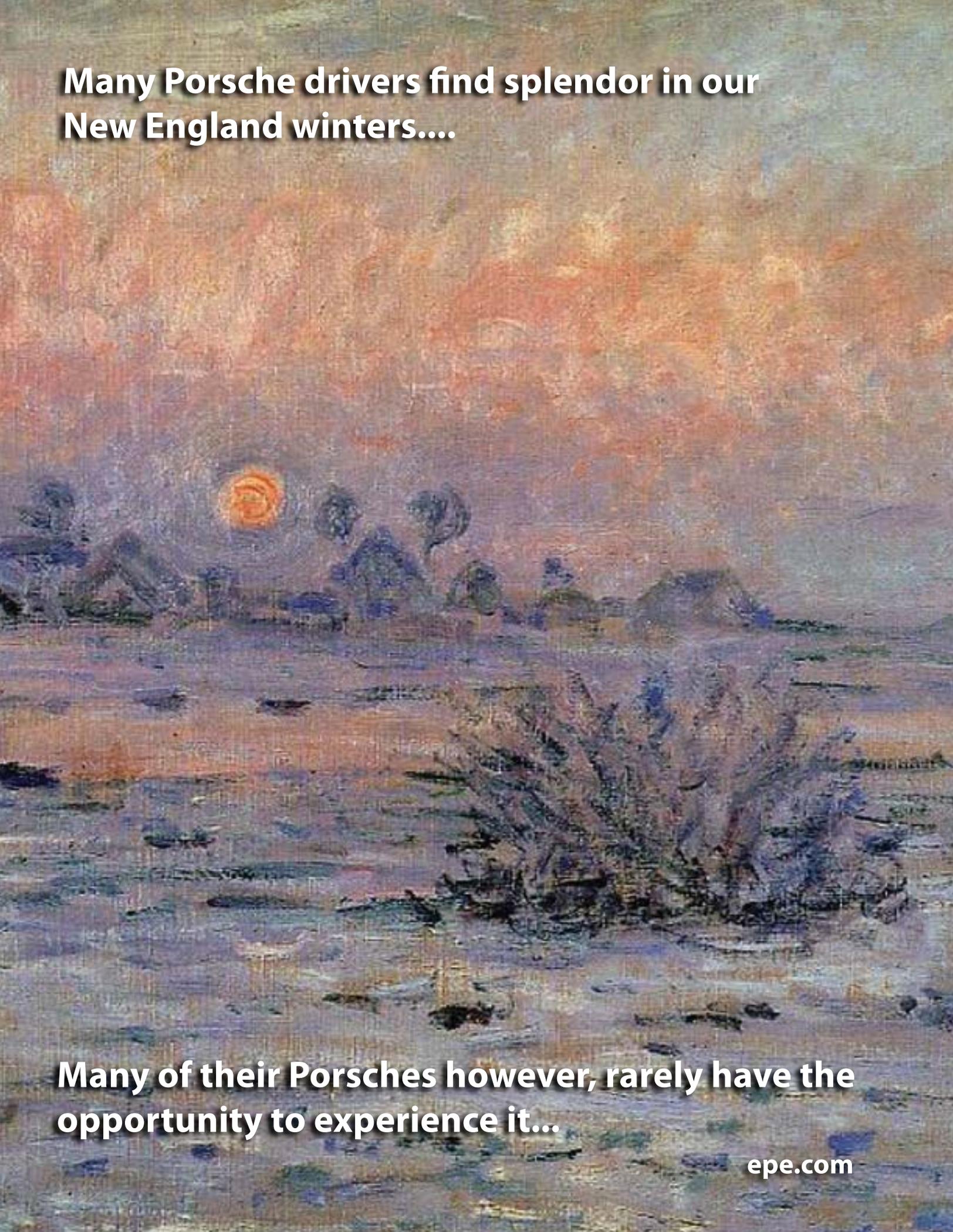




# THE NOR'EASTER

NOVEMBER 2015 NOVEMBER 2015 NOVEMBER 2015 NOVEMBER 2015 NOVEMBER 2015 NOVEMBER 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

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

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- O**VERINFLATE THE TIRES TO **50%**
- L**EAVE THE WINDOWS OPEN **1** INCH
- I**NSTALL BAGS OF DRYING AGENT IN THE TRUNK AS WELL AS THE PASSENGER CABIN
- L**EAVE MOTH BALLS UNDER AND AROUND THE CAR TO PREVENT MICE FROM NESTING IN THE CAR
- W**ASH AND DRY THE CAR
- A**PPLY A FRESH COAT OF WAX
- R**EMOVE ALL FLOOR MATS AND CARPETS WHERE POSSIBLE
- M**OVE THE CAR TO A DRY LOCATION FOR STORAGE

