

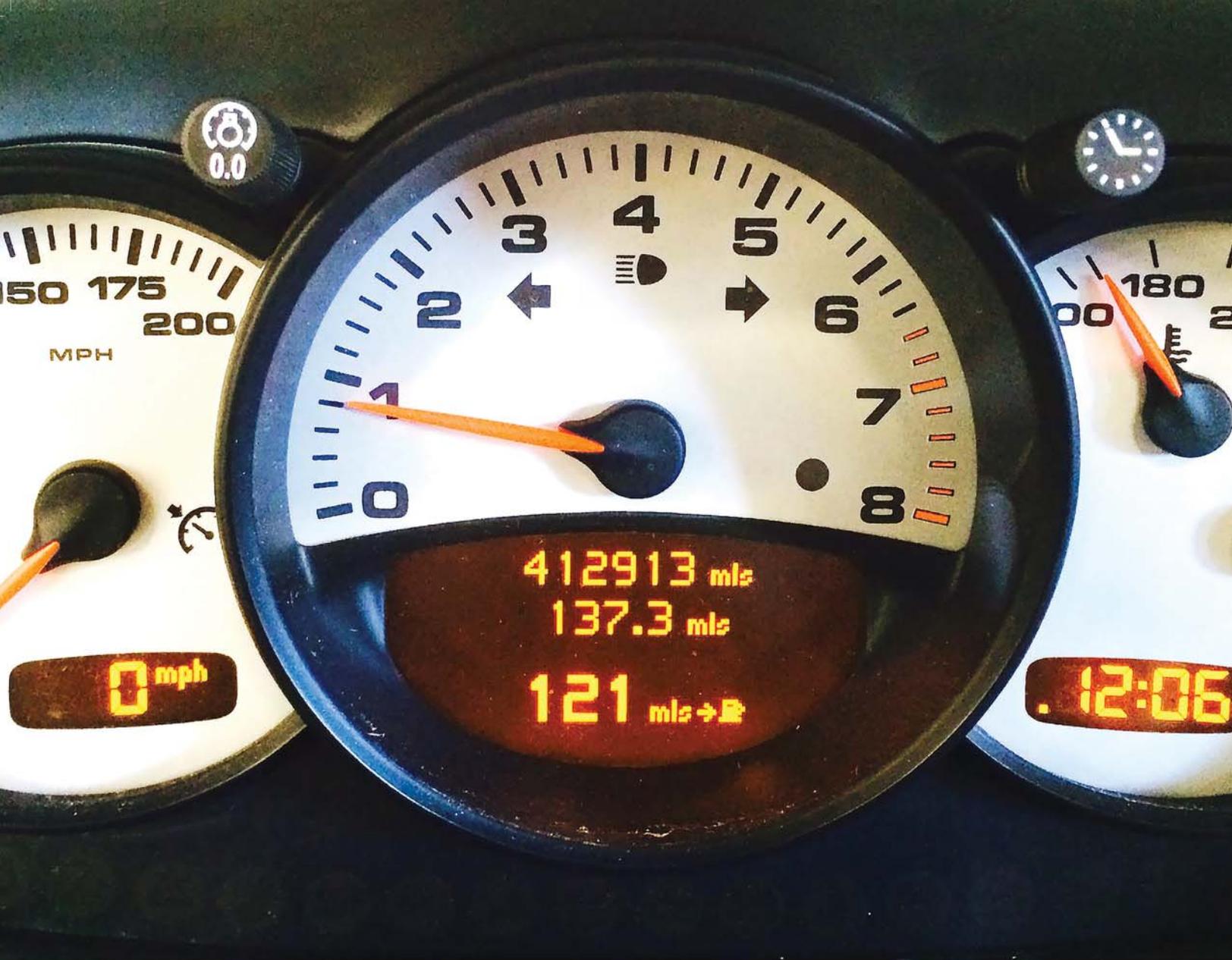


THE NOR'EASTER

2015 AUGUST 2015

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





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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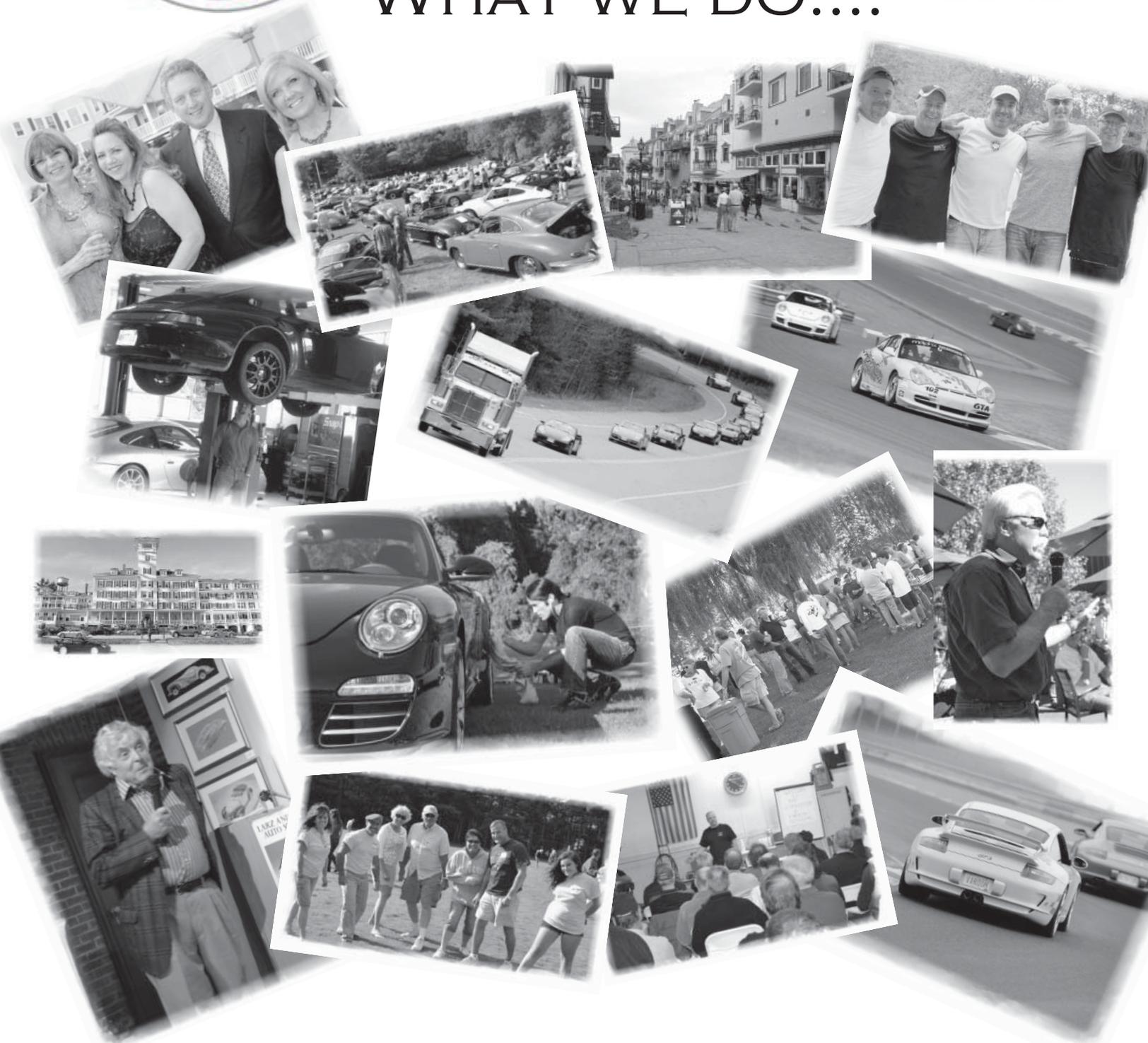
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WHO WE ARE....

P O R S C H E



WHAT WE DO....



INSIDE THE NOR'EASTER

VOL. 43
ISSUE NO. 8

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Cover Photo
Courtesy of
Richard Viard

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

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On the Edge

of Fast



Adrienne Ross

Sometimes adventures start out burning and end up... Tedious. With a sprinkling of good in the middle.

This week's adventure was exactly one of those things.

A road rally with Lamborghini Boston. Sounds fun right? A few million dollars' worth of super cars out for a Sunday drive, hangin out at Thompson Motor Speedway for laps and lunch.

I invited a friend and off we went for our scenic (well at least I got to see some cool cars) drive.

"Good thing you have about \$5 million dollars' worth of super cars for them to see today," I joked. "It's your lucky day."

We arrived at Lamborghini Boston just in time for coffee, chat and car watching. Four Lamborghinis, 2 E63 Mercedes, quite a few Ms and 3 Porsches. Well, at least we were represented! There was a sprinkling of Lotus, some American muscle Saleen style, and others, about 40 cars or so in total.

Lamborghini Boston broke out the drone to take some pictures of us at the dealership, as well as the track.

We set off in a spectacular display of wealth and fun. As we paraded through Framingham, I quoted a line from "The Philadelphia Story" to my cohort. "The prettiest sight in this fine, pretty world is the privileged class enjoying its privileges." I think of this line a lot while staging to get on a track, or joining in a rally full of wonderful cars. I love the truthiness in its irony.

We hit the Pike, managed to behave ourselves (with the occasional "catch up" speeds) and arrived safely to the very, very hot paddock of TMSP.

Lou, the track manager

gathered us up for a meeting after a charming lunch of sandwiches and chips.

"The tour bus outside," he started. (I've never seen a tour bus in a paddock before.) "Is here on behalf of the Connecticut Tourism Council. They've brought about 15 people here to review the track and put it into the brochures."

"Good thing you have about \$5 million dollars' worth of super cars for them to see today," I joked. "It's your lucky day."

Everyone, including Lou laughed.

The Lambos gave the tourists hot laps, which I'm SURE they will never forget, and then we got to do some laps ourselves.

I'd not yet been on the track. NER's 2 outings have clashed with other responsibilities I'd committed to, so I just never got the chance.

I liked it. It seemed like good fun.

Very straight forward, with some fun turns, and a bit of history. I got 4 laps in, with my friend in the passenger seat. He'd never been on a track, and I tried hard not to scare the hell out of him, but give him a little taste.

After an afternoon in 90 degrees, that was hazy hot and humid, we decided to go seek the respite of the AC and pool at home. So we took off right after the laps.

It was a great day with Lamborghini Boston and Thompson Motor Speedway, so I'd like to give a shout out to all of those folks who organized the day,



and who played so well with others on the highway, and the track. We had a really good time.

Once home, and cooled off, my friend decided to head home on his motorcycle before the thunderstorms predicted hit. We'd watched the radar, and it was going to be close. He'd never rode in the rain and we both had concerns.

Helmet on, gear stored, he straddled the bike.

"Click," pause.

