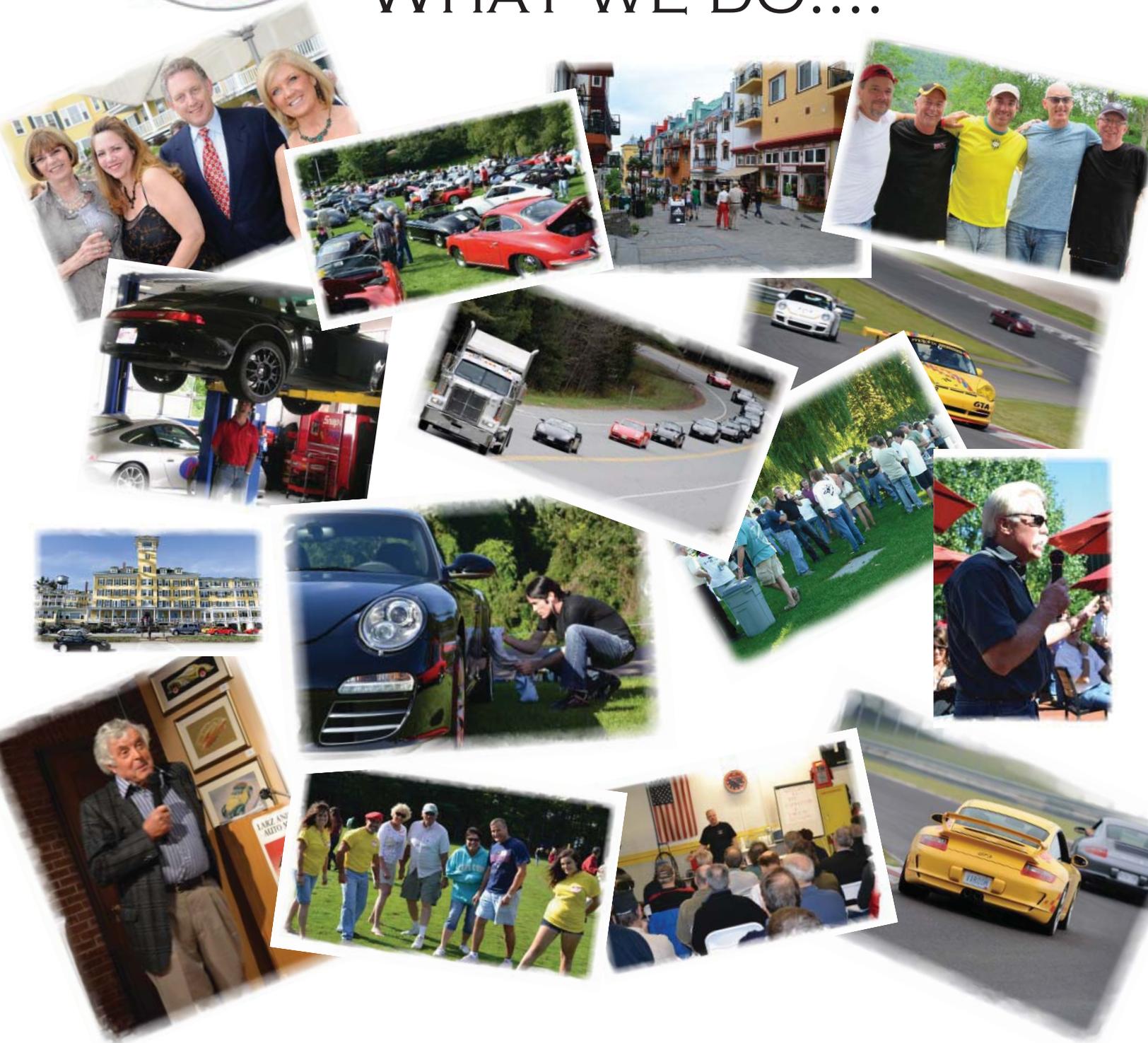
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PORSCHE



WHAT WE DO....



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2014 OCTOBER 2014

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COVER



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Courtesy Richard Viard

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new features, updates and
changes in schedules.

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On the Edge

of Victory!



Adrienne Ross

Most of my adventures are Porsche related. I like to keep it that way, but I have occasionally strayed from the fold.

My latest adventure at least stayed in the Porsche family; well the Porsche family owns my latest adventure. I went to VIR with a Porsche tuner to support a race of Lamborghinis, or two, ok it was three.

I was so excited to be invited, I jumped immediately online to book a package for my travel.

I really need to learn to sleep on deci-

VIR is a beautiful place, with lots of green rolling hills, and roadways that will take you almost anywhere on the track. It was planned... by a woman...

sions when I'm that excited.

I wanted to meet the team in the paddock for unpacking the truck. That meant I should be there by 11AM, the official load in time. So I booked a flight at 6:00AM. Perfect! I'll get in to Charlotte at 8:30, and it's a 2 1/2 hour drive to the track, that's 11AM.

Well, that's all great and all, but ummmm now I have to be at the airport at 5AM, AND I don't live 6 miles out anymore, I live 25 miles out, and 5AM is pushing hard on my sense of right and wrong for the airport. I LIKE to be there 2 hours early. Then I'm in the right place for whatever time, or whatever happens. I know some people show up 30 minutes before their flights, walk through security, and straight onto the plane with no line because they're closing the door in 2 minutes.

Yeah, that's not me.

Ideally I should be there at 4:30AM and I'm 1/2 and hour out, so that means I have to leave at 4AM and I'll need to be ready to go directly to the track, so that's a shower, and dressed properly, and the cat fed, and the pool cleaned, and chemed for the house sitter. Sooooo- I'm up at 3AM, for what is sure to be a fun filled, ac-

tion packed, late night dinner with the team, my hotel is another hour from the track....day.

Dammit.

I call the crew chief, and let him know I'll be there at 11AM.

"Great, the truck will get there about 1, and probably won't be parked until 2, that's when we expect to be there."

G*d dammit!

Deep breaths.

When I was booking my flight to Charlotte (and I should have flown into Raleigh - it's an hour and 1 1/2 shorter drive), I WAS thinking about seeing my friend Amy who'd recently moved down there, but it didn't look good as I was just shooting in and out of the airport. Now though, it looked like I could spend a few hours in Charlotte catching up!

OK so maybe this won't be so bad.

I text Amy, and settle the breakfast date. I can't wait to see her, I've missed her a lot.

Flight day comes, and it's appallingly early to be up and about. Even the cat thinks I'm crazy as he grudgingly gets up to be fed.

The flight is smooth, and the rental car is waiting.

It's a Ford Focus, and it's - better than I expected it to be.

I remember in 1985' a friend on mine's parents bought a new Ford Focus, and it was all I could do not to snicker. They were so terrible then.

And full disclosure, as the Avis bus dropped me off in "economy cars" I very nearly turned back to go into the office for that upgrade they had offered for \$10 a day. But it was 8:45, I was hungry for breakfast, and Amy was waiting. So I picked out the Focus.

The car was roomy, and peppy, and laid out well. It was like the designers had started to watch Top Gear 10 years ago, and little by little worked out for themselves why their car (frankly) sucked.

But kudos to Ford. They really have stepped up their game.

Breakfast was wonderful. Amy and I caught up a bit, and before I knew it, it was 11:30, and time to go.

I arrived at VIR, and went straight to credentials. There's always that moment when you get to the desk, and hope fervently that the team hasn't forgotten to sign you up. They hadn't, I was in.

VIR is a beautiful place, with lots of green rolling hills, and roadways that will take you almost anywhere on the track. It was planned... by a woman...

It was also 90 degrees, with roughly 1200% humidity.

Thursday morning I met the crew. Steve, Nigel, Josh, Tony, Dave, Sean, Steve

And the drivers. Corey, Aaron, Peter, Bryn, and Joe. With them was the one and only driving coach, Peter Krause

By the time I arrived, our camp was 1/2 way set up. We spent the day building a floor, unloading pit vehicles, and getting teched. Dinner was at the Oak Tree. It's an old wooden
continued on page 47

In This Issue...

The end of August, and all of September were hoppin'! We went to the Glen for 3 days, and held the Concours. Then we went to see a private collection of Microcars, and down south we had a season ending Sobo.

Elections are coming up, and inside you can find out more about the candidates. They're all excited to be given the chance to serve on the board.

Finally, the Gala announcement has hit the NOR'EASTER, you can sign up online, or towards the end of the issue there's a mail in reply if you are so inclined.

Enjoy the issue.

Up To Speed

Fall Approaches



Kristin Larson

By the time you read this, NER's track days will be over for 2014, with Thompson Park as our final event, and NCR hosting the final two-day event at New Hampshire. NCR has a wonderful dinner at a local country club between the two days at the track, so don't miss this. NER will be having our final autocross event on Saturday, October 4th with the traditional end-of-season party afterward. As the 2014 season comes to an end, both the track and autocross committees have already started planning and gathering dates for 2015. No rest for these folks, and I thank them for all

Dave has removed most of the heating from the cars with just enough to keep the defroster working. So I choose to stop driving the car a bit earlier than most.

Porsches are in the garage for the winter. Some people are able to drive the cars all year, but that is not possible for us. Dave has removed most of the heating from the cars with just enough to keep the defroster working. So I choose to stop driving the car a bit earlier than most. I still think back to a DE in April a few years ago. As we were driving up Route 3, it was so cold in the morning so we had to dress for winter. We had ski coats, hats and gloves on and were still cold. As others passed us dressed normally, we definitely got some strange looks.

We cursed them all for having heat. Fall also brings in our household the creation of the winter projects list for the car. Nothing has been finalized yet, but there is definitely a list in the making. These projects usually keep Dave busy for a good portion of the winter and I appreciate all the work he does on the car. I am sure you all will be hearing about them as winter arrives. Any suggestions?

their efforts.

As we move into fall, we transition into tech sessions, tours and auctions. NER stays active all year as we transition to these non-driving activities. These are always good times to help keep in touch with those people you see at the track or autocross from April to October. Otherwise, I know I go into withdrawal due to not seeing all my Porsche friends. Bill Seymour, the outgoing VP Admin has already planned events through Feb/March 2015 — check the calendar for dates and times.