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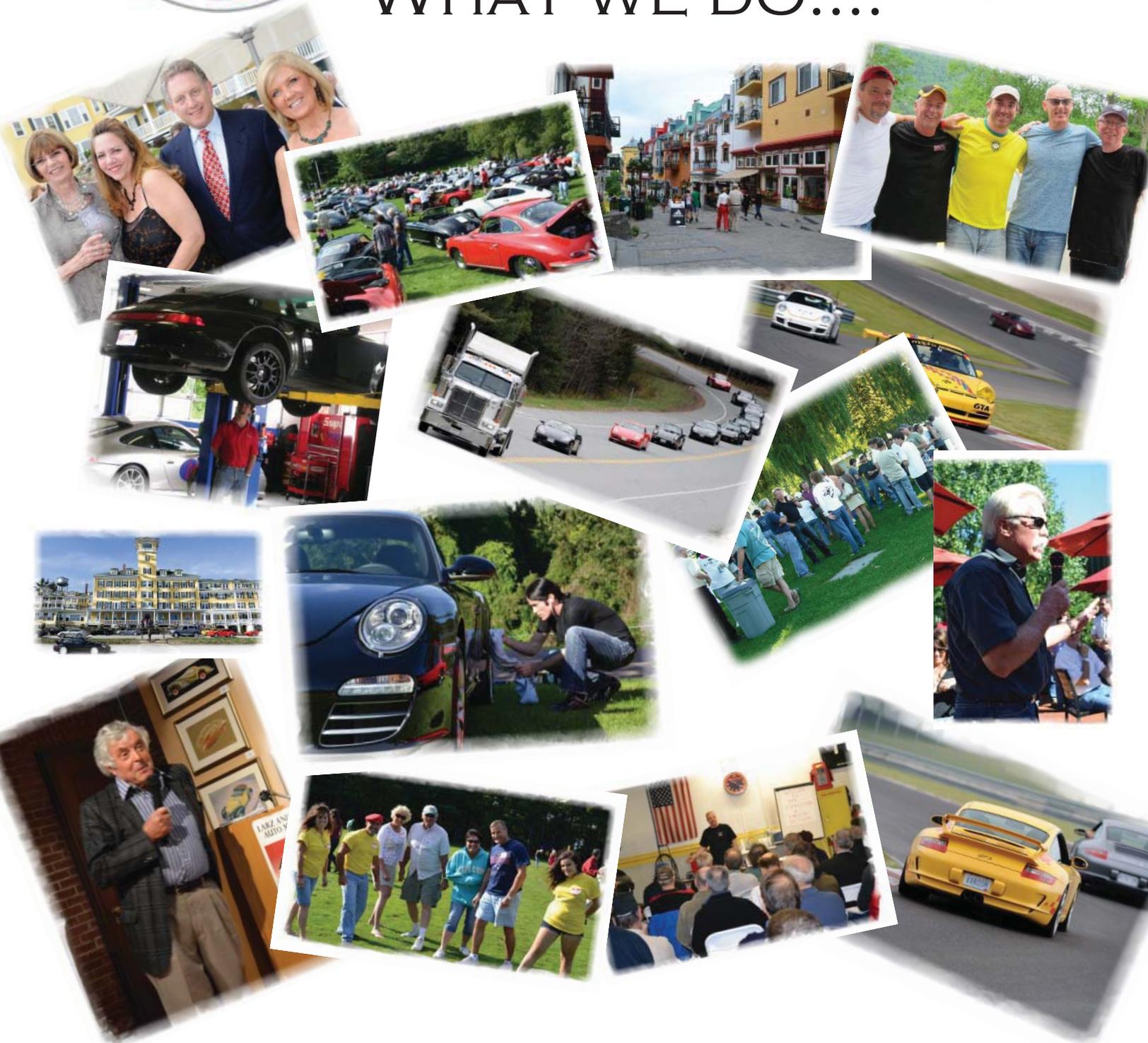


# WHO WE ARE....

# POORSCHKE



# WHAT WE DO....





# On the Edge

## of Camping



Adrienne Ross

A few years ago, a friend of mine was struggling a little bit to get through all that she had going on in her life. The one bright spot in her life was NASCAR, and so when they came around to New Hampshire Motor Speedway that September all those years ago, I made some calls.