"Click."

"Shit," pause.

"Click."

"Do you have jumper cables?"

I looked a little guilty. "Ummmm, no?"

I'm sorry, I don't have jumper cables OK? I spent 10 long looooooong years under American Muscle cars, both mine and other people's. I've chased wheels down the street after they shot off my car, put out engine fires, and retrieved a hot exhaust

continued on page 45

In This Issue...

We're especially happy to welcome Dick Anderson back to the Board as VP of Activities.

Since the beginning of this season, Dick has been our Chief Instructor, and now he's stepped back onto the Board, into the void Michael Orsini left when he moved to CA. Thanks Dick!!!

Porsche Motorsports won LeMans!!! In a one-two punch, both of Porsches 919s took the WEC win. We're proud of our drivers, and the stats are in this issue.

This month we feature 2 SoBo reports. The June one came too late for publication, and July's came just in time. So enjoy the double feature!

Also Bill Seymour breaks into a fellow PCRers house, and wakes up his wife with a way too early phone call. The grizzly details are in the AX report.

And finally we take our annual trek to Le Circuit Mont Tremblant, where we had lots of space on track, and the US Customs agents think one of our members might be too dangerous to let back into the country... Yikes!

Enjoy the issue.

Up To Speed

Help From a Few Friends



Kristin Larson

I find the camaraderie amongst those who do Drivers Education and Autocross refreshing. While both groups have a lot of Type A personalities and are very competitive in multiple aspects of their lives, when one car is broken down, it is amazing to watch the number of people who try to help them get their car going again. Time and time again, I have heard "If that was me, I would love to have the help so if I can help now, I will."

Over the years, I have seen brake pads bought and sold, bottles of oil brake fluid being shared and other miscellaneous

Within 30 minutes of being in the paddock, I learned a lot about distributor caps and the rotors within them.

parts being passed through the paddock. In addition to parts, people are happy to help others by teaching another driver how to bleed the brakes, change brake pads or loan a tool when they left their own at home. Almost everyone has likely been on one side or the other of this situation (or both in the case of many).

I was the lucky recipient of this at Mont Tremblant this year. After 20 minutes on the track on Day 1, as I was braking into Turn 4, the power just died. After the tow into the paddock, at least 3-4 guys came over to inspect the car. Need to backup just a bit. I was up in Canada myself as Dave unfortunately, could not get the time off work. And as most people know, Dave does 99% of the work on the car and I don't. So I was mostly helpless without the help of others. Within 30 minutes of being in the paddock, I learned a lot about distributor caps and the rotors within them.

After checking with every other older 911, no rotor was found. Thank you Tony Iorfino, Adam Schwartz and Jim Graham for asking each and every driver in the paddock and calling every local shop. At this point, the best we could find was delivery in hopefully 1-2 days. And finally, thank

you Touchette. A handful of drivers had pre-ordered tires and Touchette had come to the track for at-track support. They were able to source the part in one of their warehouses and have it delivered to the closest store to the track by early afternoon.

So after a quick drive to Laval and back, and a little extra help from the guys above to install the new part, I was able to get back on track for my last run of the day.

Thank you again to Tony, Adam, Jim and everybody else that helped me out. I encourage everyone to pay it forward when they can and I look forward to helping my friends the next time.

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Oil and Water

Ramping Up for Summer



Mike Kerouac

It's early July as I write this column. Once again my editorial deadline is influenced by a pending flight. At least this time it's a flight to Italy for vacation, but it's adding pressure to my pre vacation to do list. I can't even count how many times I've had a pending flight create an artificial deadline for a decision. It's happened when submitting columns, choosing car colors, making house purchase decisions and even with car purchase decisions. Somehow a flight attendant telling all passengers to shut down electronic equipment creates a minor panic and then last second decisions

I told him to call the Discovery Channel and see if they wanted to do a reality show. He politely declined with a laugh and hung up...

are made. But in this case I'm starting an entire week early, so hopefully everything, including my trip to Italy has a soft landing.

As I said, it's now early July, that means I'm writing my August column. So just as summer is winding up, it will also be starting to wind down as you read this. I used to think Summer was the end of May until Labor Day, but now it feels like July 1st to August 31st. I guess at the end of the day it's all about making the best of it. So let's get off of the calendar and on to the good stuff.

Since the beginning of June, Porsche won LeMans yet again, both of my 356's completed their restorations and the women's USA Soccer Team won the World Cup. Those feats alone are a pretty good ramp to summer. But there has been one very big thing missing, and that's track time. I haven't driven on the track since last September. No pre Christmas trip to VIR, no February trip to Sebring, no spring trip to VIR, no opening day at Monticello and no Group 52 at the Glen. It's literally been 10 straight months of no track time. Life

has simply gotten in the way of something that I thought was an integral part of my life.

I'm actually a bit conflicted. I wrote a while back about getting the Zip back in my Doo Dah through some iRacing on my simulator. But that still wasn't enough to get me to the track. I was actually getting used to the extra time at home. My wife and I were spending a bit more time on Nantucket and I also was able to ramp up my passion for photography again by signing up for photo treks to places, like Eastern Europe and the Grand Canyon. So even though I missed the track, I wasn't exactly chomping at the bit to get there. At the same time, I spent the last 8 years getting competent behind the wheel of a racecar, so I wasn't really ready to hang up my helmet yet. What to do, what to do?

I contacted Rick, at DeMan Motorsports to check on my 997 Cup and to also catch up a bit. As much as I love driving a 997 Cup, it is a bit limiting. It's a hoot at places like MMC, The Glen, Sebring and VIR, but I can't drive it at Lime Rock due to noise. My friends have started to drive Palmer and Thompson and Lime Rock seems to be on everyone's calendar again. The 997 Cup just doesn't match up with those venues. Additionally, a Cup car requires a lot of seat time, a lot of maintenance and quite a bit of effort. I originally gave up my Cayman Cups because I wanted a little more "drama" on the track and I also wanted a little more engagement through the flat sequential gear box. A Cayman Cup will just yawn during certain track maneuvers that require your full and undivided attention in a 911 Cup. So as Rick and I talked about what I wanted to do going forward, he now had me thinking about coming full circle.

Rick's rationale was simple. I wasn't driving enough to just jump into the

997 Cup and feel instantly comfortable. Additionally, the 997 Cup also didn't allow me to easily run at some of the newer track events my friends were attending. Finally, the 997 Cup was also due for a relatively expensive rebuild by next summer. So the decision was made and I wasn't even sitting on an airplane at the time. (Although, I did have a flight later that day).

Rick was going to build me a Cayman Cup on the new 981 platform. He even had a Basalt Black 2014 donor car in stock. He said the latest PDK programming was much better and the 3.4 in the new Cayman S was almost as fast as the transplanted 3.8's were in the old 987 Platform. The new car would be a fairly basic build to start. The car would have a full cage, fire suppression, cool suit, pop off steering wheel, HD Smarty Cam, AIM Dash, communications, Carbon Wing, JZ's and 997 Cup Brakes pulling in 19 inch Pirelli Slicks. I gave Rick a big thumbs up as well as a tight deadline for completion. My first available date to drive was August 7th. He would only have 5 weeks to complete what is normally an 8 week process. I told him to call the Discovery Channel and see if they wanted to do a reality show. He politely declined with a laugh and hung up, he had to get some parts on order.

So here I was on the verge of retiring from the track and I ended up commissioning a new car build. My wife listened to my juicy rationalizations and just rolled her eyes a bit. After 30+ years of marriage she is used to my multiple "once in a lifetime opportunities". Now I get the chance to see if the Zip really is back in my Doo Dah. Summer will continue to ramp until the car is finished and I get to take the first shake-down ride. I love the process of dialing in a new setup. The car is always unpredictable and edgy at first. It almost feels like taming a wild horse as the car just starts to listen to your inputs as the adjustments are made. It's always rewarding and a great learning experience.

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Four Speeds & Drum Brakes

California Dreaming



Tom Tate

I suppose that this is what they do all year long in California, enjoying the weather and driving. That's what I've been doing the last few weeks. The summer driving season is upon us here in New England and the cars have their batteries charged, gas in their tanks and they are ready to go.

The herd has thinned a bit with the Volvo 544 going off to a new home but car shows, autocrosses and track days have called out to the others in the garage and it has already been a great summer and it's only half over.

The '76 914 has had a go at the new track in Palmer and found that the uphill and downhill course is to its liking. It did seem like a lot of time spent in 4th gear but the

There were a couple of later 911's that were shown that a 40 year old mid engine Porsche can still pass them and drive away.

lack of real horsepower didn't seem to be a problem. The secret is in not lifting, I learned it from the Schnoerrs.



Yes, those are the bathrooms that you see in the photo with the track above it in the background. As mentioned in the report from Kristin last month it is still a little rustic. They're working on that. The dirt pits weren't bad until it rained the second day. Since I was only 1 1/2 hours away I left the 914 at home and grabbed the Audi figuring that four wheel drive wouldn't hurt in the rain. With street tires the grip was really good with the go pedal down but coming down from 135 mph for the left hander at the end of the front straight in the wet got real exciting. Eleanor Roosevelt said that you should do something every day that scares you, something outside of your comfort zone. Well, I was way outside of that zone when I discovered that rainwater from the paddock area drained across the front straight at just the point where I needed to turn into the brake zone at the fastest place on the entire track. Getting a wiggle out of the rear of the RS4 as the antilock light was blinking and a hard left turn was approaching at double the speed limit in this state was all the scare I needed that day.

With a LeMons Race coming up next month at the new Thompson Track in Thompson, CT, I signed up with a couple of friends to check it out at an SCCA Track Night event on a Thursday night. They run from 4pm until 8 pm with three different run groups, novice, intermediate and advanced. This is set up to allow street cars only to get a feel for what it would be like to drive on a race track. Sessions are 20 minutes each and it begins with a pace lap to help everyone find their way, just what I needed. Two groups have no passing but the big dogs in the advanced group have a few designated passing zones. The 914 with its R compound tires was pretty much the fastest car out there, tires always make the difference. I even hounded a guy in a Lotus 7 lookalike until he spun in front of me and I had to drive around

him. There were a couple of later 911's that were shown that a 40 year old mid engine Porsche can still pass them and drive away.

A couple of autocrosses found sunny days at Ft Devens and the 914 was in action again. It did well and is such a hoot to toss around when there is no penalty like guard rails or ditches.

The Speedster was pressed into service for a Cars and Coffee one Saturday morning last month and on the way home crossed the 50,000 mile line.



The car had 28k on the clock when I dragged it out of a barn in Manchester NH back in 1976. That means that it took me 39 years to travel 22k miles. In fairness, it did sit for a few years while lawyers argued about who was going to get it, twice. And then it was apart for 2 years when it went from silver to black, but otherwise started and driven every year. I don't suppose that

continued on page 46

Minutes of the Board

July Meeting



Marcus Collins

The July board of directors meeting was held on July 15th, it was hosted by Marcus and Dani. The meeting started at 8:15pm.