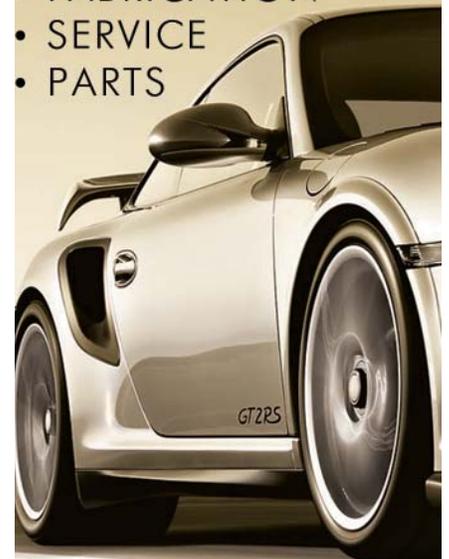
Last, but definitely not least, the planning of our annual dinner is in full swing. It will be hosted at Wellesley Country Club on Saturday January 10th, 2015. This gives us all the time to focus on the holidays and New Year's events. Then we have the festivities extend one more week into January. This is always a great event and a chance to show everyone how well we can clean up. We will also be having the annual auction supporting Angel Flight, our charity of choice, so come on out.

As we start to enter fall, I think about getting the cars out as much as possible before the cold weather appears and the

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Oil and Water

Auto-nomy



Mike Kerouac

Google the word “autonomy” — (Ancient Greek: ἀὐτονομία autonomia from ἀὐτόνομος autonomos from ἀὐτο- auto- “self” and νόμος nomos, “law”, hence when combined understood to mean “one who gives oneself one’s own law”) is a concept found in moral, political, and bioethical philosophy. Within these contexts, it is the capacity of a rational individual to make an informed, un-coerced decision. In moral and political philosophy, autonomy is often used as the basis for determining moral responsibility and accountability for one’s actions.

I, for one, cannot even imagine a future where autonomous cars dominate the automotive landscape.

Google “autonomous” — (Adjective) Existing or acting separately from other things or people. Having the power or right to govern itself.

Now think about the words as they apply to our driving experience. I’ve been reading a lot of press lately about autonomous cars. It seems as though Tesla and the other all-electric cars have begun to lose their top-of-mind-share status. The shine on the apple has now moved to autonomous cars. By that I mean cars that drive themselves. No pedals, no steering wheel just seats and a destination input.

We currently have cars that provide substantially more driver assists than they did years ago. Of course, these features are all in the name of safety. The trend started with disc brakes, then moved to power disc brakes. Power steering came next. Add in airbags, speed-sensitive steering, traction control, dynamic chassis control, yaw control, sway control, cruise control radar, object avoidance radar, auto parking and even lane-change assist. All of this in an attempt to ease the burden on the driver

and make a car more idiot proof. Well, in my personal experience, making things idiot proof ultimately just generates bigger idiots. So where did we go once we developed a new generation of better idiots?

Cars added NAV and Bluetooth for convenience, now we have things like iDrive and integrated iPads. A car is no longer a piece of automotive machinery, it is a device. I recently plugged my iPhone into the USB connector in my car and the iPhone said that the device attached to my phone may not be compatible. Imagine that, a smart phone can relegate a Porsche to “device” status.

Now we can take the next leap from hyper-intelligent navigation and safety systems to the autonomous car. Google is developing technology for one; Volvo has announced plans to develop a fleet of 60 autonomous cars for urban testing. Autonomous car. So let’s think this through. Let’s fast-forward to the day when the roads are full of autonomous cars. We will all have ‘auto_nomy’ from our vehicles. No more connection of steering wheel, throttle and brake. We will enter a destination and just go along for the ride, while we search eBay for autonomous car accessories on our integrated tablets. Can we, as self-proclaimed, automotive enthusiasts ever embrace ‘auto_nomy’? I, for one, cannot even imagine a future where autonomous cars dominate the automotive landscape.

There are some obvious advantages. You can text all you want; no worries there. No more inconsistent speeds, lane drifting or the occasional trip into the soft shoulder. Think of what that can do for insurance rates. Then there is the person that can’t talk and drive at the same time. You know the type. They need to look at the person they are talking to while their hands flail about to make their point. No problem with an auto-

nous car. Finally, for those of you that wish you could set your alarms for an extra half hour sleep, again no problem, nap at will. I’m sure the car can be programmed to wake you up when you arrive at the final destination.

Now let’s try to imagine some of the challenges. Autonomous cars will be programmed for safety. Will an autonomous car be able to pull into traffic on a busy street? What about a rotary, or roundabout as they call them in Europe? Can you imagine an autonomous car trying to safely navigate the roundabout encircling the Arc De Triomphe in Paris or the massive roundabouts in Rome? Will autonomous cars be programmed to be polite to each other and invite you to merge? Will speeding still exist? I can imagine programmers selling “hacks” that let you customize an autonomous car’s behaviors. If an autonomous car does misbehave, and the police pull you over (in their own autonomous police cruisers, no doubt), is the car manufacturer at fault or do you still pay the fine? Let’s not forget about accidents; I can see the lawyers lining up now.

So where does all of this take us? Many of the comments I made are pure common sense and practical challenges of our automotive future. But, there is one much darker side of this autonomous car debate. Can these cars be used for evil? Can you imagine terrorists programming autonomous cars to carry bombs to a destination? It’s not that far-fetched a concept. How can society manage the impact of producing consumer drones that can do the bidding of criminals? I’m not sure that we can. So my ask is simple. Governments need to ban these cars now in the name of national security and public safety. Let the money be spent on technologies that actually benefit society and add to the greater good. If that means that all of us car enthusiasts will continue to use a throttle pedal, steering

continued on page 46

Four Speeds & Drum Brakes

Old Car Breakdown - A Gift



Tom Tate

Driving fifty-year-old cars is always an adventure. I'm amazed at how well I have been treated when these old cars give up the ghost.

Readers of the column will recall the roadside repair last June when a fan bolt came loose in the Puddle Jumper while on a tour to Saratoga, NY. Not only did the car stop within a stone's throw of a shop that had the air power I needed to reassemble the fan, but it also produced a lead, as yet unfulfilled, of another 356.

A few weeks ago I arranged to meet

That was the source of the smell and also the three burn marks on my finger as it took three tries to get the spring released...

some of our 356 Registry members at the first rest area on the Mass. Pike westbound after I-495 for a drive out to a tech session at a member's shop in Ravena NY. The plan was to then drive back to CT that evening to be close to Lime Rock Park for the annual Sunday in the Park car show the following day. I had registered the Speedster for the show and was going to take it in, rain or shine. The weather was great as I blasted up I-495 to the Pike, but as I rolled down the on ramp I smelled something burning that didn't smell quite right.

With an open car, all sorts of smells show up as you drive along, so I wasn't really concerned. I had already gotten a whiff of the cow manure in a field in Millis, the smell of gas from a station on Rt. 109, and diesel smoke from an 18-wheeler I passed. This had sort of a plastic odor to it, and since there really isn't much plastic on a 1958 Porsche, I just ignored it.

It was less than a mile from the tool booth to the rest stop and, with an EZ Pass on the dashboard, I covered the distance in about a minute. I rolled into rest area park-

ing lot at a pretty good clip and spotted another Tub so pulled up nose to nose. Imagine my surprise when upon stopping, smoke started billowing out of the front of my car. The first thing I thought of was that the front hood seal wasn't working. The second thing I thought of was that the engine was in the back of the car, not the front. The only thing up front is the battery and the gas tank, not a good combination.

I pulled the hood release and jumped out of the car. Opening the front produced even more smoke, not a good sign, and it smelled like plastic. It was me all along.

Of course the front of the car was loaded with gear so I pulled out the toolbox and the original tool kit that I use for display. The jack had to come out next to be able to remove the spare tire that covered the battery, but the spare was held in place with a fabric tire strap that didn't want to release. The battery is held in place by two springs that hold a cardboard cover over the battery, but my reproduction cover was made of plastic (!).

Somewhere during the last few minutes a bump in the road had moved the battery enough to cause the positive terminal to contact a piece of metal inside the box that was connected to the chassis by one of the hold-down springs. That caused the spring to become heated like a light filament, which promptly began melting the plastic it was leaning against. That was the source of the smell and also the three burn marks on my finger as it took three tries to get the spring released so that I could move the battery away from the metal strip to stop the burning plastic. Another member was at the ready with a fire extinguisher, but except for a short test squirt, it wasn't needed.



The heat also took the tension out of the spring as can be seen in the photo, but I have lots of those, so, except for the plastic battery box, there was no real damage. Now consider for a minute what would've happened if there was no planned meeting at the rest area and I was just westbound on the Pike for a couple of hours. These cars will run once started, whether there is a battery connected on not. Which means that I could've been motoring merrily down the highway while the heated spring did its best to start a fire in front of the gas tank.

As it turned out, all that was needed was to remove the battery cover, wrap a towel around the terminal to protect it and we were off without any delay. After that shaky start the weekend went very well but it got me to thinking about how lucky I've been concerning roadside breakdowns.

The Volvo 544 is a recent example. When I first got it there was enough debris in the fuel system to stop it on the road, but both times it was only blocks away from a repair shop that knew what to do. Once I drove it to the train station in Stoughton and stopped to get gas and it wouldn't restart. But I was only two blocks from the Randolph Racing shop and a phone call got me to the train on time and Kevin went back to find the points stuck shut, an easy fix. Again no delay, thank you.

continued on page 46

Minutes of the Board

September Meeting



Marcus Collins

The September NER Board of Directors meeting was held on September 10th, hosted by Nick Shanny. The meeting started at 7:50 pm after a great chili dinner.

Present were:

Marcus Collins (Secretary and Membership),
Adrienne Ross ("The Nor'Easter" Editor),
Kristin Larson (President),
Bill Seymour and Rosemary Driscoll (Admin),

Steve Ross,

Mike Orsini (Treasurer),

Nick Shanny (Admin).

Missing was Stan Corbett (DE).

Dani gave our membership report indicating we now have:

1,578 Primary members

982 Affiliates

2,540 Total membership

21 New members

3 Transfers in

3 Transfers out.

The newcomer's party was hosted by Dani and Marcus — many people who had not attended other club events before attended — thank you. We received lots of positive feedback. Look for a similar event next year.

Adrienne asked for more content for the October edition of "The Nor'easter" — write-ups on past events would be well received. The online copy of "The Nor'easter" is now up to date — August 2014.

Financials: Michael had sent out the financials prior to the meeting and as there were no comments, Dani moved that we accept them, Bill seconded and all voted approval.

Steve reported on the recent Concours event. 120 people attended and the event was a great success. There will be a change of venue next year as the event returns to the Lars Anderson Museum of Transportation. The advert by EPE was distorted in the Concours brochure and the board approved a partial refund.