"I need pit passes to the race in NH – do you know anybody?" and sure enough my friend did know someone, who it turned out I knew.

Andy Lally was running NASCAR that year for TRG's venture on to the big track with all left turns. Bingo! Pit passes.

***I've camped 4 times in 40 years, and each has been an unmitigated disaster. I was struck by a tornado the first time...***

She was thrilled! We went, she was so happy she cried, and all in all we had a wonderful day. Until this happened...

"I came camping here once for a NASCAR race."

I swallowed my gum. "Camping?"

"Yeah, camping. I'd love to do it in the infield though."

Let me just start by saying - I don't camp. Ever.

I've camped 4 times in 40 years, and each has been an unmitigated disaster. I was struck by a tornado the first time, and bitten by something that I had to be rushed to the hospital for the next. The third time traumatized me to the point of nervous breakdown for three days! And the fourth – well we don't talk about the fourth.

Ever.

Each episode flashed before my eyes.

"Camping huh?" I hedged. "I'll see what I can do."

I called NHMS the next week and inquired. "I'd like to camp up on the hill, you know in front of turn 4 on the road course. "Sure!" Dee at NHMS happily chirped. I'll put you on the wait list.

"Uhhh wait list?" I questioned.

"Yup, it's at about 5 years right now.

Would you like me to add your name?"

Oh sweet mercy of God! I didn't have to go camping next year! But I did have to keep my promise, and I did. "Sure, put me on the list." I couldn't stop my grin as I hung up.

Over the next 5 years Dee called to make sure I wanted to stay on the list. She'd offer me other spots, not where I wanted, and sometimes wanted to know if I wanted to lease someone's spot for that year.

"Nope." I wanted my own spot. If I was going to wait 5 years, I'd make it worth it, and then January 2015 came.

"Adrienne! A spot has opened up. It's on NASCAR 3, would you like it?"

It had been a long wait, so I decided to dive in. "Sure, sign me up Dee. What do I owe you?"



So I signed us up for the season, two dates, July and September. By May I knew I couldn't make the July date, so I offered it up for lease, and in less than ½ an hour I had a taker. He mailed me a check, and I called Dee and cleared him.

And then there was September. I started late, I didn't plan, it was so unlike me. But I HAD at least rented a camper. A big one.

I had all these ideas in my head of shared camping. Couples having fun. A

large group of us hanging out, cooking, watching races, drinking around a fire. It was going to be fun! Camping redeemed! I would reclaim camping.

Guess what... no one else wanted to go NASCAR camping. Not – one – other – person – but me and my friend.

Camper for 8, with only 2 people. Sigh.



That lack of planning I mentioned before kicked in full force. The camper was in Lakeville, a solid 125 miles south of the race track. I live in Framingham – a lot of miles away from everything. She lives in Billerica. We need the camper, and our stuff, in NH.

*continued on page 38*

### In This Issue...

We take an up close look at the newest engineering feat from Porsche, the Mission E. It's the electric offering from our favorite manufacturer, and it looks pretty cool.

Roger once again regales us with tales from the monthly South of Boston event.

The Auto Crossers take a shot at event number 4, and the Rennsport Reunion lives up to its reputation. Enjoy the issue!

# Up To Speed

## Thinking About 2016



Kristin Larson

As we close in on the end of the year and near the end of my term as President, there has been an additional focus on organizing events for 2016. As announced in a recent email blast and in last month's Nor'Easter, the nominating committee has presented the slate of candidates for next year's board. The slate includes Dick Anderson as President, Bill Seymour as VP Activities (moving car events), Steve Ross as VP Admin (non-moving car events), Bob Cohen as Treasurer, Alan Donkin as Secretary, Steve and Laurie James as Membership Co-chairs and

**Porsche Parade will be held at Jay Peak in Vermont from Sunday June 19 through Sunday June 26 (2016).**

Adrienne Ross as Nor'Easter Editor. I will be staying on the board as Past President. This past Tuesday was my final day of driving on track this year. It has only been a few days and already I'm looking forward to next season. I know Stan has already reached out to the tracks to begin lining up event dates for next year. He will be announcing scheduled events as early as possible. NER hosted four DE events this year; two at Thompson, and one each at Palmer and Mont-Tremblant. As you have likely heard numerous times, we lost our dates at Watkins Glen in 2015 due to a repaving project, but anticipate great dates at WGI for 2016. Additionally, we are keeping up with the status of the new track being built in Tamworth, NH and we are hoping for completion in 2016.