Present were:

Marcus Collins (Secretary),
Kristin Larson (President),
Adrienne Ross (Nor'easter Editor),
Steve Ross (VP Admin),
Steve and Laurie James (Membership),
Dick Anderson (Activities),
Bob Cohen (Treasurer),
Stan Corbett (DE)

Absent:

Chris Mongeon (Past President)

Laurie gave our membership report indicating we now have:

Primary members 1,625

Affiliate members 989

Total members 2,614

Transfers out: 4

New members: 35

Financials: Robert Cohen had sent out the financials prior to the meeting. The board discussed the funding and promotion of DE (lower than normal) and the annual dinner (December on the South Shore). Adrienne proposed a motion to accept the finances, Laurie seconded and the board approved.

Dick Anderson reported on club driving activities. Ron Savenor has posted a great video on DE at Palmer, we will post it on the club website. A proposal is being resubmitted by Overland Experts for the October 4-wheel drive course. The proposed date for this is Saturday Oct 3, 2015. An advert will be put in this month's Nor'easter. Details are still being worked out.

Stan reported on DE. Current driver registration: Thompson - 58 drivers. 2015 in LCMT was not as stoutly attended this year with only 100 confirmed drivers. LCMT in 2016 should be better attended as the BMW and Audi club's will not be running events in 2016. Discount hotel rates have already been agreed. The proposed 2016 schedule is Palmer - 2 events, Thompson - 1 event and Watkins Glen -

the normal August weekend event.

Adrienne reported on the Nor'easter. A number of new advertisers are now in the Nor'easter.

Steve Ross reported on activities. Cruise night at Stowe the board is recommending July 16th as a Porsche Day. The Collings Foundation tour will be held on Aug 22nd - pre-registration will be required for this very popular event. Porsche's and Polo at Myopia will be held on Aug 16th bring your cars and picnic. The NER summer party will be held on Aug 23rd from 1:00-4:00pm. A new event Factory Five factory tour, is scheduled for Sept 26th.

The 2015 board meeting schedule is finalized. Meeting dates are:

Jun 17 - Adrienne Ross

July 15 - Marcus Collins

Aug 12 - Marcus Collins

Sep 9 - Adrienne Ross

Oct 14 -

Nov 11 - Steve and Laurie James

Dec 9 - Bob Cohen

The next board meeting will be held at the home of Adrienne Ross on June 17th. With no further business proposed, Dick asked to close the meeting Steve James seconded the proposal and with no dissenting votes we adjourned at 9:45pm.

Happy PCA Anniversary!

Thirty Years

Roger Warren

Twenty Five Years

Kenneth R. Andrews
Sal Carceller

Twenty Years

Michael DeVito

Fifteen Years

Matteo L. Giamarco
Matthew J. Sliwa

Ten Years

Alfred W. Hanmer
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Five Years

Barry L. Solar
Brian D. Snay
Christopher J. Nicholson
Evan White
Henry T. Michie
Pavel Murnikov
Robert Decelles
Robert L. Dubee
Patrick R. Spooner

One Track Mind

Redux

It's been a while, but some of our more faithful readers will recall that Dick Anderson, serving as Membership Chair and then as a member of the Track Committee, was a contributor to the Nor'Easter for several years and wrote a column called One Track Mind. Dick was named Chief Instructor - Driver Education at the end of last season and recently assumed the Vice-President Activities role so he's back as a "columnist. I (his wife, Ann) wanted to share my thoughts on the recent Mont Tremblant DE event and he graciously agreed to let me write his column for this

Last week as we drove up I-89 through Vermont and crossed the border into Canada on our way to Mont Tremblant...

month.

Last week as we drove up I-89 through Vermont and crossed the border into Canada on our way to Mont Tremblant, I realized that this was our 10th trip to LCMT and it brought back so many wonderful memories. Of course, lots of things have changed in the past 10 years; but, our love affair with Porsche driving continues. In 2006, Dick and I drove up in the F-150, with the bed of the truck filled with tires, tools, chairs and a big cooler, and Sarah, his daughter, drove a silver stock C4 in our mini-caravan.

Dick and Sarah were driving in their first LCMT event and since I had not yet caught the "DE" bug, I was anticipating a relaxing vacation in the lovely Mont Tremblant Village. We were all looking forward to the Festival du Blues and enjoying the sights and summer activities offered at Mont Tremblant. My first gondola ride provided a breathtaking view of Mont Tremblant, the Laurentian Mountains, Lac Tremblant and the Village and even though I wasn't driving I was thrilled that the Northeast Region of PCA had chosen to sponsor a DE

at the beautiful nearby Le Circuit Mont Tremblant racetrack.

When I drove over to the track to see how my family was doing, I was struck by the camaraderie of the drivers - people were gathered in groups under tents, in trailers and in the paddock and everyone was talking about their track experiences. Terms that are now so familiar were being bandied about - "early apex, late apex, threshold braking, passing zones and lap times" - and everyone was enthusiastically opinionated about the "LINE"! The Track Operations team included Bruce Hauben, Joyce Brinton, and Steve Artick and I remember thinking that everyone was very busy; but, having a good time. Instructors, Peter Donohoe and Laurie Jitts, were assigned to help Dick and Sarah and I admired their skills and patience as they debriefed after each session and offered advice, support and encouragement.

In 2007, I decided to give DE a try; so, now our caravan to LCMT was a bit bigger with Dick driving the F150, Sarah the C4 and me following in our 2002 Turbo. We were all benefitting from the experience of many excellent instructors and learning the "line". Although the activities at Mont Tremblant Village were still fun, I was more excited about laps at the track! Sarah and I had joined Dick's Tech Line Team so we arrived early every morning - rain or shine - to check paperwork, torque wheels and apply stickers. We would wrap up every day tired but happy and head back to the Village to join up with friends enjoying cocktails, dinner and the Blues.

The following year, we bought a speed yellow Porsche GT3 and an open trailer. With continuing instruction, we all got to be better drivers. I added to my collection of wristbands - green, yellow, and blue. Our fellow drivers were always generous - whether we needed brake



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continued on page 45

With teamwork comes great results

Isn't it time you started working with a winning team ...

by Marcus Collins

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MAPropertiesOnline.com website interface showing search filters, featured articles, and a sidebar with a RE/MAX logo.

MA Properties Online Blog article titled 'AMERICA'S TOP HIGH SCHOOLS • 2014' featuring a map of the United States and a list of top schools.

MAPropertiesOnline.com newsletter titled 'How's the Market?' with a 'RE/MAX Leading Edge' logo and various market analysis sections.



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Around the Cones

Things to Do



Steve Ross

With the warm weather of late July and August we have expanded our offering of outdoor activities greatly to take advantage of the nice weather. That said the Larz Anderson Museum of transportations' annual German Car Day was a washout, but has been rescheduled for October 10th. Speaking of car shows, our annual Porsche show is still on for September 12th at Lars Anderson, will have entry info and class structures up by mid August.

We are in need of volunteer workers for the event as well as experienced judges. Please email the Concours Chairman at

We are in need of volunteer workers for the event as well as experienced judges. Please email the Concours Chairman at SLR944@aol.com

SLR944@AOL.COM.

For the last few month's Joe Kovacks has been assisting me in getting the promotions up on the website in a timely manner. He had stepped up at one of our events and asked if we could use someone with IT experience, you see the answer to that question. Thanks Joe.

As you can see in the Noreaster and on the website we have 8 stationary events planned for the next couple of months.

July 23rd Cruise night at Stow Airport (Porsche featured marque)

July 25th Second Cars and Coffee at Volante farm in Needham.

August 15th Detailing Seminar at Unique Auto Care in Stoneham.

August 16th Porsches and Polo (and the ever popular Picnic competition) at Myopia Polo grounds in Hamilton Mass.

August 20th Another cruise night at Stow Airport

August 22nd around the corner from the cruise night is our Tour of the Collings Foundation airplane and auto collection

August 23rd next day is our second

annual BBQ hosted by Dani Fleming and Marcus Collins at their home in Lexington Mass.

Finally on September 26th we are traveling to the Factory Five plant(in Wareham Mass.) that builds Cobra replicas as well as race cars for a series they participate organized.

A sidelight, my Boxster along with many others along with some 996's, suffer from ugly corrosion of the wheel lug bolts. Of course replacement are available, for a typical Porsche price, but by checking out the web I found a company that sells inexpensive black plastic covers that spruce up the appearance for a mere \$17, name of the place is Wheels and Caps House (an appropriate name)

Enjoy the summer and hope see some of you at an event.

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Did You Miss the Best Tremblant event Ever?



Stan Corbett

I just got back from our trip to Mont-Tremblant last week. It was one of the BEST DE's we've ever had at Tremblant! Those of you that usually join us and couldn't make it, or decided to forego the trip this year, give yourself a virtual "swift kick" for missing a great event. The weather was perfect. Warm on Monday afternoon; a quick shower made for a wet track at the beginning of the day Tuesday though the track was dry half way through the first set of runs; and Wednesday was better than the other two days, a little cooler and crystal clear. Several of our drivers took advantage of

This year we have also raised an additional \$50 for Angel Flight from sale of the NER Bottle Openers and a late tech "fine."

the lake to cool off between runs. I hadn't thought of doing that but they certainly looked refreshed as they headed out on track for their next run.

We again held two of our signature 60-minute DE Enduros with a simulated race start, one for the Black (Advanced) and one for the Red (Instructor) run group drivers. This year I tried a different format; holding the Enduros the last two hours of the track day on Tuesday afternoon to avoid having drivers in the rest of the run groups sit around for two hours waiting for their next run. Drivers not eligible for the enduros were free to enjoy an afternoon on the mountain or whatever other activity they choose, or they were welcome to stay at the track and cheer on the enduro participants. This also avoided Enduro participants that wanted to pack up and start back Wednesday afternoon having to decide between running

their Enduro or packing up. I heard only positive feedback on the new timing particularly since we allowed Black and Red drivers that were not going to run their Enduro to join the White run group sessions. We also allowed the rest of the Black and Red drivers to go out with White after waiting 4-5 minutes so the White drivers had ample time to get on track. Though the track only allows 30 cars at a time I did not hear any reports that we hit the maximum and someone had to miss a session. I hope the White run group drivers took advantage of having Black and Red drivers join them to watch them and cherry pick lines and techniques that could help their driving. If anyone has any negative (or positive) feedback on the new format please email that feedback and any suggestions to me (my email address is at the end of the column).