Bill reported on Autocross. There are two events to go before the end of the season! After the 5th (and last) event on October 4th, the usual after-season party will be held — the location will be the Billiards Cafe in Ayer.

Bill reported on Admin. The Porsches and Polo event was well received and lots of people attended. We will look at ways to accommodate an increase in the number of attendees next year. There will be a trip in September 14th to the Microcar museum in Hudson — look at the website for details. Auto Engineering is holding a tech session on October 18th. The bi-annual auction is scheduled on November 8th at the Natick VFW. The Paul Russell visit is on Dec 6th — the trip is limited to 100 people; look for the description and sign-up in "The Nor'Easter" and the website. The annual dinner will be held on Jan 10th — the cost of the event will be \$60.

DE: the NER bottle opener distributed at WGI was a great success. The openers will also be distributed at Thompson. Extras can be purchased for a \$5 donation to the club's nominated charity.

Thompson registration is currently at 111 — a number of green and yellow drivers are on the wait list. Instructors are requested to attend to help clear the instructed driver wait list. An instructor training session is proposed to occur over the winter. The board was asked to approve monies to offset the cost of a professional coach. The board discussed the merit of instructor training, the session based approach, and which instructors should be invited to attend. The board approved the track chair to spend the monies with the caveat that they should report to the board with the details.

Bill discussed the nominating

committee. Candidates for the three open positions — VP Admin, VP Activities and Membership Chair — are not finalized. Discussions are on-going and the nominating chair will report to the board via e-mail by mid-September. The candidates will be announced on the website and via e-mail by the end of the September.

The next board meeting will be held at Dani's and Marcus's home on Wednesday October 15th at 6:30 pm.

With no further business proposed, Kristin asked to close the meeting. Adrienne seconded the proposal and with no dissenting votes we adjourned at 9:52 pm.

Happy PCA Anniversary!

Forty Years

Enrique Pinzon

Thirty Years

Michelle Sceppa Foster

Twenty-five Years

Robert O. Valerio

Twenty Years

Fred W. Clough

Fifteen Years Marc Al

Tenhoff

John Herzfeld

Brenda L. Marchwicki

James H. McCooey

Brian J. McNamara

Stephen Sarnecki

Ten Years

Michael F. Healy

Kurt A. Kossmann

Sarah Kossmann

Peter Rosati

Five Years

Vinicious T. Almeida

Robert L. Dicolo

Alex Filias

Courtney Craft Finn

Cathy Gibney-Dicolo

David Javaheri

Denice Orr

Alan Polo

Adrienne Ross

Stephen J. Shechtman

The Long and Winding Road

Burning Bright



Bill Seymour

The flame burns brightest just before it goes out! I have a flurry of driving activities over the next six weeks, including NER's last two autocrosses (and the Autocross Party — don't miss it — see the promo elsewhere in this issue), three days of a Thompson DE, a LeMons race, and the final NCR DE event at NHMS. Then Ma in her kerchief and I in my cap will all settle in for a long winter's nap — or not (see below).

So Watkins Glen was great as always. I love both the track and the general location. I whittled four seconds off my

I'm a real race car driver" (please disregard the Porsches passing me on any straight stretch like I'm standing still).

fastest lap. I was pleased with that, but I did have a bit of a fight with the Cayman, which keeps deciding to put the brakes on for me. By this I mean that I'm invoking the stability management software and it brakes a rear wheel to keep me from flying off the track, despite having pushed the PSM button to defeat it. I am advised by some that this is the result of poor driving and I'm sure that there is some truth to that (I am, after all, a convicted autocrosser and confess to all the attendant sins). My reading in the forums points out that PSM will kick back in, even when defeated, if one of the front wheels has an ABS event or if the car gets too sideways. So, one theory is that in trying to trail brake, I may be invoking ABS and that makes PSM come back on and brake a rear wheel. Some of the fancy Cayman drivers in the forums disconnect the yaw sensor, which apparently totally kills PSM while still allowing ABS (the Interseries Caymans have this feature and they certainly know what they are doing). On the other hand, I talked

to a very fast Cayman driver in a heavily modified car who leaves PSM on and never notices it. So I'm not sure what the answer is.

What is not unclear, however, is how much fun it is driving the old Miata (our LeMons car). The primary fun producer is that you are totally strapped into a tight racing seat and can feel every nuance (contrast this with the fact that I wind up with a rug burn on the knee I use to brace myself when I drive the Cayman). In addition, the gutted interior and roll cage adds to the fantasy of "oh boy, I'm a real race car driver" (please disregard the Porsches passing me on any straight stretch like I'm standing still). And, yes, the absence of the nanny problem described in the previous paragraph also helps.

The upshot of this is that I'm declaring myself committed to buying a dedicated track car over the winter. There are a few potential strategies at play, including possibly sharing a car with someone else. I'm hoping that I can pull it behind Rosemary's Honda Odyssey (Shh! Maybe she won't read this!), which has a 3,500 lb. towing capacity, so a pretty light car and an aluminum open trailer will be fine for going to local tracks (I probably will continue to campaign the Cayman at bigger tracks that are a long way away like the Glen and Tremblant). My initial shopping suggests that there are pretty good reasonably priced cars out there — I'll let you know in subsequent columns. And

yes, the heretic admits that it might not be a Porsche (cost issues!). Let's give credit to our marque that builds a perfectly tractable street car that can be taken unmodified to the track, driven hard and then get 30 mpg on the way home.

My faithful readers will remember the funny phone call I got from "Jennie from Bozeman" as described in last month's column (she broke her husband's prized autocross trophy by putting it on a stove to defrost her smoothie). I sent her a couple of replacements and got a lovely thank you package in return that included a pint glass from a Montana brewery, huckleberry jam (a local specialty) and a few spectacular pictures of glorious Montana scenery. See the (now) happy couple and Winni the dog enjoying their autocross mug!



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The Checkered Flag

A Tale of 2 (F1) Cities



Marcus Collins and Dani Fleming

It was the best of times; it was the worst of times (well not really; both cities hosted a fantastic event).

As I sit at Watkins Glen waiting for my next run and after a four-week hiatus, the second half of the F1 season starts this weekend with the Belgian Grand Prix at Spa Francorchamps (see the description of last year's event in "The Nor'Easter," Sept 2013) it's time to take stock of our F1 trips this year and look forward to what lies ahead.

After the dominance of prior years, Red Bull's testing was almost a complete failure —

It all started back in March with this message from the pilot — good evening and welcome to our flight to Melbourne; flight time this evening will be 14 hours. It's a long way to Australia!

Dani and I were heading to Australia to enjoy the first F1 race of the year in Melbourne. We organized the trip at the last minute because Dani's parents had lots of air miles they wanted us to use. Dani was flying via London and Dubai and I was on the trans-pacific flight via California. Many people dread the long flight — I just save "Panorama," "The Nor'easter" and other magazines and just sit back, relax and read.

Australia has been the first F1 event of the season for many years now, and they make a real effort to set the bar high for



Melbourne Skyline

the rest of the venues to match. Very similar to Montreal, the whole city goes F1 mad with the downtown area festooned with banners and many street events to enjoy. We stayed at Dani's parents' apartment in the center of Melbourne — a great view of the city skyline and close to all the downtown action.

The Melbourne circuit is held in a park that is very close to downtown and, with Melbourne's famous free street trams to get to almost every grandstand at the circuit, it's a breeze to get around.

As I mentioned in a past column, F1 has been through major changes this year with a completely new engine configuration and radically altered aerodynamics. F1 testing is severely limited in an attempt to control costs and in prior years it was held over a few days in cool, damp Spain — little help when the first races of the season are either in the southern hemisphere (in their summer) or in hot and humid Asia. This year they switched testing from Spain to Bahrain and, because of the extent of the changes, extended it to three four-day sessions.

With so many changes and limited development time, pre-season testing was a disappointment for almost all the teams. After the dominance of prior years, Red Bull's testing was almost a complete failure — you could almost hear the sighs of relief from the other teams. Unfortunately, Mercedes picked up the baton, but more on this later.

Only three manufacturers — Mercedes, Renault and Ferrari — provide the engines (Honda will return to the sport next year and provide engines to the McLaren team — after the first half of the season it seems they could use the help). The engines are completely different from last year (switching from a

V8 to a hybrid V6) and there is very limited scope to alter the overall design during the season. Perhaps differently from previous years, the cars powered by the engine manufacturer with the best overall design out of the (season) gate have dominated. Mercedes can clearly claim to be the best engine manufacturer by far. All Mercedes powered cars have done well, but the close integration between chassis and engine has meant that the Mercedes team have been almost unbeatable.

For fans, two things have dominated this year—. At the track, it's the lack of engine noise, and for all fans it's the dogfight between the two Mercedes drivers (Lewis Hamilton and Nico Rosberg). The noise of an F1 car was very distinctive (okay, it wasn't so much distinctive as really, really loud). Melbourne was the first occasion where fans could hear the new sound. It's no louder than the cars on the track here at Watkins Glen — earplugs not required — and the consensus among regular attendees was that it was disappointing. As the season has progressed I guess we've become accustomed to it, but hopefully next year we can have a slight increase in decibels.

The dogfight between the two Mercedes drivers has been thrilling. The drivers have completely different personalities — Lewis tends to be the more emotional driver (and everybody says the fastest); Nico is more clinical. Currently Nico has the edge, but the driver's championship is wide open (the constructor's championship is about as close to a done deal as you can get). The Mercedes team, to their credit, has let the drivers battle it out; the only rule seems to be: don't crash into each other!

Back to Melbourne. There are lots of grandstands to choose from and the view from each of them does seem to be lower than the safety netting. So the photos I managed to get were a little disappointing. What's the best way to choose? You can find

continued on page 44

Apples and Oranges



Nick Shanny

Cleanliness is Next to Speediness

I was fortunate enough to attend the recent DE event at Watkins Glen at the end of August. I say fortunate because work has been all-consuming as of late, causing me to miss a few events. I had a great time driving, socializing with friends, and meeting new drivers.

At some point during the event I overheard a friend (to be nameless) comment on the relative cleanliness or lack thereof of my car. Typically I ignore these sorts of comments because I generally care little about the general cleanliness of my track car during the driving season, but for some reason I decided to actually take a look to

(T)he front fender had turned into a giant bug collection along with a few remnant feathers from a bird I tagged up at Mont-Tremblant.

see what they were observing.