In addition to track days, I have spent my time going to Autocross events, with the last one of the season wrapping up October 24th. After competing in the autocross, Rosemary Driscoll and I will be heading up to NH to have dinner with the "Jamacian Bacon" team who will be competing in the Lemons race on October 24-25. Bill Seymour, the Autocross Chair, will share dates for 2016 as soon as they become available.

We will likely have a similar schedule of 5 autocrosses as well as the Autocross School.

If you are curious about track events, autocross, concours, rallies, tech sessions, Ramble, or other activities or aspects of the club; we typically host introductory events, usually in February and April, which provide a great introduction to the club and all it can offer. Dates will be announced at a later time.

When planning ahead for vacation time in 2016, remember that the 2016 Porsche Parade will be held at Jay Peak in Vermont from Sunday June 19 through Sunday June 26. While I have not been to a Parade since I was a child, they are expecting over 2,000 members to be in attendance, which is a lot more than used to attend in the 1970s. So what is "Parade?"

Taken directly from our National website: Parade is the "big" Porsche Club event of the year: our annual national convention. Parade has a potpourri of activities and club members from all across North America come together for this once a year extravaganza to participate in a week of competitive events, to socialize and enjoy their cars, with seminars and tours adding to the event's variety. For many club members, Parade is their big vacation for the year. It provides them with an opportunity to see new parts of the country as well as to visit with PCA friends that they only see once a year, at Parade!

The term "Parade" evolved in August

1956, when 64 enthusiastic entrants gathered at a suburban Washington, D.C. motel for four days of Porsche enjoyment and friendship. A "parade" of Porsches through the countryside caused everyone to refer to the event as the Parade and the name has stuck. The current size of our convention makes a true parade of cars

logistically difficult but we still do it when we can, and it is always a sight to see. To get the most up to date information on the 2016 Parade at Jay Peak Resort, go to the following website, <http://2016parade.pca.org/>.

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# Oil and Water

## Fall Back



Mike Kerouac

It's mid October as I type this and the leaves have just hit peak color. We were very fortunate this year. A 9 foot pile of late winter snow was followed up by a tremendous summer filled with bright sunshine and numerous driving days. Sept is traditionally a cooling off period just prior to the leaves starting to change. But this Sept felt more like August with multiple 80 degree days. October has been equally mild with very little rain. I hope you all got to take advantage of a significantly extended driving season for tops down cruising as well as track days.

***I pressed down hard on the accelerator and the burble became a full roar. The power delivery of the Macan twin turbos is just so smooth.***

This is my second to last column. As you can derive from my first paragraph weather report, I'm simply running out of things to say. Last month I talked about the possibility of me retiring from track driving. That has become a reality. Both of my track cars sold this past month. I've added a few new lens and some other items to my photography gear and booked several photo treks. So as my track driving has ramped down my lifelong passion for taking photographs has ramped up. This year included photo treks to the Grand Canyon, Nevada, Yellowstone, Quebec and Tucson. Next year, I've already committed to Tanzania, Alaska and Cuba. So even though I will miss the track, the void has been quickly filled. In fact it is overflowing. I'm fortunate in terms of having many hobbies. If one drops off, I always have something that I can fall back to.

Plus cars will always be there, just not on the track. I find that I challenge myself in different ways. I'm driving Ann's Macan S this weekend. She borrowed my Jeep Cherokee for a trip to Nantucket. I got behind the wheel for my drive to work,

after adjusting the seat and tweaking the mirrors a bit, turned the key and heard a very familiar burble. Next up, I pressed sport exhaust and sport suspension. After backing out of the driveway, a quick tug on the shift lever and a slap to the left had me in manual mode. I was now shifting with the paddles. I love this part..... I have a 400 foot driveway. My wife installed a sign that simply states, "No Speed Limit." I pressed down hard on the accelerator and the burble became a full roar. The power delivery of the Macan twin turbos is just so smooth.