One of the contributing factors to a great event was the ability to drop trailers and cars in the paddock starting the week before the event. This avoided our annual hassle of dropping trailers

and cars in the spectator area, then moving them to the paddock Sunday afternoon. SO much nicer this year. Another contributing factor, unfortunately, was an all-time low sign up numbers for the event. While this meant more elbow room in the paddock, and maybe more track time for some drivers (we were able to allow some Black and Red drivers to run both Enduros), it didn't do wonders for paying the bills. Hopefully our numbers will go back up next year and we won't have to worry about dropping this event from our schedule.

We also held Parade Laps for those interested on Tuesday at lunchtime. We raised \$290 for our charity, Angel Flight NE as a result. This year we have also raised an additional \$50 for Angel Flight from sale of the NER Bottle Openers and a late tech "fine." Note: see me at any DE event I attend if you would like a NER Bottle Opener. You, too, can have one for a minimum \$10 donation to Angel Flight.

We have one more NER DE event this year. It is a 3-day, Friday-Saturday-Sunday, *continued on page 46*

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Steven and Laurie James

This last month, several June activities tested our members when rain was predicted on the day of the event. . . Rain or shine is usually the plan, however there are limits depending on the event.

First, the German car Day at the Larz Anderson Museum was scheduled as a rain or shine event...that is until conditions made it likely that there would be limited ...to no participation. Only after the event, I was informed there were wise people that set a limit on what rain or shine really meant and stepped in and rescheduled for October 10th.

Bill Seymour, our AX leader kept the crew focused in spite of the morning wind where it rained sideways...

My friend Bengt has made it a point to attend these lawn events, this year he contacted me a week prior and I signed up without even looking at the forecast. I must have been thinking about a fun start to Father's Day considering his menu and how fun it would be walking around examples of the best of Germany.

Bengt has perfected what may be the opposite of a track rat persona, preferring brunch served table side in front of his car. Later lawn chairs out to catch some sun as conversations revolve around a few German classics parked nearby most never to ever see a track event. In years past, our 911's were props just adding to the scenery of all things German...

The last time I met Bengt and his wife Elizabeth at Larz Anderson; she had prepared several courses of food with fermented beverages which I thought could be part of their plan for 2015. Only after reservations were locked in that the weather gods made it clear it

was highly probable we would be huddled in cars, lawn chairs stored and there would be mud...lots of mud.

Once Bengt recognized this day would be a wash out, I quickly agreed; as the event was not possible in heavy rain. Pause here; a lawn event you need owners to bring their cars. They certainly are not interested in exposing 30 year old electrical systems with hoods up and expensive interiors with tops down.

However, there are rare weather barriers when going to a DE event or Auto X. That certainly was the case for our second NER Auto X. I was impressed with the turnout on a cool very rainy day. I am being kind, it's the kind of forecast that motivated AX veterans to dig through their closets to find their best rain gear.

The unfortunate part of a 7 day weather forecast is that everyone can see mid week that the day would be rain, all day, possible wind, heavy downpours at times. Based on weather forecasts of the past, there is some doubt, however 100 % chance usually seals the deal. There will be rain.

Attendees can have last minute emergencies that make attendance shrink quickly as reality sets in. Our group had some encouraging words from our registrar to show up for work assignments as they were made in advance. Props to the Auto X attendees they not only showed up, they made it a great day...

I grew up in the North West. It rains... A lot. They used to say there wasn't bad weather, only poor rain gear. I now own some... I thought it was great gear right up to when it started leaking...so ...it went from; I will be dry and comfortable to just keep moving.

Luckily for Laurie J; I found her some NW tested storm gear and she navigated through the day without a rain gear malfunction.

Bill Seymour, our AX leader kept the crew focused in spite of the morning

wind where it rained sideways... a few adjustments, like a trailer to protect the computers in the timing tent and plastic bags around the radios so course workers could tough it out on the course.

In spite of rain throughout the day, the event was still great fun and the conditions offered an extra sense of satisfaction, managing assigned jobs in poor conditions and some valuable driving experience with puddles and standing water.

So when planning for schedules, weather can certainly change the experience, however when our group has an objective and it's not brunch on the lawn, the experience is still a fun day with our Porsche and like minded friends.

I hope the weather is better for events in July, if not, we're on to August.

Car Detailing at Unique Car Care

Saturday, August 15th

2015 Calendar At-A-Glance

August

1 - NER AX 3
2 - NCR AX 4
9 - SoBO (See July SoBo)
8-9 DE @ Palmer; (NCR)
12 - Board Meeting
15 - Detailing @ Unique
16 - Porsche and Polo
20 - Cruise Night at Stow
22 - Z1 AX
22 - Collings Foundation Visit
23 - Summer BBQ

September

9 - Board Meeting
12 - Porsche Day at LAAM
18 - 20 DE @ TSMP
20 - NER AX
26 - Factory Five Tour

October

3 - NCR AX 5
10 - German Car Day at LAAM
14 - Board Meeting
12 - 13 DE - @ NHMS (NCR)
24 - NER AX 5

November

11 - Board Meeting

December

9 - Board Meeting



Some people know something but nobody knows everything!!! The great thing about learning is that it is never ending. So join us at 10:00AM Unique Car Care in Stoneham, (30 Pine St, Stoneham, MA 02180, (781) 389-3913) for our car detailing workshop. Just in time for Concours!

This workshop will be packed with proven techniques for creating a show car finish! Rick walks you through the detailing process, from the interior to the exterior and under the hood. He'll cover everything you need to know to maintain your own vehicle or the vehicles of clients. And focus on some specialties.

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Sign up at porschenet.com - Events Questions? Adriane.Ross@porschenet.com

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This happens every Thursday night of the summer but NER will focus on two nights: July 23rd (Special Porsche night) and August 20th.

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Porsches and Polo

Sunday, August 16th



On Sunday, August 16th, NER invites you once again to enjoy a Polo match at Myopia Hunt Club in Hamilton, MA. Watch as the two and four legged athletes compete for the Porsche Cup! We'll have exclusive field side parking assigned to NER members where you can relax, check out each other's cars, have a great view of the match, and enjoy some food and refreshments with fellow club members. This year, we will be judging the most exotic, creative, (and delicious) food creations, so get your culinary creativity going and break out the crystal and china to impress the judges and your friends. We also have our "Bachelor class" for those who eat on the run.

Some background for non-polo aficionados: Myopia Polo holds the distinction of being the oldest active polo club in America. One of five charter members of the United States Polo Association in 1891, except for two wartime hiatuses, club players have competed on summer Sundays on the original Gibney Field (named after what was Gibney Farm) since the first game in 1887.

Gibney Field was the scene of the first formal intercollegiate game, with Harvard playing Yale in 1907. It has hosted the U.S. Senior Championship, the equivalent of what is now the U.S. Open championship. Polo scenes from the 1967 movie classic 'The Thomas Crown Affair' with Steve McQueen were shot on the site.

The Porsche Cup is part of the Forbes Cup series which was initially regarded as the New England Championship of polo, played between Fairfield, CT and Myopia. Recently, the Forbes Cup tournament has been played at an 8 goal level, meaning that the handicaps of all players on each team can not exceed 8 goals. The Forbes Cup is one of Myopia's most prestigious tournaments, and professional players from across the United States and Argentina will be on Gibney Field to battle it out on August 11th for the Porsche Cup.

Polo is one of the few sports requiring active spectator participation. During the match, after the third and sixth chukka, you can walk off your picnic and help maintain the field by replacing the divots on the field kicked up by the ponies. Following the match, the crowd is invited to join the awards ceremony at the center of the field. Admission can be paid at the gate and is \$10 per car. Plan to bring your own food and refreshments.

NER will have its own designated parking area for tailgating and socializing. New this year the good folks at Myopia have made a separate field available to us for support vehicles (i.e. non-Porsches) Gates open at 1:30 and Match Time is 3:00 PM. In order to reserve our parking area, we need to let the folks at Myopia know how many of us there will be. Please register for this event by going here...

<http://www.porschenet.com/events/porsches-and-polo/>

Myopia Polo fields are at: 435 Bay Road, South Hamilton, MA

Questions; Steve Ross at SLR944@AOL.COM

Visit to Collings Foundation

Saturday, August 22nd



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, August 22nd 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 11:00 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.

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.

Questions? email Steve Ross at SLR944@AOL.COM

NER Summer BBQ



If you are new to the club or just want to meet and mingle with fellow Porsche owners this is THE must-attend event of the Summer. Please join us for the NER Summer BBQ. The event will be held at Dani and Marcus's house in Lexington.

Where: 16 Meriam Street, Lexington MA 02420

When: August 23rd, 2015 1:00-4:00pm

What to bring: Drinks and Pot Luck/Meat for the BBQ

Register on www.Porschenet.com

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NER at Thompson Motor Speedway

September 18th-20th

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Join the Northeast Region drivers for our second of two events in 2015 at Thompson Speedway Motorsports Park in Thompson, CT for our second annual 3-day weekend September DE event. About an hour from Boston, this track is even closer than NHMS for many of us. This road course was in use in various configurations on and off for many years starting in the 50's and running through the early 70's. It lives again as a 1.7 mile road course with a long, fast front straight and a set of more technical sections including portions of the NASCAR oval. This year's September event is sponsored by Justin Becker and the folks at South Shore Autoworks, a new shop recently opened by Justin in Kingston, MA.

There are currently openings in all run groups though there is a waitlist for Green and Yellow run group drivers. Confirmation into the event for Green and Yellow will be by date paid as more instructors (hopefully) sign up for the event. Waitlisted drivers that do not make into the event will receive full refunds of their registration fees. We are trying something new for this event – instructor registration is FREE – this in an attempt to increase the instructor turn out so we can clear the waitlist.

Our events are open to current PCA, BMWCCA and members of other recognized car clubs.

There will be a beer, wine, soda and snacks social Friday at the track 15 minutes after the track goes cold for all drivers and guests.

Registration for this event will be handled by NER through clubregistration.net and full DE info is available at www.porschenet.com. All three days of this event are open to all drivers.

Students \$570

Signed off Drivers \$500

Instructors \$0 (FREE!)

Directions to the track and further details will be included in Track Rats message and at www.porschenet.com/events/ner-de-event-at-thompson-speedway-motorsports-park/. Please make sure your email address is current in your clubregistration.net profile.

There are some hotel deals available... details are on the event web page.

Thompson has a 100dBA noise restriction... details are on the event web page.

Garage Reservations are made directly through TSMP... details are on the event web page.

Registration questions? Contact Mark Keefe, Registrar at TCReg@PorscheNet.com; or 508-529-6127 before 8 PM.

Event questions? Contact Stan Corbett, Track Chair, trackchair@porschenet.com; or 774-275-1621 before 9 PM.