Before I dive into what I found, you have to understand that my car, an Interseries Cayman, is white with a vinyl livery. Being white, everything, and I mean everything, will show up on the car. Unfortunately, it is not limited to the outside of the car. The interior can become quite dirty as well.

Wandering back to my car, I found that it was, in fact, quite dirty. Now mind you, it was still white(ish), but it had developed a Pig-Pen grayness about it. There was no actual cloud hovering behind... no... it had settled over it. Along with the gray coating, the front hood, doors, top, and rear fenders had developed a new protective layer of track rubber, or "clag" as the wonderful David Hobbs would say. Lastly, the front fender had turned into a giant bug collection along with a few remnant feathers from a bird I tagged up at Mont-Tremblant.

Okay... the point had been made... my car was filthy. On the other hand, as I thought about it, it was a loving dirt. To me it meant that the car was being driven as it was meant to be... hard and fast. Or so goes my rationalization.

After the event I decided to spend some time cleaning up the car. I admit that I had been 'guilted' into washing the car. As I indicated above, I would normally wait until the end of the season, or sometimes the beginning of the next. Removing the gray was easy. A simple washing was all that was necessary to remove the brake dust and some of the bug collection. Unfortunately, most of the debris now attached was going to require some significant elbow grease, as well as some good chemicals (for the car, of course.)

It took me the better part of the morning to remove most of the bug guts and track rubber. The track rubber proves to be the most difficult as it is easy to remove the first layer, but the subsequent layers seem to soak into the paint leaving a light-gray smudge. As I was working through the removal process I started thinking that repainting the car might actually be easier and quite possibly faster. At a certain point I just declared it 'good enough.'

I do care about my car, but mainly the mechanicals. Do the brakes need flushing, does it need an oil change, do the pads need checking, etc. The appearance of the car matters less in terms of track dirt. On the other hand, as I loaded the car into the trailer, I was pleased with the results. It certainly was looking much better than when I took it out.

I will continue to live with the occasional teasing that comes my way as I probably will

not significantly change my car washing habits, but I will attempt to wash it more than once per season. Thanks to my good friends, I now have a clean(ish) car for the next track event.

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Don't Lift

-and DE Busy-ness



Stan Corbett

August and September were/are busy months for DE-ing, oh, yeah! We started with NCR's August 2nd-3rd DE at Thompson Speedway Motorsports Park (first time there for most of us). Then, nine days later, NER's August 12th-13th DE at NHMS followed, again nine days later, by our August 22nd-24th DE at The Glen (report elsewhere in this issue). September started with NCR's DE at NHMS on the 9th and 10th. Then, after a long (?) two-week break, NER's final DE for the season at Thompson September 26th-28th (which is a week away as I write this). Finally, another nine days later, NCR will have their final

ft. of elevation change. The track map isn't quite up-to-date as they are making turns 13-14-15 more of a 'corkscrew' by accentuating the elevation drop and increasing the radius of T14 and T15 to make it more of a 'signature' turn while also reducing top speeds on the front straight. Though still a work in progress, like the track itself, check out their website at <http://palmer-motorsportspark.com/default.aspx>. I'll provide more details as they become available.

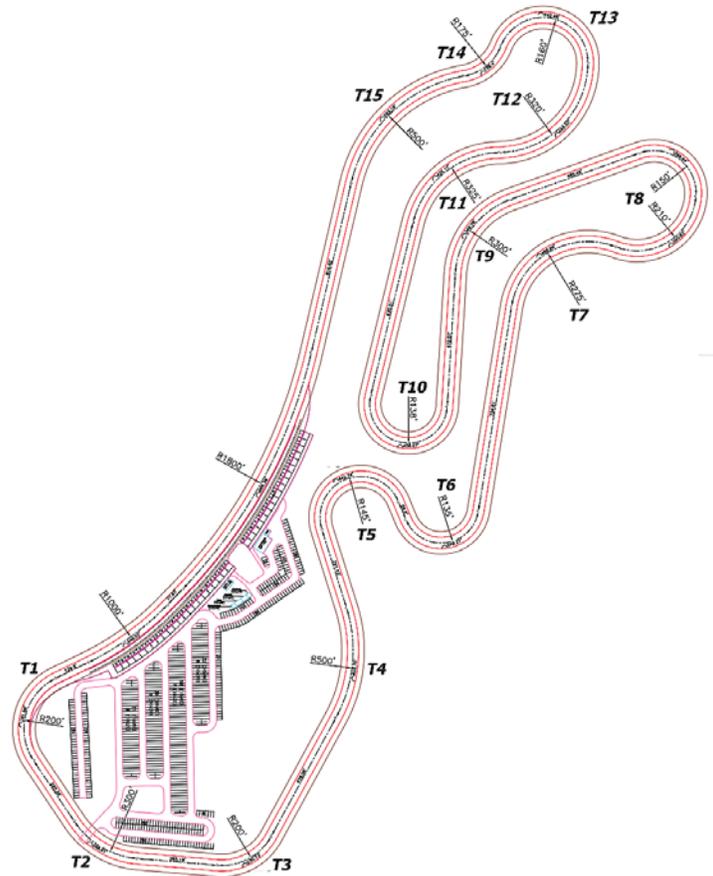
A glimpse into 2015 — we may have another new track as the completely new-from-the-ground-up track in Palmer...

DE for the season at NHMS on October 9th-10th. I suspect we cannibalized off each other with that many NER and NCR events in such quick succession. Both NHMS events in August and September were poorly attended with about 65 drivers at each. However, for those that did attend, the poor turnout meant extra track time — five 30-minute runs per day in September! With a full-time student plus several rides with solo drivers I spent about five hours on track both days. That's got to be one of the best perks of being an instructor ever! Next year our two regions will work harder on coordinating schedules, trying to spread the wealth of track days available to us a little better.

A glimpse into 2015 — we may have another new track as the completely new-from-the-ground-up track in Palmer, MA is expecting to put down pavement in the October/November timeframe for an anticipated opening in 2015. This track will be a 2.3-mile circuit with at least 190

I've been reminding everyone about our DE Rebate program in every column for the last few months. "Attend three or more of NER's DE events and get a rebate at the end of the season." With one event to go in 2013, we had 85 drivers who could qualify, of whom 28 had already qualified (55 drivers qualified for rebates in 2013). With one DE to go this year we have 94 drivers who could qualify for a rebate of whom 31 have already qualified — so, Don't Lift!

Stan



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PORSCHE

2014 Calendar At-A-Glance

October

4 - NER AX Event #5
9-10 - NER DE @ NHMS
15 - Board Meeting
18 - The Porsche in Winter

November

8 - Biennial Auction
12 - Board Meeting

December

6 - Paul Russell Tour
10 - Board Meeting

January 2015

10 - Annual Gala

NER AX Series Event #5!

Saturday, October 4th

SPONSORED BY Auto Engineering



AUTO ENGINEERING

The last Autocross of the season and the Second Annual Autocross Party will take place in Ayer on Saturday October 4th. As usual the cone punters will gather at Moore Air Field (gates open at 7am) to compete for bragging rights and beer mugs. For this last event, time allowing, we will have some special fun and games to make sure we are occupied until 5pm.

And then, after the autocross – ASSUMING THAT WE GET AT LEAST 30 SIGN-UPS IN ADVANCE - there will be a party and dinner at Markoh's on Main (43 Main St., center of Ayer) starting at 5:30pm and going until thirsts are slaked. Food details...

Appetizers, "Mother Earth Salad," Entree Buffet (includes Spinach and Crab Stuffed Sole, Grilled Rosemary Balsamic Chicken Breast, Eggplant Napoleon, Herb Roasted Fingerling Potatoes, Risotto, Penne Sciuie and Fresh Vegetables) and Dessert. Cash full bar with a great choice of local craft beers. The cost is \$30 per person which includes tax and tip – what a bargain! At this dinner we will roast/toast our fellow autocrossers and recognize the season series winners. Non-driving spouses are encouraged to attend and will be honored for their willingness to allow their significant other to waste weekend days at the track rather than doing chores.

Remember, we need to get at least 30 sign-ups to make this work (we hit that number easily last year) by Sep. 28th. The sign-up for the Party is a separate event on motorsportreg.com.

To sum up...

- If you are an autocrosser, this is your last chance this year. And, of course, you'll want to come to the party.
- If you are considering autocross, come on down. If you really just want to test the waters we have a Ride Program where you can get multiple turns as a passenger for a \$20 donation to Angel Flight. And then go to the Party.
- If you have no interest in autocross but want to hang out with the demented crew that practices this arcane sport (or perform psychological tests on them) then sign up for the Party/Dinner and at least get a good meal for cheap.

Register online at <http://pcaner.motorsportreg.com/> There are separate sign-ups for the autocross and for the Party. You must register for the autocross by midnight Wednesday October 1st – no day-of-event signups are allowed for the autocross.

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

We look forward to seeing you at these events. Questions: contact AX Chair Bill Seymour (autocrosschair@porschenet.com). For registration information, contact Autocross Registrar Dave Berman (autocrossreg@porschenet.com).

Directions

From I495 or Rt. 128 take Route 2 West. After you leave/go under Route 495, travel another 3.6 miles. Take Route 111 North for 2 miles. At the rotary, take Route 2A (Main St.) west toward Ayer. The Billiards Café is at 39 Main St. in the center of Ayer. To continue to the Autocross site, stay on 2A as it turns right in downtown Ayer. After the right turn stay on Route 2A by bearing left at the fork. After the strip of stores, the entrance gate will be on your left after crossing the railway lines.



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The Porsche in Winter

Saturday, October 18th

PRESENTED BY Auto Engineering



When we surveyed people two years ago we asked what people wanted in a Tech Session. One clear request, particularly by recent Porsche buyers, was “what do I do to put my car away for the winter?’ But maybe there are some people whose idea of a winter project is “what can I do over the winter to make my car go faster at DE or Autocross?”

Well, we listen to our members and Justin Becker and the rest of the folks at Auto Engineering of Lexington will be putting on a tech session that will have something for everyone. There will be some simple explanations of how to keep your car in good health over the winter and there will be some show-and-tell (with products on display) for go-faster-goodies (like camber plates, race seats, etc.).

We will have coffee and a light lunch. Please go to the website and signup so that we can plan supplies... <http://www.porschenet.com/events/the-porsche-in-winter/>

The event starts at 11am and the address is: 436 Marrett Rd. Lexington. (And in case you have something that needs done on your car and you can't wait - call them at 781.676.7700).