I was pressed back in my seat as the Macan accelerated. I grabbed second gear and the car launched forward smoothly. Before I could even think about third, I had to apply the brakes. The Porsche brakes, the brakes I have had complete trust in for over a decade. I had a smile on my face as I turned left onto my street and headed to work driving the speed limit, I might add. I got a Porsche fix for the day and I didn't have to give the Macan S back to Ann until Monday morning. I'm guessing some of you are wondering why I don't just buy my own Macan. Well, I've thought about it often. My Jeep has 45,000 miles on it. I guess in the end, I don't mind having a workhorse SUV vs. the Macan. I can drive it anywhere, throw anything I want in the back and also park it anywhere I want. I don't feel guilty if it gets dirty, I don't agonize over door dings and I don't feel compelled to get a scratch in the paint buffed out. So it's basically it's all good. My vehicle is low stress for me and I can get my Porsche fix with Ann's Macan when needed. Basically I can fall back to Porsches as I feel the

need. As a side note, for those of you that haven't had a chance to drive the Macan, you should go to your local Porsche dealer and hop in. It's a great experience.

To wrap up this column, I also wanted to note that even though I retired from racing it's easy enough to fall back into it by simply, borrowing or renting a car. Additionally, even though I have decided to retire from writing Oil and Water as a monthly column, I could always fall back with a guest column or two. So there are really no endings, there are just new beginnings.

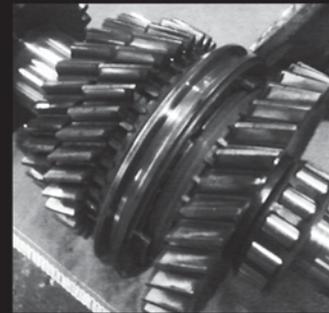
Next month my final thoughts and ramblings.

Until next time, drive safe!

Mkerouac.pca@gmail.com

### MY 911SC

*Soon after purchasing my 1979 Porsche 911 wide body Targa, I knew that I wanted to make it special. I contacted Kevin at Randolph Racing. Now, with his guidance and expert workmanship, I drive the Hot Rod of My Dreams.*



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# Four Speeds & Drum Brakes

## Not All Gearheads like Cars



Tom Tate

As the faithful reader has already seen, this year we've had a terrific summer and now fall for driving old cars in New England. The German Car Day that was postponed due to the rains in June saw over 300 cars, with Blackie once again getting the love from the People's Choice voters for a first place award. The name was changed to Oktoberfest and there was food and lots of vendors with all kinds of automotive related wares. The weather was perfect, 60's and bright sun. I had to wear my Factory mechanic overalls since it's the only place all year where they look like they belong. Besides parking cars

***We were one of the first cars out of the gate and found ourselves behind Dave Weber in his Audi.***

is easier when drivers can be directed to the 'guy in the funny outfit'.



The trees had started to turn, making the photos taken and my decision to change the layout look much better. You see, for the last few years I had gotten a few complaints from the BMW crowd that the Porsches always got to park in the shade under the trees. The event was always held on the hottest Sunday in June, whichever one that was, and the shade was prized. Since the forecast was for cool temperatures, I figured it was a good year to give up the spot. The BMW guys were happy right up until the second acorn hit the trunk of a new M4. Be careful what you wish for.

The previous weekend was also a Museum of Transportation event called Mototour 2015 but it involved driving old cars, not sitting. Last year, as the day was warm, I drove the Speedster on the Tour to Westport to a member's house for a clambake. This year I had spent Saturday at Ft Devens at the last autocross in the 914 with 47 degree overcast and no heat and I figured that an open car was not the ride for me. Big Red, the '85 BMW is 30 years old and has great heat so that was the car of choice this year. I had invited my oldest grandson along, as a navigator was needed to follow three pages of instructions to get to the Collings Foundation in Stow from Brookline.

I have to say that Alex isn't really a car guy but he does seem to be coming around as I expose him to some of the cars in the garage. He is somewhat mechanical and has some helpful skills in the garage so I figured there was hope. He has a permit but not a license so he can't drive by himself but does a good job when I've been with him. That was in the '85 Volvo 240 which came to him from my brother in MD. He just doesn't seem to be motivated to get out on his own like we were back in the day. Of course, kids today communicate with their friends differently than we used to. They're on the internet, we were driving

around in cars.