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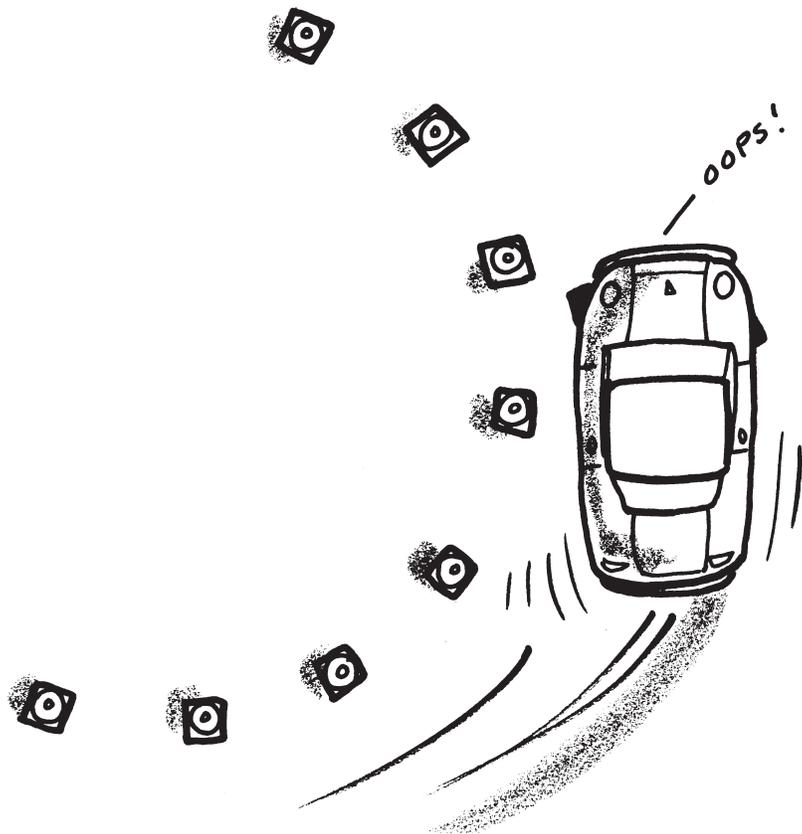
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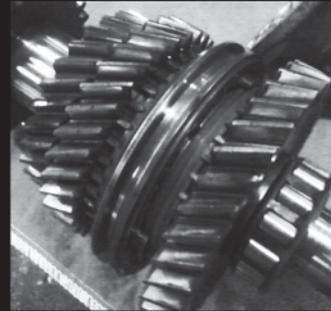
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Michael Sypek's '09 Cayenne Turbo.



By 9:30 AM Rosemary and I were having breakfast at the Moose Café. Shortly after we were joined by Paul Soares and his son, Austin. They were bummed because Austin's 944 is still having alternator related problems and Paul's Boxster S is having a IMS baring replaced, which meant they made the drive in Paul's regular work car.

One of the early arrivals was Maurice Wyman, driving his well-kept Guards Red 964T. Maurice is attempting to document that his Porsche Turbo is a S2 prototype. Maurice is a detail kind of guy and wants everything to stay original. His son Reid, a professional detailer, joined his dad for the ride from South Yarmouth. Reid doesn't do the wrenching, but he helps by providing all the primary effort to maintain a high level of detailing to his dad's car (I should be so lucky).

Maurice purchased his 1991 Turbo in 1998 when it had 18k on the odometer; today it is at just under 60k. Because he is the second owner, Maurice is trying to find all the various decals that were

June SoBo!

Copy and Photos by Roger Slocum

originally affixed to the door jams and engine compartment that have been previously lost or damaged.

Sixteen Porsches ended up in the parking lot, five being Turbos, including Michael Sypek's very clean 2009 Cayenne Turbo S in GTS Red. Mike apparently likes power (opened the hood to show all the horses). The winner for distance driven goes to Bob Cairns, coming from the border (Londonderry) of New Hampshire. Bob enjoyed the drive behind the wheel of his silver 2009 911 Turbo.

Mike Talbot's parked metallic grey 75 911 got eye attention, including myself. Mike has performed major surgery on the 75's body, adding flared fender wells and adding a rear spoiler, as well as running the paint gun. In addition to the extensive bodywork, Mike has also done significant wrenching on his engine and is rightly proud of his work.

Tim Gaughan has previously attended

Steve Howitt's 2011 997.2 in the foreground.



Tim Gaughan's 73 911T.

the coffees and showed up for the first time this year. Tom drives a very original and solid looking blue 73 911T. Tim has redone the interior red leather and is considering repainting the car. Currently an old re-spray, his Porsche's exterior emulates a nice patina that seems to enhance the car's appearance. I suggested that he leave the paint as is and just focus on redoing all the bright work. However, Tim seems adamant to restore the exterior.

With the heat of summer approaching, my wife Rosemary and I discussed maybe having a different location for July's Porsches and coffee. Instead of parking and standing on hot asphalt, Tim Pafik offered his large mowed field located below his house; the field abuts the driveway. Indian Avenue goes along the western side of the Sakonnet River. Their mailbox (and number) is next to the driveway. Although long and twisting, their driveway is not filled with ruts, so our Porsches won't bottom out.

Tim has a white 87 911 Targa, a seal grey 2006 Cayman S, and a blue 2014 Boxster S.

During the coffee, Tim will have the pool house bathroom made available, as well as a couple of small rectangular canopies to ward off any oppressive sun. Rosemary and I will provide the coffee (and donuts), and Tim will have the water.

So, the next Sob is scheduled for Sunday, July 12, 10 AM – noon, at "Pafik's Place", 372 Indian Avenue, Middletown, RI



Dan Mastro's 2013 911.



Maurice's 91 964T.



Mike Talbot's 75 911.

AX #2

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We had close to 90 signups but wound up with only 74 hearty souls who braved really lousy weather. Some rain during an event can be fun as it offers interesting car control challenges (and the choice, with newer models, of whether or not to leave the PSM engaged) but really heavy rain, hardest just when you are setting up in the morning and continuing most of the day, isn't a winner. To add to the challenge we had the following kerfuffle: Chris Ryan, who does everything but drive everyone's car for them, had the temerity to skip this event as his daughter was married the night before at a ceremony in a big tent at this house (nice daughters would reschedule, just sayin'). Chris' truck with AX trailer attached had been left at Devens the night before but someone (cough, Scruffy) somehow managed to lock the keys in the truck so we could neither move it nor get at the timing equipment inside. So the lucky AX Chair

and Registrar were dispatched to Chris house to break in and look for the keys. Break in, yes – keys, no. So your writer had the lovely job of calling and waking up Mrs. R. ("Hello Lilly, sorry to wake you up but this is Bill Seymour from the Porsche Club and I'm in your garage..."). She was exceptionally gracious under the circumstances and we were back on track with the loss of only about 30 minutes.

We were a little concerned about how well our new wireless timing system would take to swimming but it worked flawlessly and the label printer issue from AX#1 was also solved (it was so wet, however, that there was no way to post the labels on the trailer). We did 6 runs in the morning and then gathered at the lunch break to vote as to how to proceed. Choices were to quit, do 3 afternoon runs or do 4 afternoon runs (the max we felt we had time for). To no one's surprise, dementia rained/reigned and we did get our usual full 10 runs for the day.

So let's trot the big news out right away: Scruffy (GT3RS) was not FTD! Ollie (Cayman S in Class 6S) was en fuego and the rain didn't put him out! – he ran a 74.6 to Scruffy's 75.2. The only other driver under 76 was Rob MacAlpine in his Miata.

Other notable performances include Chris O'Hare (993 in 8S) who ran a 75.9 to win his class by almost 5 seconds. Adam Blauer did some suspension work (apparently very well) on his 968 and ran 77.2 to squeeze out a win over the Halberts and Georges Rouhart in the very competitive Class 2S. New kid in Class 3S Mark Gravina ran a 78.8 and threatens to upset the pecking order in that usually tight class (bad surprise for Chris Ryan when he returns!). And finally, Bill Aubin ran a 76.9 in his Subaru BRZ (while waiting for his Porsche to be repaired) and embarrassed a lot of expensive P-car drivers.

Thanks to all the poor workers who stood out in the rain and didn't complain (much). We guarantee better weather (or at least no worse) for AX#3 on August 1st!

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JULY SOBO

July 2015 SoBo Porsches and Coffee Rosemary and I had to make a stop at Ma's Donuts to pick up the coffee and donuts before driving to Tim and MaryAnn's home in Middletown; Rhode Island. They had graciously offered to host the July SOBO coffee. We arrived early to help Tim set up the two tents, tables, chairs and stuff. Also arriving early to help out were Dave and Roberta Melchar driving their red 1984 911 Cab with a newly refurbished interior and top. The freshly mowed field, sloping down in an easterly direction, offered a very bucolic setting for the nested Porsches.

Two early arrivals were Joe Caranci and Keith Bianchi. Joe drives a black 87 911 and Keith wheels his guards red 89 911. Because of some inconsistencies of announced time, as well as the residential address, a few arrived later than planned. However, we still had a great turnout of 25 cars (including a Z4)

Tim didn't have balloons attached to his mailbox; instead he fabricated a couple of Porsche signs, welcoming the drivers to enter his driveway. James Serifino, unaware of the scheduled coffee, drove by the signs and went home to get his Porsche, returning driving his red 89 911 Speedster. His dad (Anthony) tagged along with his recent purchase, very nicely prepared silver 2014

Boxster S. Anthony drove in from Mount Sinai, NY, visiting his son James who lives in Middletown, RI. Anthony (age 72) was very animated when talking about his Porsche (his first), saying that there is so much pleasure in ownership, "I should have bought a Porsche 40 years ago".

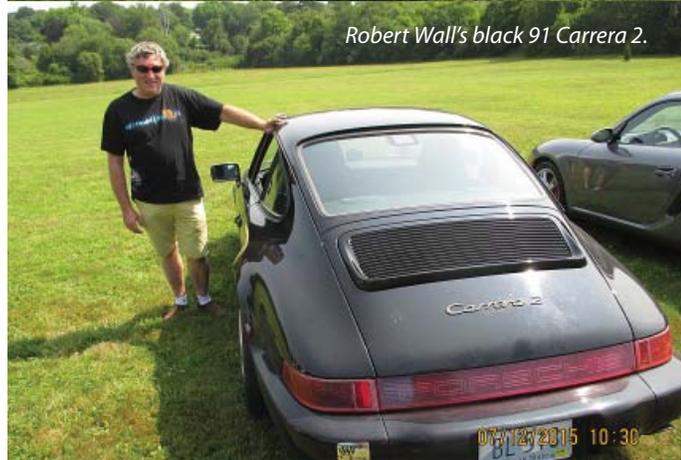
I met Robert Wall and his wife Rosario shortly after he parked his black 91 964 on the grass. Robert just purchased his Porsche (his first) last month and showed much enthusiasm. Apparently working on cars much of his life, he had the fire in the belly to step boldly and commit to owning a Porsche. I am looking forward to speaking with Robert again so that I can share his Porsche experiences.