Questions: contact Bill Seymour at... admin@porschenet.com





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NER Biennial Auction

November 8th 11AM

Ill bet you didn't know that bi-annual can mean either "once every two years" or "twice a year." Confusing, eh? But biennial only means "once every two years" and semi-annual only means "twice a year." Let's agree that we won't use "bi-annual" at all. See what you learn by being a PCA member?

Anyway, we have an auction every two years and it will take place in November of 2014 at the Natick VFW Hall (113 W. Central St. in Natick - same place where we had the State Police Officer and Rob Siegel).

The always entertaining Tom Tate will once again be our auctioneer. And what will he be auctioning? The stuff you bring, of course. You can either keep the proceeds or donate them to the club's charity of choice: Angel Flight NE. What can you bring? Well car stuff is the best but pretty much anything is fair game (and amusing/unusual is really good). It's a pretty rowdy good time. We will have snacks and a cash bar. Afterwards some of us will convoy to Margaritas (725 Cochituate Rd. Framingham) for lunch and tequila shots. Sign up on our website please or direct questions to Bill Seymour (admin@porschenet.com).

And to whet your interest, here's the report from the 2012 event...

"Our auctioneer, Tom Tate, came dressed in authentic red overalls similar to those worn by the Porsche factory workers. He kicked off the usual humorous bidding with some compact tire pressure gauges, being sold by, guess who, Tom himself. They were quickly grabbed for an amazingly great price by two bidders. Then followed some really nice collectible items that Jerry Pelegrino offered. The first was an original poster publicizing the 1962 U.S. Grand Prix at Watkins Glen, complete with pictures of some of the cars competing and a list of the drivers; a who's who of that period of time. The next, another noteworthy poster, was a beautiful painting of a 356 plowing thru a snow-covered road. Both pieces drew strong bids. On came other Porsche-related maintenance items: oil and air filters, some lowering springs, a front spoiler for a 996, a dozen or so hardcover books, and official Porsche calendars, complete with the desirable coin. A very nice 993 was offered for sale but there were no takers at this time. Our track chair had his tire trailer on the block too, but it was again a no go. Getting off the car related bent, a box of florescent bulbs was offered and they all sold; must be a shortage somewhere. As always, Tom egged on the audience to better their bids with his usual quick wit, which raised loads of laughter from the crowd, and higher bids. Sellers had the option of keeping the proceeds or donating the receipts to our charity Angel Flight NE, to which more than \$100 was given."



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Tour at Paul Russell and Company

December 6th

Twenty-two of Paul Russell's clients' cars have won 40 Best of Show honors since 1987. They have generously offered to let PCA-NER members tour their shop. Many of us will go to Woodmans for lunch afterwards. This is one of our premier events and it will sell out. Whet your appetite by going to www.paulrussell.com then go to www.pcaner.motorsports.reg.com to sign up.

Gala Silent Auction Items Needed!

Each year NER holds a Silent Auction to benefit charity at its Annual Dinner. This year the Silent Auction will once again benefit Angel Flight NE. As you know Angel Flight NE is an organization of private pilots who provide free flights to medical institutions for patients and their families.

If you can contribute something to be included in the Silent Auction, please contact Joyce Brinton at joyce.brinton@gmail.com. Some examples of popular items from past Auctions include: automotive products and services, art works, handmade craft items, books, wine/food baskets, various kinds of professional services, and coupons for all sorts of goodies. New ideas are always appreciated. If you have donated in the past, we hope you will again this year.

Also wanted are volunteers to handle the "Pick up and Pay" at the end of the evening.



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Special diet requests or questions, please email
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Photos by Richard Viard

WE R at the Glen!

Our annual trip to Watkins Glen again fell only two weeks after our final NHMS DE. With plenty of help from Chief Instructor Jerry Pellegrino and Registrar Mark Keefe, we were able to process last-minute registrations and cancellations and were even able to clear all of the wait-listed student drivers. We ended up with 136 drivers, down a little from last year, but still a good turnout for one of our best venues.

Friday went flawlessly for most of the 130-plus drivers. I know that because I didn't miss any runs and there were no incidents that required reports to be filled out. After the track went cold many of us headed for Clute Park Lakeside Pavilion for our usual beer, wine, soda and snacks social, which got the conversation flowing. This year we didn't even have to hunt for bottle openers — our driver giveaway was the NER PCA Bottle Opener, which I had the pleasure of handing out during the social. These bottle openers, which started as a prototype seat belt buckle tongue hacked out of aluminum with a drill and file by me, were redesigned and produced by Chip Wood. They are water-jet cut out of a sheet of stainless steel at Chip's shop, cleaned and then the thin edge that goes under the bottle cap is stamped. We gave out about 80 at the social and another dozen or so during the rest of the event. A half-hour or so later, the food from Jerlando's showed up and everyone was treated to an Italian dinner including salads, lasagna, pasta... and more beer, soda and wine. Adrienne Ross, our social coordinator and frequent at-track registrar, and I particularly express our appreciation of the folks who helped pick up the drinks and food, set up and put away the picnic tables, and made sure we left the park as clean as when we arrived.

Saturday was another great day on track. I usually run faster in traffic and running with my fellow instructors at The Glen was a lot of fun and helped me set a personal best for WGI. Sunday, our last of three days, was another great track day. Sunday's planned Red and Black enduros went off without a hitch. Being mid-pack when the green flag flies for the simulated race start is a hoot (see screen grab from my video — if it makes it into this issue).

The mix of driver home regions at our WGI event was again widely distributed, with NCR the second largest group followed closely by CVR and Downeast

Region. Hudson Valley, UCR, Metro NY, and NNJR regions were represented plus Riesentoter, Mid Ohio, Everglades, Allegheny, Hudson Champlain, Northern Ohio, Central Indiana and Niagara regions. Almost everyone drove their favorite Porsche for the event, with a double handful of other marques including BMW M3s, 135is, 325is and 335i, Chevy Corvette, Honda S2000, Lotus Exige, Ford Mustang Boss 302s and a Ford GT, Mini Cooper S, Factory Five Spec Racer, Diasio D962R, Mazda Miata and RX-7 joining in the fun.

As I've mentioned many times in the past, it takes the efforts of our entire Track Committee to successfully put on one of these events. At WGI this included your Track Chair (me), Chief Instructor Jerry Pellegrino, Tech Team Lead Ann Anderson, Control Chief Kristin Larson, Track Ops Marcus Collins, Novice Development Chief Jeff Talling, Registrar Mark Keefe, Social coordinator Adrienne Ross and Tech Team Lead-in-training Chip Wood. Unavailable to attend this event was our Instructor



Turn 9 WGI.

Development Chief Bob Kelliher. Please remember to give these folks a "thank you" when you next see them.

I would be remiss if I didn't also send a thank you to Jerry Pellegrino, owner of European Performance Engineering and our current Chief Instructor. Jerry has been the long-time sponsor of our Watkins Glen DE event. Thanks, Jerry!





Kristin at Driver's Meeting.

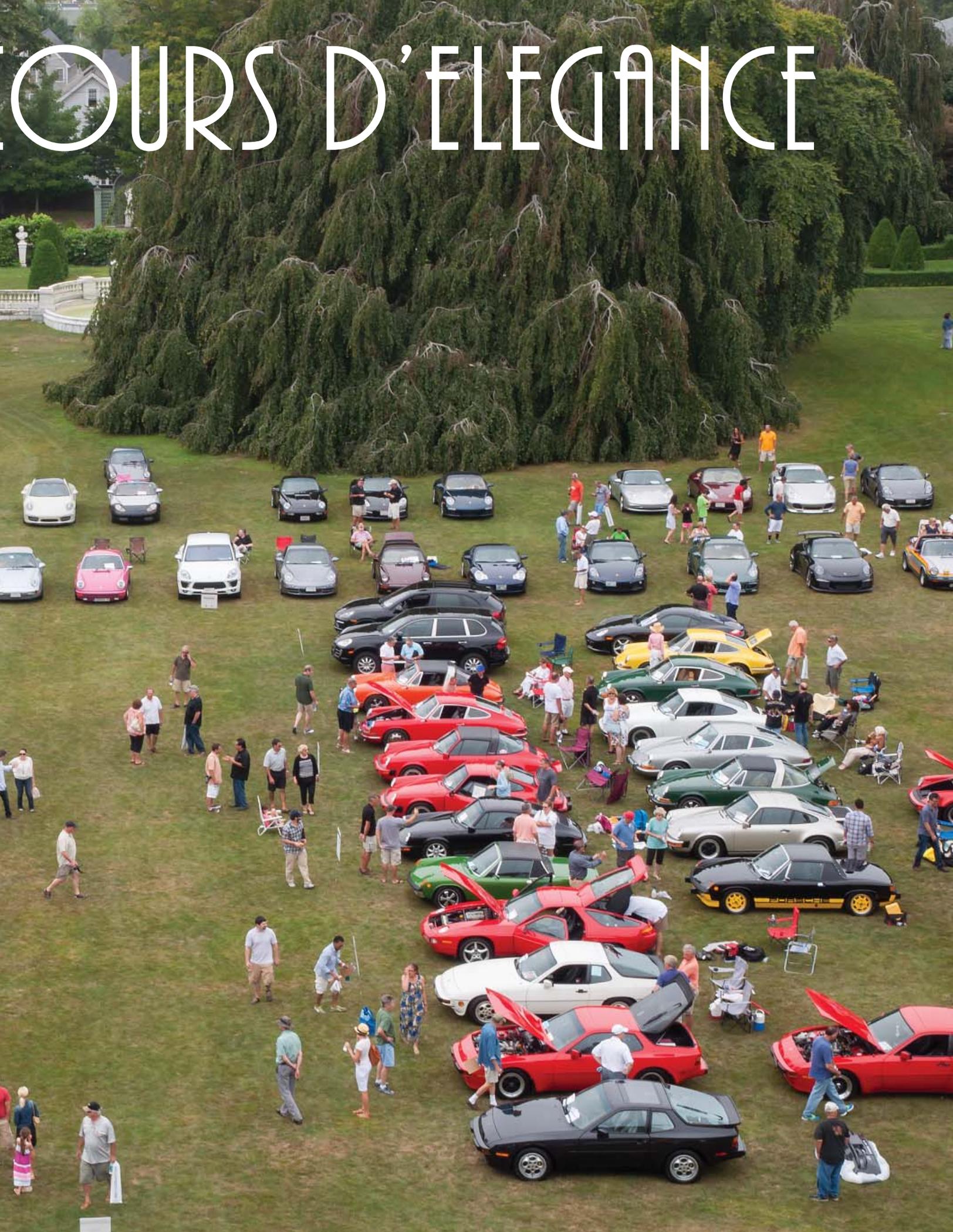


Staging..

2014 NER CONCO



OURS D'ELEGANCE



Concours Results

911 '65-'73 Class	Points	Car No.	Owner	Year
	277	107	Anthony Borganno	1971
	261	76	Bob Goldman	1969
	256	4	Guy Crosby	1971
	253	11	Steve Shechtman	1970

911 '74-'89 Class	Points	Car No.	Owner	Year
	288	8	George Markley	1989
	256	2	Kieth Bianhi	1989
	228	3	Joe Caranci	1987
	224	59	Don Stafford	1987

964/993 Class	Points	Car No.	Owner	Year
	271	65	Bill Nerney	1993
	264	95	Geroge Perrin	1997
	241	14	Gary and Cheryl Sreatns	1991

966/997 Class	Points	Car No.	Owner	Year
	259	1	Roberta Melchar	2005
	250	5	JoeFederl	2002
	245	19	Peter Grittner	2009

914 Class	Points	Car No.	Owner	Year
	267	12	Steve Schechtman	1974
	255	13	Steve Schechtman	1970

924/944/968/928 Class	Points	Car No.	Owner	Year
	293	57	Brian Caramee	1998
	284	69	Bob Vosrian	1991
	246	55	Rick Archamrault	

Boxster/Cayman/991 Class	Points	Car No.	Owner	Year
	289	23	Michael Mangini	2014
	287	79	Ryan Sylvestri	2008
	283	1	Greg Bowles	2006

Top Only	Points	Car No.	Owner	Year
	5		Bob Anestesi	1991
	4		Joshua Telerow	1974
	3		Robert Norton	1959

911 Class.





Cindy Markley winner!





356s



Jill tests out Tom's "Blackie"

After three months of preparation by the Concours committee, the 2014 Concours was held at the Newport Preservation Society's Elms mansion on September 6th on a very humid and hazy day. A record 60 cars were preregistered for the event and the grand total was 120 total ranging from a strong showing of 356s to the latest Targa

with its trick roof retraction.

A large contingent of volunteers helped us out at registration to smoothly accommodate the many, day of the event Porsches. As in past years, the entrants had three choices for their vehicles: the Full concours, where a five-man team would check out the car for cleanliness; the Top-only class, where the Peoples' Choice voting took place (all entrants and

any spectators were eligible to vote); and the Display class where the region president (substituting for her was our treasurer Mike Orsini) picked one Porsche that had an appeal above all others.

Unique Porsche-style bookends featuring a portion of a GT3 RS brake rotor along with a collection of books were awarded to the full concours winners.



The Top-only winners and runners-up were presented with stone coasters, and the top Display entrant received a framed copy of one of the award winning photographs by Janis Reiters, taken for this year's region photo contest.

The folks working at the mansion were tremendously helpful to us setting up all the tables, chairs, small tents, supplying electrical power to the PA, plus donating many cases of water and a large ice tray to keep it cold. Needless to say, the weather encouraged entrants and guests to consume all of it before the end of the event.

A "thank you" is also in order for each of the other sponsors of the event: EPE of Natick, Park Place auto detailing of Portsmouth R.I, Signet Investment Advisors of Providence RI, German Motors, Grenon's Jewelry, Unique Car Care, Auto Engineering of Lexington, MA, and Platinum House of Newport.

Our primary sponsor, Porsche of

Warwick, not only contributed a generous donation to the club, but also helped with the raffle of a Porsche design watch (won by Steve Shakin), a Porsche bicycle (claimed by Cindy Markely), and a full detail and cleaning.

The Full concours judges, under the tutelage of Dave Melchar, canvassed the beautiful back lawn, seeking out the many Porsches to be judged, and then, with the help of club member Ginny Young, score sheets were completed in time for the presentation of trophies at the appointed time.

Our club photographer Richard Viard took many pictures of the participants, their Porsches, and human-interest photos, plus an extraordinary time-lapse film of the cars and owners being placed on the field.

Next year the concours will be held again on the first Saturday after Labor Day, this time at the Larz Anderson Museum of Transportation in Brookline, MA. Look for promos next summer.

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Summer Picnic

Copy and Photos by Marcus Collins

The NER Summer Picnic was held on a sunny day in August and, based on all the comments, a good time was had by all attendees. We thought we'd bring out some highlights from the afternoon as a way to convince you to come again next year, or (for those who missed this year's event) mark your calendars for 2015.

First, you have never seen so many Porsches parked on the street. The view was finished off by a beautiful 356 in the driveway.

It was a potluck and, with all burners on the grill working overtime, I don't think anybody went hungry — including Sudo, our golden doodle.

It was great to see members for whom this was their first club event — and from the conversations, expect to see some new faces at DE, autocross and tech sessions this year.

We (Dani and Marcus) are hosting a similar event in the summer next year, and we do hope you'll come along. Dani (Membership) and Marcus (Secretary)



Marcus and Dani (wo)man the grille



Sudo stands guard.



Party view.

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Per Request of "Bill M"

Microcar

Copy by Marcus Collins

The sun was shining, the cars were freshly washed, and the Patriots were a sure thing to beat the Vikings — and so 25 NER members spent a fascinating few hours on Sunday morning at the Microcar museum in Hudson.

First, I guess I should explain what microcars are.

Microcars had their real heyday after WWII, when war-damaged economies had to start small. Gas was expensive, and consumers had little money. Innovation took over and the result was small (sometimes tiny) fuel-efficient cars. Oddly enough, many boasted advanced design features. This is because most evolved from war-torn aircraft factories, which were prohibited from building airplanes after the war but still employed some of the finest and most experienced aircraft engineers. Most microcars sported one- or two-cylinder motorcycle or motor scooter engines (usually two-stroke designs), and often evolved in three-wheeled configurations to take full advantage of favorable tax treatment under loopholes originally designed for motorcycle/sidecar rigs. They were considered “Kabinenrollers” or “enclosed scooters” and were intended to bridge the gap between motorcycles and ‘real’ cars. The Mini was the car that really made them obsolete, and it’s still going strong today.

The owner of the collection, Charles Gould, gave us a running commentary on each car. It’s the third incarnation of the collection — prior collections (he’s been collecting since his teens) were sold to pay for major house projects. What amazed me was that the majority of the cars were sourced from local garages, barns and estate sales.

Museum may not be the right word. The cars we saw were not destined for the Pebble Beach Concours; rather they have been deliberately kept in their ‘original’ condition — scratches and all, and most (although not all — there were one or two projects) still run.

Maybe it’s my age (okay, it is my age), but



Tour

Photos by Jacques Baudin

I still remember the three-wheel 'bubble' cars I saw as a boy. There was one of those there — it still looks as weird as it did when I originally saw it.

The first garage had been opened up and some great cars washed for the special occasion. This late model Morris Minor caught my eye — this model was Dani's first car and it's still in her parent's garage.

The amphibious car (Amphicar) was a great hit — Charles told us the story of how it almost sank on its first outing. I can't help thinking that all owners of these cars have a similar story.

The Messerschmitt Kabineroller (KR200) was on display and also went for a spin later on. It opens from the top like an aircraft canopy (remember many of the designers had just come off designing WWII planes)

After we had finished in garage one, we all headed for the overflow garage just down the street. Quite what the cop, sitting opposite the first garage (speed gun in hand), thought of a Messerschmitt Kabineroller leading 15 Porsches (all doing under 15 mph) — who knows. You will be pleased to know that no speeding tickets were issued in the making of this column.

Garage two was full (no exaggeration) of cars — some drivable; some clearly projects (all fascinating).

The early model E-Type (one of the first to come off the Jaguar production line) was a real hit — even Charles thought it was the best looking car ever!

There was a collection of Citroen 2CV models on display — all Bill needs in this photo is a glass of Bordeaux and a black beret to fit right in.

I'm sure each attendee had their favorite but I'm going to go with the Jaguar XK120 — bit too much of a project for me, but what a beautiful car!

We finished around 2:00 pm (I guess the Patriots were well in the lead at that point) and so, with thanks to Charles for a fascinating insight into this car genre, we left. Without the Kabineroller leading the way we made sure that the speed cop had left and was at home watching the game!



September SoBo

Copy by and Photos by Roger Slocum



Parked Porsches.



Michaels 2014 Turbo

2014/09/14 10:32

New England in the fall, with the tourist's numbers declining, offers a great opportunity to drive your Porsche on our numerous rural country roads and this is how it was as Rosemary and I headed to the Moose Café. For example, I suggest a pleasant drive to find the Rhode Island Red Monument, a commemorative sculpture in

Adamsville, an historic village in Little Compton, commemorating Rhode Island's state bird, the Rhode Island Red.

This drive to Tiverton was the longest since my Carrea4 was recently repaired. A week before I had my seat sensors (wiring assemblies) for the driver and passenger seats replaced to correct my instrument cluster's air bag fault indicator. Porsche released a Technical Service Bulletin (TSB) providing the replacement

wiring assembly along with grounding changes. The replacement included upgrading the connectors from silver to gold contacts. Need I say that the fix was not inexpensive?

By noontime we had seventeen Porsches lined up in the spacious parking lot. It was good to see Mike Selashta drive into the lot with his 99 artic silver Boxster; it was the first time this year he was able to attend. Let me say that I enjoy looking at Porsches



2014/09/14 10:19

Admiring Ed's 911T.



2014/09/14 09:53

David's 88 Carrera.



Ed's 73 911T.

2014/09/14 10:12

and speaking with all the drivers. On this day I need to mention three Porsches: Michael Mangini's blue 2014 911 Turbo, just because it had the most GO in the lot, David and Teresa Affonso's 1988 signature edition Carrera cabriolet because it was unique and clean, and Ed Marchwicki's black 1973 911T (Ed purchased this car as new). Ed's wife Brenda arrived at the coffee driving her 2003 bronze Boxster.

Michael has BMWs (a BMW club member), including an M3, but decided to buy his turbo for the lighter more responsive feel at the wheel.

David purchased his 88 Cabrio in 2003 and added a Dansk exhaust, along with a Steve Wong performance chip. Dave emailed me additional information about the car (from Porsche Panorama 1987), in part: "To commemorate the completion of the 250,000th Porsche 911, which left the assembly line in the summer of 1987, Porsche will offer an anniversary model of the 911 Carrera in limited numbers. Available as a coupe, Targa, or cabriolet, the anniversary model features diamond blue metallic paint with wheel centers painted to match. The interior is fitted with partial leather seats in silver blue metallic with "F. Porsche" signature stitched into the headrests."