A main attraction was when Chris Cannon, driving in from James-

Chris Cannon and his silver 58 Speedster.



Dave Mechlar's red 84 cab.



Robert Wall's black 91 Carrera 2.

Photo Courtesy Richard Viard

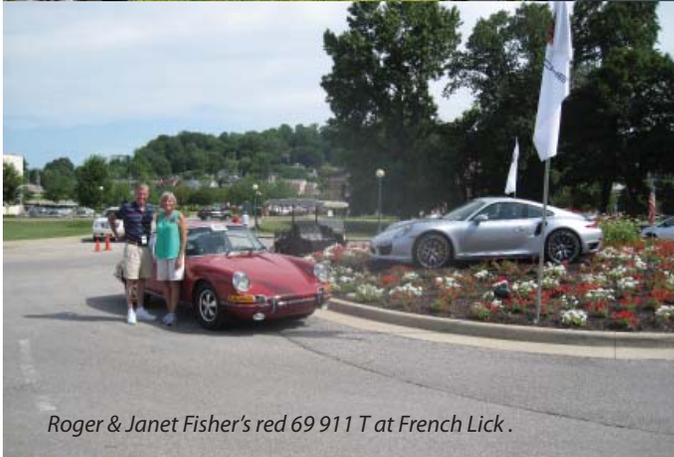




Keith Giuliani's ruby red metallic 84 Carrera Targa.



James Serafino's red 89 911 Speedster (in distance).



Roger & Janet Fisher's red 69 911 T at French Lick.

town, RI, parked his silver 1958 Speedster. Chris is the fifth owner. Chris obtained the car ten years ago, after the Speedster was wrecked in a vintage car race at Watkins Glen. Chris had Bruce Baker do the restoration, maintaining an original appearance, although he wisely upgraded the brakes from drum to disc.

An attention getter for me was Keith Giuliani's ruby red metallic 84 Carrera Targa; his Porsche has a solid, undisturbed body. The only item Keith has done is to replace the interior leather and carpeting. This also is Keith's first Porsche and has owned it for just about one year.

And, before I forget, I wish to thank the guys who email me, thanking me (and my wife Rosemary, who had the idea) for organizing the Porsches and coffee. The common denominator is Porsches, but it is the people that make this a most pleasant experience for all of us.

I have included a photo of my friend

Roger Fisher and his wife Janet at this year's Porsche Parade that was recently held in French Lick, Indiana. Rog and I were shipmates on the submarine USS Bugara SS331 during the 60s. During that time three of us who were crewmembers owned Porsches: John Minor's red 64 C, Roger's white 62 356 B, and my blue 65 C. Roger Fisher currently owns a red 69 911 T.

Roger Fisher was prompted to attend the Porsche Parade after I related to him my positive experiences attending last years Porsche Parade in Monterey. And, next year the Porsche Parade will be held in Vermont, which hopefully many of us will attend.

We thank Ken and Elizabeth Palumbo and Steven Hewitt for suggesting the next location for August's SoBo. Sweet Berry Farm offers clean restrooms, coffee, baked goods, breakfast sandwiches and light fare lunches. Sweet Berry is designating a large mowed lawn area for Porsche parking. There are two entrances to the farm. Take the paved driveway from Mitchell's Lane and avoid the loose stone private road.

The next SoBo will be on Sunday, August 9th, 10AM -noon at Sweet Berry Farm, 915 Mitchell's Lane, Middletown, RI 02842. Signs should be in place directing you to the parking area. And, as always, for any SoBo related questions, please email me at: rr356c@aol.com



Preparation for this year's trip to Mont-Tremblant seemed a bit easier than usual. Probably because, with my track car down for parts, I was headed up to run the event but I wouldn't be driving. That meant I didn't spend any time or effort on getting the car ready for the event. Only things I had to do were running-the-event related. Ordering lunches for the flaggers (necessary to have 15 minute lunch breaks so we have more track time); developing and posting schedules, worker assignments, run group listings, and the student/instructor assignments developed by our Chief Instructor, Dick Anderson. And, there are always some last minute changes from participants. I will add that I would have greatly preferred getting my car ready as well though the Cayenne (tow vehicle) did get 18.9 mpg not towing. While I enjoyed the event, and rode with a couple of you, I definitely missed driving my own car on track.

Sunday morning I met the rest of the caravan at the I-93 rest area just inside the New Hampshire border. Kristin Larson, NER Board President and track com-

mittee Control Chief was right ahead of me as we pulled into the rest area – timing is everything. Everyone else arrived pretty much 'on time' and the caravan was on its way about 10:30. The drive was uneventful, maybe 20 minutes at the border crossing this year, and the usual construction and traffic mess around Montreal. We arrived at the track late afternoon, went straight into the paddock, found a parking spot near the control tower, and I didn't unload. But I didn't unload in a leisurely manner. We finished the day with a traditional meeting with friends at La Pizzeria for supper.

Monday morning the paddock was busy and, thanks to space taken up by three large tents set up for the vintage racers coming in after us, seemed as crowded as ever. Mark Keefe, NER DE Registrar, set up registration out of the back of his truck and John Fortier and the tech crew set up a tech line by the tower. The Driver and Instructor Meetings scheduled for 8 started a few minutes late (local rule – can't use the PA system to announce anything until 8 AM and we wanted to get tech finished before the meetings started). The drivers' meeting was handled by me as

Track Chair and erstwhile Track Operations, providing all the info our drivers need and worker assignments. The Instructors' Meeting was run by the Northeast Region's Chief Instructor, Dick Anderson. These were followed by the Novice Meeting for Green and Yellow run group drivers run by Peter Tracy, a former Chief Instructor who has been volunteering as Chief of Novice Development this year. (Note: I am still looking for an instructor willing to take on the Chief of Novice Development role. Please contact me if you have an interest in filling this rewarding position.)

Monday was a great day on track and the weather was excellent though a bit warm in the afternoon. Monday after the track went cold we had our traditional beer/wine/soda and snacks social which everyone enjoyed while replaying the events of the day. Thanks go to Michelle Wang who again this year volunteered to take care of the logistics of procuring the drinks and snacks and getting everything to the track and set up for all to enjoy at the end of the day. Thanks Michelle!

Tuesday started with a wet track due to a sudden downburst during tech. In spite of the rain dampening the enthusiasm of



Dave Karl gives a track walk.

LCMT DE Report

Copy by Stan Corbett and Nick Shanny, photos by Mike Chung

those who prefer to run slicks it was not too bad. The track started drying and by the time we were halfway through the first set of runs the track was dry. Of course, with the weather report hinting at a return of the rain during the afternoon, there was some angst among the Black and Red drivers about whether we would be able to get in the Enduros planned for the afternoon. Everyone's wishes were granted and we got in both Enduros with not a drop of rain (it did rain later in the evening and a few folks listening to music at Blues Festival venues got a bit wet). Also on Tuesday we ran Parade Laps at lunchtime, raising \$290 for our charity Angel Flight NE.

Wednesday, our last of three days, was the best weather of the trip. Cooler than the previous two days and crystal clear. Space in run groups was never an issue during this event and, as the last track day went on and some folks packed up to leave early, it became even less of an issue. In fact, for those that enjoy running with other drivers, it was almost necessary to plan ahead and go out with a partner. If you went out alone you stood the chance of being alone for the whole session, "Let's see, am I running alone or did I miss the checker...?!"

The mix of driver home regions at LCMT was widely distributed with NCR the second largest group followed by Downeast and then onesy-twosies from Rennsport, Hudson Valley, NNJR, UCR, Northern Ohio, St. Louis, Niagara, Mid-South and Hudson Champlain regions. Almost everyone drove their favorite Porsche for the event with a handful of other marques including BMW, Corvettes, Audi,

Subaru, Miata, Cadillac (a CTSV Coupe – a first at one of our events) and a Jaguar XKR joining in the fun.

In today's world border security is often in the news. Even border security with our neighbors to the North is of concern as we worry about terrorists sneaking into the United States through Canada. One of our drivers, Nick Shanny, now has experience in this arena. In his words:

This year I went to LCMT with Kay and Liam (my youngest). This was Liam's first time at LCMT driving and he had a wonderful time. In fact, he graduated from green to yellow, but I digress. On our way back we had an interesting experience at the border, but before I begin, I need to provide some basic context. Three weeks prior to the LCMT event, I had to undergo a octreotide scan to ensure that I had no other tumors hiding throughout my body (I had a benign tumor removed from my spine back in April). To prepare for the scan, a radioactive material was injected into my bloodstream. The staff at BI warned me that it might be detected when going through security at the airport, and since I was traveling the following week to Palo Alto, they provided me with a letter outlining the procedure, the material used, and numbers to call. Nothing happened during my travels and I thought nothing of it.

That is, until I crossed back into the United States. The normal questions were asked, but then the agent started asking me if I had a recent medical procedure of any sort. I was a bit con-

fused by the question, but after about 30 seconds, I finally figured out what might be happening. I indicated that I had undergone surgery back in April and had a follow-up radioactive scan. I was politely asked to pull off and head into the office for further questioning. Luckily, I had my laptop with me and that meant I had my backpack. Stuffed somewhere inside the backpack was the letter. Whew...this should be quick...wrong!