Ed purchased his new 1973 911T after graduating from college. His car has some stories: While at Lime Rock in 1974, Ed lent Paul Newman the Porsche, and Paul drove it to have lunch with his wife Joanne.

On October 5th I probably will be taking my grandsons to Fort Adams State Park, Newport, RI for the Car/Truck/ Motorcycle Festival (10 AM to 3 PM). This event is hosted by the Middletown, RI Rotary Club.

Our next and last of the season SoBo coffee is scheduled for 19 October, 10 AM-noon, again at the Moose Cafe! As always, if you have SoBo related questions please email me (Rog Slocum) at: rr356c@aol.com.

Nominations for the 2015 Northeast Region, PCA Board

As per the bylaws, the Nominating Committee presents the slate of candidates for 2015 Board positions listed below. A member may propose additional nominees: "Additional nominees or slates of nominees for any or all offices may be proposed by the members at any time up to and including the October meeting of the Board. Such nominations will include a signed statement from the nominees that he/she (they) will perform the duties of office if elected." All members will receive a ballot in the mail in November that includes those listed below and any further nominees submitted.

By way of reminder, Board members are elected for one year terms and the elected Board is installed at the Annual Dinner. Board members cannot serve more than 2 terms in one position and cannot be on the board for more than 4 consecutive years. (Except for Nor'Easter Editor which is a life-time appointment.) Here are the nominees...

President - Kristin Larson:



"I joined the club in 2009 as a member with Dave Berman but have been a part of PCA most of my life. I grew up going to the track with my parents who have been members since the mid 1960s so I have always called myself a child of DE. I currently own a 1983 SC (was my parents' who gave it to me when they retired to Maine) and a 1985 Porsche Carrera which is used primarily as our track car. I have been on the board the last 3 years, 2 as Treasurer and the past year as President. Dave and I can be seen at the track, autocrosses and a lot of other events in between."

Treasurer - Robert Cohen:



"I joined the Porsche club a year or so after I purchased my first Porsche; 1990 944 S2. It was a great car. It was quick, handled like it was on rails and the hatchback allowed for plenty of storage. In 1996 I traded the 944 for a 993C4S, which I still own. Steve Ross and I went

to high school together and he quickly got me involved in DE. At first I was very timid on the track, but after a proper amount of seat, I learned that the most fun you can have with your Porsche is on a race track. I slowly moved up in the run groups and eventually become a DE instructor. The last few years I have campaigned a 1998 Spec Boxster at both the PCA Club races and with the NASA racing series. My wife, Karen, and I also enjoy the many social events offered through the club. We both have been club treasurers, so this will be my second stint."

Secretary - Marcus Collins:



"I joined the club in 2010 and have served as Membership Chair (jointly with Dani Fleming) and Secretary. I came to Porsche late and 'got the bug' after doing a DE event at Mt Tremblant in Dani's 911. I have a 2012 Cayman S and regularly DE it - I've not found the time to Autocross it yet although my son Sam and I did manage an event last year (before you ask - yes he was faster). Most people know me as the F1 guy - Dani and I are great fans and attend as many F1 races as we can - Montreal, Austin, Melbourne and Abu Dhabi this year."

VP Activities (Driving Events) - Michael Orsini:



"This past year was my first year on the board and it was a great experience serving as the Treasurer. I joined the club approximately 8 years ago and I've owned five different Porsches over the years. Currently I have a 1995 C2 race car that I compete with in PCA racing - H class. My street car is a 1996 twin turbo that really just sits in its home as it's part of my "retirement package". For work I'm a Principle Scientist for a pharmaceutical company. Please vote and also please remember - this is a club run by volunteers - without them we have no club!"

VP Admin (Tech/Social Events) - Steve Ross:



"I have been a member of NER since 1980 when I purchased the first of 9 Porsches, a 1973 914 which I used for DE and autocrossing. I also have served on the board in all positions except Newsletter Editor, including President on 3 separate occasions. I have been the Concours Chairman for the last 15 years coordinating events at Larz Anderson and Newport R.I. I try to attend as many social events as possible including the Ramble which I have participated in 23 times. Through membership in NER I have met many great people including a couple of former high school friends and a college buddy. This organization is truly for People, the cars are the method to meet them."

Membership - Steve James:



"I joined the club in 2002, I have participated in DE, autocross and concours events and helped as an autocross worker captain and instructor. In 2002 I purchased a 1991 911; a fun summer driver I sold in 2013. I now have a 1988 911 Coupe which I use at autocrosses and DE's. My wife Laurie has traveled with me to many of the events enjoying the great people and has been supportive as I work through my numerous car projects."

NOR'EASTER Editor - Adrienne Ross:



"I joined the Club 5 years ago this month, and have been the Editor of the NOR'EASTER since November of that year. It's been five years of fun and work, but I really enjoy being on the Board, and watching the newsletter evolve into a better communication vehicle for the Club. I get a lot of (usually) positive feedback, and look forward to continuing on as Editor."

Submitted by the Nominating Committee:
Bill Seymour (Chair), Karen Cohen, David Berman

NOR'EASTER

2014 Statement of Ownership

Statement required by the act of August 24, 1912, as amended by the acts of March 3, 1933, July 2, 1946, and June 11, 1960 (74Stat.208) showing the ownership, management and circulation of: THE NOR'EASTER, Publication No. 0199-4425, at Framingham, MA. Filing date for this notice is September 30, 2014.

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Average number of copies of each issue of this publication sold or distributed through the mails or otherwise during the twelve-months preceding the date shown above on average was as follows: Total number of copies printed 913, paid or requested mail subscriptions 621, free distribution 293, and total distribution 10,959. Copies not distributed 33. Percent paid or requested circulation 68%. Actual number of copies of single issue published nearest to filling date (October, 2012) equals 975; paid or requested mail subscriptions 585, free distribution 350, and total distribution 935. Copies not distributed 40. Percent paid or requested circulation 60%.

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	Paid	Comp	total	Printed	Not Distributed/New members copies
October	598	302	887	900	13
November	599	326	912	925	13
December	622	333	919	955	36
January	652	332	944	984	40
February	711	316	987	1027	40
March	753	329	1042	1082	40
April	583	205	748	788	40
May	584	230	784	814	30
June	555	260	785	815	30
July	555	260	785	815	30
August	609	293	862	902	40
September	625	327	912	952	40
Total	7446	3513	10567	10959	392
Average	621	293	881	913	33

videos taken from almost every stand on YouTube — so a combination of these and a stand overlooking the twisty bits just after a straight (lots of potential for errors and overtaking) usually gets you a great view.



Ferrari at Melbourne

The Yarra River meanders through Melbourne and its banks have been developed with restaurants and shopping. We stay overlooking the river and the restaurants in the Southgate area (opposite the Flinders railway station) have never disappointed.

The other reason to head to the southern hemisphere in March is to get away from the cold weather at home. Ummm — this one backfired on us. We were expecting good weather to spend time at the beach and enjoy the event in shorts. We got a few warm days but also some 60-deg. F, and raining, days. Tagging on a trip to Queensland (further north) would guarantee warmer weather and also some great diving.

Aussies are sport mad and if you make it down there I'd recommend trying to get to an Australian Rules football match. It's played with an NFL shaped ball (it's a prolate spheroid if you're technically minded, or one of the 25 people in the USA who are not interested in football) and the rules are a combination of soccer and rugby (kicking is at a premium and a number of players have come to the U.S. as kickers in the NFL). The most amusing aspect is the runners. The pitch is very large and if the coaches want to relay a



Wallaby in Australia

message to a player they send out a runner. So that everybody sees them they wear shocking pink skimpy shorts and singlets — cute!

As the season has progressed the traditional contenders — Ferrari and Red Bull — have started to nip at the heels of the Mercedes. Red Bull replaced Aussie Mark Weber (he now races Porsche LMP in the Le Man series) with fellow Aussie Daniel Riccardo. After the team's almost 100% focus on Sebastian Vettel last year, we were all expecting Riccardo to be treated as the wannabe. A win in Australia (subsequently disallowed because of a technical issue) meant that Riccardo started strong, in stark comparison to Vettel who had a miserable testing and early part of the season. Riccardo's form has continued and so our family favorites — Hamilton (British) and Riccardo (Australian) are both front-runners.

The trip to Montreal is a lot shorter — Dani and I always drive, the only challenge being that Canada disallows radar detectors. As we have no relatives in Montreal we have to pay the inflated hotel prices. The event fills the city and so booking early will ensure a hotel near the old town (with its great outdoor restaurants) but, unfortunately, not save you money.

In stark contrast to Melbourne, Montreal's public transport stops a few miles from the grandstands. Some seats are relatively close to the metro but we prefer stand 11, by the initial Senna curves, because there's lots of action there, including a major collision at the end of this year's race. Unfortunately it's a long walk, made only slightly shorter when spectators can walk on the track after the race on Sunday afternoon. Montreal is also comprised of bleacher seats, so bring something comfortable to sit on (Melbourne, like some of the seats at COTA in Austin, are slightly more comfortable



Mercedes at Montreal

bucket seats). For the photographers amongst you, the view from the Montreal seats is largely unobstructed by the track fencing.



V8 at Melbourne

Many people just turn up for F1 qualifying and the race. By contrast Dani and I are there for the full three days and enjoy all the support races. Porsche Supercup is a regular at both events (they are also at Austin this year). By far the most enjoyable support races are the V8 Supercars in Melbourne and the Ferrari Challenge in Montreal. Without a doubt both sets of drivers are crazy.

If I had to choose the craziest though, I think the Ferrari drivers would win — if only because some of them own the cars and they have zero grip when it rains.



Ferrari Challenge at Montreal.

After teasing us with the prospect of a race in New York it seems the organizers have been unable to get their financing together and it is not on the 2015 calendar and looks doubtful in the near future. This leaves Montreal and Austin as the two North American races. In talking to a number of DE-ers here at Watkins Glen, a number of NER members will be in Austin.

So, which do we prefer — Melbourne or Montreal? We can't decide and so we've already booked our tickets for these two events next year.

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Last week I went to get the 544 from its garage spot in Millis (read extra storage bin) and as it was idling while the 914 took its place, it died. It never just dies. A quick look found that what was low on gas, was actually out of gas. I haven't had it long enough to know how far down the gauge really goes. No problem; I just rolled the 914 back out of the stall, went home the three miles, got the can of gas, came back and continued on my way. No real delay, but if it had died halfway home it would have been a real problem. Hello, AAA.