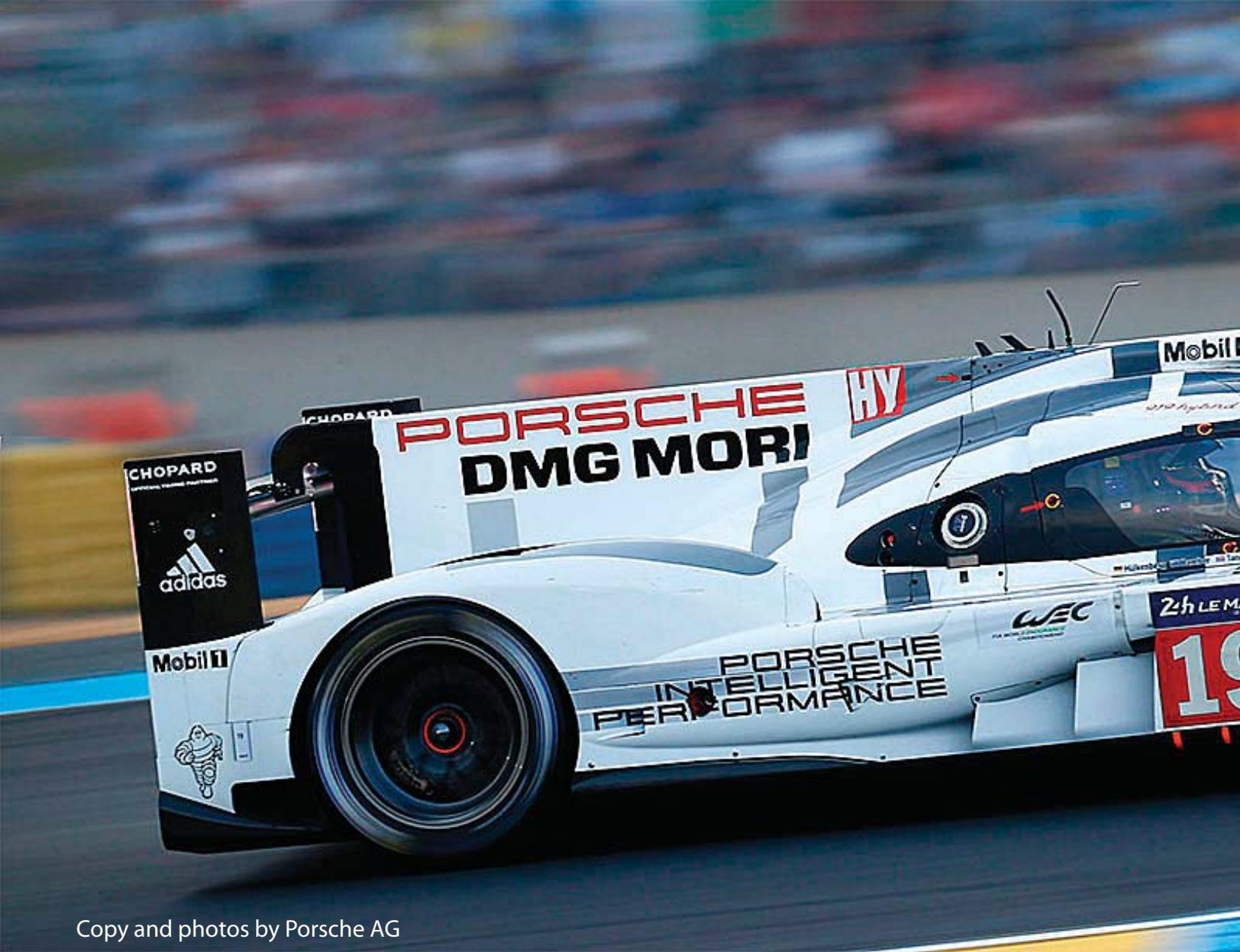
All three of us were scanned as well as the truck and trailer. Unfortunately, the equipment used to identify the material was unable to do so. They tried several different scanners all with the same results. They were not letting us go until they had identified the exact material residing inside my organs. Since we had no idea how long that was going to take, we suggested to Kristin Larson to continue along without us. After about 40 minutes, with the agent running about, spending time on the phone, they finally gave us our passports, my letter, and let us proceed. I do not believe they ever actually identified the material themselves, outside of what my letter indicated, but I do believe they called the hospital to authenticate what the letter spelled out.

I had no idea (naively so) that the US/ Canadian border was being monitored for radioactive material. They certainly do not seem to care going into Canada.

Thanks, Nick, for sharing. I was aware they routinely scan trucks coming into the US but didn't realize this scanning extended to all vehicles and persons.

Hope to see many of you at Palmer (NCR event) August 8-9th, Thompson (NER event) September 18-20th and at NHMS (NCR event) October 12-13th!





Copy and photos by Porsche AG

Porsche has achieved its 17th overall Le Mans victory at the 83rd running of the famous 24-Hour race in a perfect way with a one-two finish. Drivers Earl Bamber (NZ), Nico Hülkenberg (GER) and Nick Tandy (GB) won the coveted trophy in their innovative Porsche 919 Hybrid exactly 45 years after Porsche's first overall win at La Sarthe was achieved. Timo Bernhard (GER), Brendon Hartley (NZ) and Mark Webber (AUS) in the sister car added the icing on the cake when they came home in second. Romain Dumas (FR), Neel Jani (CH) and Marc Lieb (GER) brought home the third Porsche 919 Hybrid in fifth.

No other brand has managed to win

the world's toughest endurance race so many times and is connected that closely to the myth of Le Mans. The previous win was also a one-two – back in 1998 when Allan McNish (GBR), Laurent Aiello (FRA) and Stéphane Ortelli (MC) finished first in their Porsche GT1.

Matthias Müller, CEO Porsche AG said: "This one-two finish in Le Mans 2015 is such a fabulous result we wouldn't have dreamed of. The entire team has done a great job over the recent three or four years and well deserve this success."

Wolfgang Hatz, Member of Board for research and Development Porsche AG, said: "A one-two finish in what is only our second year is an amazing reward for the guts of our engineers regarding the 919 Hybrid's concept, and the relentless efforts of our 230 team members."

Porsche only returned last year to the top level of endurance racing, attracted by the new efficiency regulations. In the brand's Research Center in Weissach the most innovative car of the entire grid was developed. The Porsche 919 Hybrid has a trend-setting downsizing turbo engine and two energy recovery systems, which all together create a powertrain delivering around 1,000 HP. It works as a racing laboratory for the highest efficiency of future road going sports cars.

At the 83rd Le Mans 24-Hours all the systems of this highly complex race car were tested to their limits. Because of the very tight competition, especially between the Porsche 919 Hybrids and the Audi prototypes, the race went on in qualifying mode twice round the clock. In qualifying the three Porsches did not

Mission Accomplished!



only lock out the front of the grid with a one-two-three, but also set a new qualifying record for the 13.629 kilometre long track. The pinnacle was also the performance of the pit crew, who managed 90 pit stops in total and were significantly faster than the competition.

The winning number 19 prototype had started third on the grid, and for a short time at the beginning even dropped down the order to eighth before settling in sixth for a longer period. Of all things, it is the rookie crew that won the monstrous classic. Neither Formula One driver Nico Hülkenberg, who had the joy of being in the car at the most emotional moments of the race, being the start and the finish driver, nor Earl Bamber brought Le Mans experience with them. Nick Tandy, the third driver of the winning trio, had at least done two Le

Mans 24-Hours for Porsche in the GT class. By doing super fast laps, staying calm but highly focused, the three of them drove a race with no errors and won it by their own merits.

In the early stages of the men and machine stressing marathon the number 17 Porsche had been leading. However, a one-minute stop-and-go penalty at the end of the first third of the race dropped them back to fourth. Timo Bernhard, Brendon Hartley and Mark Webber kept their heads down and worked hard. With a consistently strong performance they made it up to second place.

The crew of the third Porsche 919 Hybrid had a rather tricky race. Pole-setter Neel Jani lost the lead right after the start to Timo Bernhard. For some

time the drivers were unhappy with the braking stability, and two offs from the track didn't help either. Given that chronology of events, more than fifth place wasn't within reach this time for the fast trio with the number 18 car.

Fritz Enzinger, Vice President LMP1: "It is an incredible achievement to win Le Mans in only our second attempt since Porsche's return. I have to thank this brilliant team that has been growing together over the last three and a half years. The Porsche board backed us one hundred per cent from the word go. It will take a few days to realise what we have achieved. I know that a lot of people have virtually lived for this dream to come true and have pursued it with the greatest commitment."

Andreas Seidl, Team Principal: "It is hard to find words because it is just so difficult to believe we have done that. It is a fantastic reward for the tough work the team did here on the race track and back home in Weissach over the last three and a half years. We knew we were a lot better prepared than last year, but no way could we expect this result. We didn't benefit from any situations, but were on a winning level in every regard - be it the mechanics in the garage or the engineers doing the strategy. The pit stops were outstanding. The drivers were sensational. Congratulations to the three winning guys."

Alexander Hitzinger, Technical Director LMP1: "We are really happy now. It is an incredible feeling to win in Le Mans and one that you cannot describe with words. I am especially satisfied for the team, which has put so much passion and hard work into this project. We have achieved such a great development over the last two years and this one-two result is the reward for it."

Timo Bernhard (car number 17): "Hats off for what our mates in the number 19 car have done - great job, great race. We

were doing well, but never made up for the delay that the penalty caused. Regarding my brief excursion into the gravel bed: Everyone has agreed that the slower cars stay on the racing line, but this guy decided to change his line without notice. To avoid contact I had to run wide and ran through the gravel bed. Nothing serious happened though, but this kind of incident can cause a lot of trouble. But that's racing and the track is there for all of us."

Brendon Hartley (car number 17): "On the final lap I had tears in my eyes. We have all been working so hard for this result. Stepping onto the podium was a dream come true. It is unbelievable. I'm very proud that two Porsches have won. I feel happy for every single person here."

Mark Webber (car number 17): "The guys in the number 19 car did a great job. All three of them were exceptional for 24 hours. Especially at night, the number 19 was quick. It is a big day for Porsche. We have had a smooth race, but in the end weren't quick enough. Brendon and Timo did a great job. We

are very proud for Porsche. If we can't win we obviously want it to be within the team."

Romain Dumas (car number 18): "That is a great success for Porsche. Sadly, we didn't have a good race with our car, because we had some problems. But the most important thing is that we proved that Porsche can win. That was the main target. For sure it was not easy for us. But that's part of the game. This success is a big reward for all the efforts that we have put in since the end of 2012."

Neel Jani (car number 18): "It wasn't the race for the crew of number 18 today, but we finished and at least took some championship points with us. For Porsche this one-two success is just amazing."

Marc Lieb (car number 18): "This is a great day for the entire team and for Porsche. I am very proud to be part of it. Congratulations to the 19 and 17 crews. A one-two for Porsche in Le Mans is really big. We had hoped for more for our car crew, but it wasn't our day. Nevertheless we will party tonight."

Earl Bamber (car number 19): "It feels





incredible. I have enjoyed every single stint. It is been a long, long day to drive in the evening and then again in the morning. I just had a very short break. But I am not tired at all – I am pumped up on adrenalin now. I thought I would have heard strange noises in the car. But, of course, you fancy every kind of noise if you are on your way to win Le Mans.”

Nico Hülkenberg (car number 19): “I enjoyed every moment, these cars are great fun to drive and then to be on a huge track like this one. The pace was really high, and not what you would expect from endurance racing. Especially at night when the temperatures came down a bit, the car was fantastic to drive. Of course, I didn’t think I would come here and rock ‘n’ roll this race, this would be silly because there are so many challenges in that race. However, we did it and we did it together.”

Nick Tandy (car number 19): “This is such a fantastic day. It is hard to get it to sink in that I’m now a Le Mans winner with Porsche.” under the internet address <https://presse.porsche.de> over the course of the weekend.

By the numbers.

- The winning team completed 395 laps (5,382,82 kilometres). This year’s race was only two laps short of the longest distance covered in Le Mans back in 2010.
- The average speed of the winning Porsche 919 Hybrid was 224.2 km/h.
- The highest top speed of a Porsche 919 Hybrid in the race was 340,2 km/h and done by Mark Webber on Saturday at 16:40 hrs.
- The Porsche 919 Hybrid recuperated and used 2,22 kWh (8 megajoule) per lap. If it was a power plant, a family home could be supplied with electricity for three months.
- The head count for the Porsche Team’s operational crew was 120 people.
- The Porsche Team made 90 pit stops, 30 per car.
- At 26 of these stops tyres and drivers were also changed.
- The longest distance covered with one set of tyres was 54 laps for all three cars. In car number 17 Mark Webber did this ultra long run, in car number 18 it was Neel Jani and in the number 19 proto-

type it was Nico Hülkenberg.

- 116 tyres in total were used by all three Porsche 919 Hybrids over the race distance.
- A tyre on a rim weighs 19,9 kilograms. This means, just in relation to wheels, the mechanics moved 2,308.4 kilograms.
- The fastest pit stop, including a tyre and driver change, by the Porsche Team was 1:13.9 minutes.
- The fastest stop for refuelling was done in 51,3 seconds.
- In total all three Porsche 919 Hybrids spent 95 minutes and 36 seconds in the pits. The time for the second best crew entering three cars was over 130 minutes.
- 1,896 litres of fuel have been pumped into the winning car.
- The winning Porsche’s gearbox mastered 25,293 gear changes (up shift and down shift) during the 24 hours.
- The longest time behind the wheel of all nine Porsche LMP1 drivers was for Neel Jani with ten hours and ten minutes. In the winning car it was Nico

Hülkenberg who drove most (eight hours, 52 minutes).

- Mark Webber lost the most weight of all nine drivers. When the race began he weighed 81.2 kilograms (including race gear and helmet), after his final stint the scales stopped at 78.2 kilograms.

- The drivers had 0.85 litres of drink on board for each stint. The drink bottle was changed at every refuelling stop.

- Almost no parts had to be changed during the race. After going off the track, the number 18 car had a new nose twice. On car number 19 at eight in the morning the team did a precautionary engine cover and rear wing change when it didn't cost any time during a safety car period.

- During the 24 hours each Porsche 919 Hybrid had a refill of one litre of oil.

- For the best possible visibility each of the three prototypes had four tear-offs on the windscreens, which were removed one after the other.

- The highest ambient temperature during the race was 25 degrees Celsius at 16:00 hrs on Saturday. The coolest part of the race was at night between 03:00 and 07:00 hrs with 16 degrees Celsius.

- The highest cockpit temperature was 27 degree Celsius.

- The night was eight hours long with sunset at 21:59 hrs and sunrise at 05:59 hrs.

- 13.5 gigabytes of data per car have been transmitted to the pits during the 24 hours.

- The safety cars came out four times.

Including the so-called slow zones – speed limits at certain parts of the track – the race was neutralized for a total of 195 minutes.

- After three rounds of the FIA World Endurance Championship, with double points in Le Mans, Porsche now leads the championship with 140 points, followed by Audi (124) and Toyota (71).





PORSCHE

919

Mobil 1

Mobil 1

CHOPARD

DMG MORI

DMG MORI

Mobil 1

MOTORSPORT

WEC

DMG MORI

MICHELIN

CHOPARD

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On the Edge *continued from page 6*

off Cherry St. in Newton. I've torn them apart, put them together, been burned, cut open, in the emergency room (a lot), and triumphed over my successes. But when I got out, I got waaaaaay out. I don't get under them, over them, or even pop the hood if it can be helped. Although I HAVE just learned to change the Cayman's oil myself. So no, I don't keep tools in the car. I keep AAA and EPE on speed dial.

He looked at me blankly. That turned into incredulous. "Seriously? You don't have jumper cables?"

I shrugged, and went to ring the neighbor's doorbell.

We tried the neighbor's cables, and they were too big for the bike.

"I guess we'll have to go buy some..." I supposed out loud.

That's about the time it started to rain.

I almost got growled at, but he held his temper nicely. "OK let's go."

Back into the Pcar, and off to Harbor Freight.

Once home we hooked the bike to the car and it started right up. The good news was, the rain showers had completely fallen off the radar, so that was one less thing to worry about.

Tools stowed again, covers back on, I left him too it to organize and take off, one minute later my phone rang.

"It stalled and won't start." He lamented.

I got into the Touareg to rescue him, but he was already pushing the bike down the street.

"Maybe I'll let it charge some." We hooked car and bike back up, and waited 20 minutes.

"Before you go," I asked, "could you stop it and see if it starts again? I don't want you to get stuck somewhere."

He unhooked the car, and shut off the bike.

"Click."

Uh-huh. "Well, now what?"

"I guess we go buy a battery."

The first click commenced at 2:30 PM. By the time we'd hunted down a place that sells motorcycle batteries on a Sunday – and got it installed – it was 5:30.

Now he was 3 hours later than he'd hoped to be to go home and do some work around the house before the week started. So the lawn is still long, and the camper still needs to be put away.

But other than that it was a lovely day.

Oil and Water *continued from page 8*

I wrote a review of my first Cayman Cup, Pippa, in a past Nor'Easter issue. Hopefully I can provide a compare and contrast of the two different platforms for a future issue. In the meantime, I need to find a name for my newest addition. I also have to catch a flight.

Until next time, drive safe!

Mkerouac.pca@gmail.com

One Track Mind- *continued from page 11*

pads (thank you Michael Norek), help lifting the fuel cans or a quart of oil, folks always stepped up to offer assistance. Our love of driving was contagious and Dick's son, Adam, flew in from Seattle to participate in the 2011 event and we all had a great time. Subsequently, Adam bought a 1982 guards red 911 with a "ducktail" and participates in DE events in Washington state. When I look at my 10 years of "LCMT" photo albums there are so many fun memories of cool cars, shots of Namro and the Enduro as well as family and friends enjoying delicious dinners at "La Forge" or hanging out listening to fabulous Blues music.

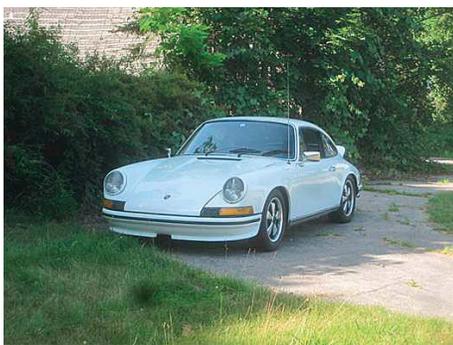
Fast forward to 2015 and this is still one of our favorite events. We now have an enclosed trailer for our GT3 so we all drive up together and try to find the quickest route through Montreal on our way to LCMT. We have all progressed and now wear white, black and red wristbands. Since Dick is the Chief Instructor, he's busy with instructors and students; but, Sarah and I get to drive, hang out with friends and still love our time at the track. We work wherever we're needed - control or pit out - and enjoy the camaraderie of our fellow drivers and their families. We've also made friends (although we don't speak French) with two couples from Montreal who vacation at Tremblant every July and they love the opportunity to ride in the "race" porsches during the charity parade laps. Dick, Tony Iorfino and Jim Graham volunteered to drive them during the charity event and they enthusiastically recorded the laps with their iphones. I like to think we are promoting better international relations at our event! All in all, our membership in PCA has provided much more than just the ability to drive our porsche at DE events - we've had great experiences, made wonderful friends and been able to spend vacation time in one of the most beautiful locations in North America

Four Speeds and Drum Brakes -

continued from page 9

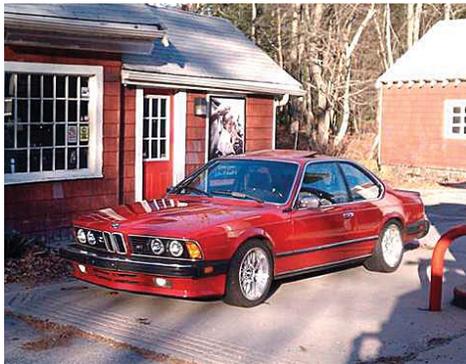
I could put another 50k on it before they take away my driver's license but I'll try.

The '72 911 has its new Sport Seats and ducktail and I even got a 2.7 logo from number one son for my birthday (clever guy), easiest engine upgrade I ever did. I took it over to the Endicott Estate show on the hottest Sunday in July where the Carrera RS logo would be lost on the muscle car crowd but I loved it. It's just the way I want it.



Even Big Red is out of the barn, making the daily trip to the train station and putting out great noises. I picked up a like new stainless steel exhaust system for cheap that I was going to put on but it sat in the corner for a couple of years before I got tired of walking around it. With no emissions to pass anymore it was suggested that it was time to remove the catalytic converter. That was all the motivation I needed but something that I wasn't going to do myself. The fabrication shop made a space (I think my name is on a plaque over there) and after a weekend it was ready to go. The volume is about the same as it was but it's a little deeper at low rpm. I know how this sounds but I swear that it sounds exactly like a pedal tone on my nephews trombone from 1500 - 1900 rpm on light throttle. He spent a couple of years in the Qatar Philharmonic Orchestra and

his horn can really make your chest vibrate just like the BMW, I love it. Plus, Rick welded it up so it can be easily removed and it comes out exactly in the center of the opening of the rear valance panel like it was from the Factory. Looks perfect.



I guess that I have to confess that the Puddle Jumper, the '57 356A sunroof coupe, hasn't been out to play yet. It's still in the back of the garage but I did do a phone interview with one of the writers from Porsche Panorama who's been wanting to do an article on it since last year. The need for current photos will prompt me to do more that just start it up.

Old cars for old guys, I couldn't dream this any better, great fun. I hope that you're having as much fun playing with your toys too. Flash the lights when you go by.

KTF

Don't Lift!- *continued from page 14*

weekend at Thompson Speedway Motorsports Park on 18-20 September. There are currently openings in all run groups. While there are some Green and Yellow drivers still on the wait list I am in hopes of clearing the wait list since we are offering instructors free registration for this event. If you are interested in attending please sign up as soon as possible so we can finalize the planning for the event. Instructors please reread the bit about "registration is FREE for instructors" and sign up quickly so we can confirm students into the event in time for them to get the pre-event tech inspection done on their cars and make reservations for lodging. THANKS!

Info on the DE events for 2015 is posted to our website and gets updated frequently as more details are worked out. I'll stress again how important it is for our DE'ers to read the information on the web site. In addition to the track information the website includes hotel deals, fuel and tire availability, and anything else I think might be of interest to us as Track Rats. Most of the answers to your questions can be found there and, if you can't find the answer on the site, please feel free to email (trackchair@porschenet.com) or call me (774-275-1621). I am also interested in any suggestions you might have for improving the DE section of the site.

Join me this DE season and... Don't LIFT! Stan

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