A couple of seasons ago at the BMW ice races, the Audi decided to give up its gas pedal. It just went to the floor and didn't come back. And this happened when I was waiting for my run out in the middle of Newfound Lake, NH. What location do you give the AAA tow truck driver? As it turned out the ball socket had just popped off under the pedal and after poking around for a bit I found the problem and I was on my way. It never came off again.

A '63 356 that came through my driveway last year needed an engine swap that was accomplished in a couple of evenings. While out for a test drive it was running great until I hit a bump, all the dash lights came on (okay, both of them, it's an old car) and the engine stopped. I was on a two-lane road in Sherborn with no shoulder when it died but I was doing about 30 mph with two cars behind me. I went around a curve as the car began to lose speed but there on the right was a fruit stand with a large area for parking. I pulled in like that's what I had come for and went back to find that the positive side of the coil wire had fallen off. It was just a push on connector so I pushed and the problem was solved. Thank goodness for fruit stands.

I helped a friend do a color change on a '64 356SC this summer, one that we had found in Maine. It came with the correct engine that according to the seller that was completely rebuilt but had been sitting for a "few years." I really don't like to just plug in someone else's work and hope for the best but, once installed the engine turned over fine, the valves adjusted easily and it was clean as new, so in it went.

By the time gas got back to the rear of the car it was beginning to sputter, so it was getting spark, but wouldn't start. I checked the timing with a static test light, moved

the distributor just a bit and turned the key. The car fired a shot out the back that sounded like a cannon on the fourth of July. Not good. I looked again and began to count; the plug wires were reversed on cylinders 3 and 4. With the wires now in the correct order, it started up and purred like a new kitten. I just love simple solutions.



I guess that when it comes to breakdowns, I've really been lucky. Of course, better luck would be no breakdowns, but we are working with 50-year-old cars here and stuff breaks. The real contest is getting it going again with a minimum of delay. When the car your driving is as simple at these Tubs there are only a couple of things to check, gas and spark. You have to have them both or you're not going anywhere.

The victory is in the fix, being able to overcome adversity is the real satisfaction in working with these old rides. Anyone who has an old car gets plenty of chances to come out ahead in that contest.

KTF

wheel and brake. If we need to have our own brand of autonomy and accept the burden of making our own decisions about what our cars do in real time, then I'm all in.

After all, it's a small sacrifice to make for the interests of national security and public safety. John Kennedy once said, "Ask not what your country can do for you, ask what you can do for your country." Well, here it is. I'm more than willing to continue to drive a conventional automobile. Let's squash 'auto_nomy;' I'd like to see Tesla back on top. The cars don't growl, but at least they having a steering wheel and pedals.

Until next time, drive safely!
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On the Edge continued from page 6

building with lovely atmosphere. I ate, but couldn't stay too long. It was 8:30, and my B&B was another hour away - and it was pouring.

So here I am, unfamiliar car, unfamiliar roads, and it is DARK out there. The rain is relentless, and the road is a roller coaster! It didn't slow me down much, of course, but it made my heart beat faster.

I arrived in South Boston, VA, in the pitch black, and pouring rain, without knowing exactly where I was going, I mean... I had my GPS, but how to I get into the house?

Remember, I've been up since 3am!

I got out of the car and ran down the block, finding shelter under a carport, that I assumed was on the property, and pulled out my phone. It's 9:45 PM, and I don't really want to call anyone that late, but I have to.

The innkeeper answered, thank goodness.

"Adrienne how are you?" He asked in his best customer service voice.

"Wet and lost Dave, how're you?"

He chuckled. "Where are you?"

"I'm standing under a carport I'm praying is yours. There was no envelope for me on any of the porches, and I'm not sure I'm in the right place. I do see a Texas flag hanging on the porch. Am I in the right place?"

"Yes, I'm sorry, I didn't leave the envelope out because I hadn't gone to bed. You should have just come in."

Yes, very clever... Why would I barge into a house I didn't recognize, and without the promised identification I was in the right place?

The next day dawned clear, and the team attacked it with a vengeance. Aaron worked hard on setting up the car, with Tony and Dave through 2 practices, (we were fastest in both) and when we qualified for P1 in the 76 car, the team was ecstatic.

We celebrated appropriately, with

lots of funny out-takes, but that's a story for another day.

Day three started out hot, but at least it became unbearably oppressive, so we could reflect on the morning with longing.

The race started, we all took our places in the pits. My job was to time out stops. In this series you have to be in and out in 90 seconds including drivers change, and it's a pretty long pit road! So you have to know when the car trips the IMSA timer.

I sat in TRGs pit box because they had all of the monitors set up, and from there I could see our cars on track, and estimate their arrival. A team from Beverly Hills also took up residence in the pit box.

I quietly rooted on my 3 cars, watching Corey open up an uncatchable lead. The 50 minute race was roughly 40 laps, and 12 laps in, Corey had a 13 second lead. The Beverly Hills team was not quite as lucky, and I tried to be a good sport and not rub it in.

He pitted, and they changed drivers flawlessly. (We had practiced for an hour, and it paid off in spades.)

Aaron jumped in. Our lead had been eaten up by the pit stop, but by the time Aaron finished, he was 12 seconds ahead again, and Joe and Peter had put the #76 on the podium in second place.

Victory lane felt pretty awesome.

Day 3 race 2 set up pretty much the same way. As I wished some of the drivers "good luck" on the grid, a few of them asked if we could possibly not humiliate the rest of

the field. I laughed, and replied that we couldn't make any guarantees.

I climbed into the borrowed pit box, with the kids from Cali, and watched the start of the race.

I realized that the Beverly Hills team had one pro-ish driver, and the amateur 18 year old sitting above me. He looked a lot like Jonah Hill, only very, very young. They were coaching him still on the box as we watched the monitor.

Corey pulled another 15 seconds ahead of the field, and I was elated.

When the drivers change came around we executed it flawlessly again, and Aaron set off with the pit limiter screaming.

"Jonah" got in too, and I found myself hoping he'd to better today.

At 13 of Aaron's laps, he was 35 seconds ahead of the second place. It was spectacular! And with our win secure, as long as nothing bad happened, I started to watch the gold wrapped BH car along with Joe and Bryn's cars.

Jonah finished well. I was glad for him. I know it's not easy to get out there and play with the big boys.

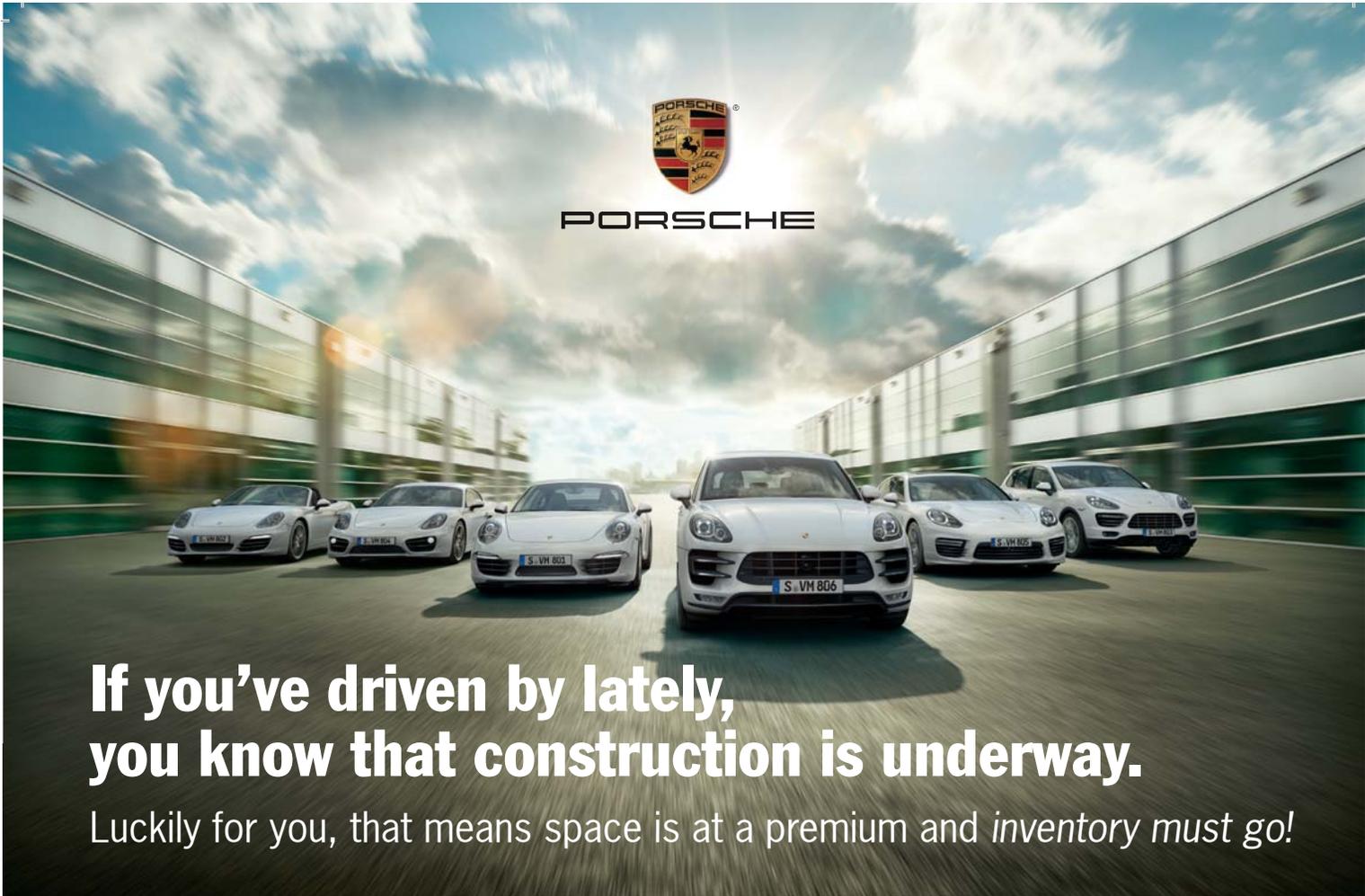
We of course won - again. Fastest car all weekend, and a track record to boot.

It was one of the best weekends of my life, and I cannot wait to go back and work with this team. We're headed for Road Atlanta and Petit LeMans before this will even ship. I'm sure I'll let you know how that went!





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