I have been to the Collings Foundation in years past and was looking forward to going back. It is a private non-profit educational foundation set up in 1979 with an aircraft collection from WWII, cars from before that war and tanks from the beginning. There is even a display of race cars from Indy with a couple of Porsches thrown in. What's not to like. We were to leave Brookline around 10 am for a 2-3 hour drive out to Stow. After a short run through Boston, past the reservoir at Chestnut Hill, we found some great back roads to exercise the BMW. We were one of the first cars out of the gate and found ourselves behind Dave Weber in his Audi. I wondered how he did so well without a navigator until I found out that he had laid out the 72 mile route. This was his fifth drive. Alex kept the instructions coming right on time and we looked like professional rally drivers. Arriving on the grounds the cars were parked on the grass in front of the door that leads into what is actually the second level.



continued on page 38

# Minutes of the Board

## September Meeting



Marcus Collins

The September board of directors meeting was held on September 16th. It was hosted by Adrienne Ross. The meeting started at 7:35pm.

Present were:

Marcus Collins (Secretary),  
Kristin Larson (President),  
Adrienne Ross (Nor'easter Editor),  
Steve Ross (VP Admin),  
Dick and Anne Anderson (Activities),  
Stan Corbett (DE)

Absent:

Bob Cohen (Treasurer),  
Steve and Laurie James (Membership),  
Chris Mongeon (Past President)

Laurie emailed the membership report indicating we now have:

Primary members 1,639  
Affiliate members 987  
Total members 2,626

Transfers in: 1

Transfers out: 2

New members: 20

Kristin stated that, beginning with the 2016 registration, membership renewal and Nor'easter subscription will be conducted electronically on [www.motorsportsreg.com](http://www.motorsportsreg.com)

Financials: Robert Cohen had forwarded the financials prior to the meeting. We did not have a quorum at the meeting so the board voted via email to accept the financials.

Dick Anderson reported on club driving activities. The proposed date for the 4x4 training event is Saturday Oct 3, 2015. A notice will be put in this month's Nor'easter.

The Zone 1 Autocross was a great success with NER being well represented with 27 drivers and very well represented among the winners.

Stan reported on DE. Thompson September Event - current driver registration includes 125 paying drivers and 29 instructors. NER's traditional WGI

weekend (last weekend in August) has been booked by a spectator event for 2016. Stan is working with WGI to get another date. The same circumstance occurred in 2014 but we eventually got our slot when the spectator event cancelled. Hopefully we'll have the same outcome for 2016. Stan reported that NER instructor training will occur on all three days at the Thomson event. The other run groups will get also have a classroom training session at this event.

The currently proposed 2016 schedule has two (3-day) events at Palmer, one (3-day) event at Thompson and an August or September (3-day) weekend event at Watkins Glen.

Steve Ross reported on the concours at Lars Anderson on Sept 12, 2015. 130 cars turned out on a cloudy, but dry, day. The event went well and lots of positive feedback was received. A change proposed for next year is that pre-registration will be required.

Steve reported on upcoming club events. Cruise night at Gillette Stadium is Sept 24; Porsches should go to parking lot 16. German car day at the Lars Anderson museum is now scheduled for Oct 10; the prior date was rained out. The Fall Tour will be held on Oct 4, starting from the Porsche dealership in Nashua. Steve visited the venue of the annual dinner to check on details. A silent auction will not be conducted at the 2016 annual dinner.

Adrienne reported on the Nor'easter - Anne Anderson volunteered to do the copy editing function for future editions.

Kristin reported on the 2016 board. The list of 2016 board member candidates is now finalized and it will be send to the membership in late September.

The remaining 2015 board meeting dates and hosts are:

Oct 14 - Dick and Anne Anderson

Nov 11 - Steve and Laurie James

Dec 9 - Bob Cohen

The next board meeting will be held at the home of Dick and Anne Anderson on Wednesday Oct. 14th at 6:30pm.

With no further business the meeting adjourned at 8:55pm.

### Happy PCA Anniversary!

#### Forty Years

Richard J. Sofka

#### Thirty Five Years

Manfred Moehring

#### Thirty Years

Edward J. Marchwicki

#### Fifteen Years

Mark J. Talbert

Charles A. Burke

Kurt L. Glitzenstein

Ralph C. Krueger

#### Ten Years

Louis J. Dellanno

Dan Sullivan

Robert M. Conlon

Nathan E. Geldart

Scott A. Garieri

Haywood K. Schmidt

#### Five Years

Philip A. Beaudoin

Robert R. Recchia

Ron Mistretta

David Peterson

Andrew Epstein

Peter M. Grittner

# One Track Mind

## Random Thoughts

Ann and I (along with several of you) attended NCR's "Spring is a Long Time Coming" season ending DE event and dinner. We opted to leave our GT3 at home and just instruct at the event and we found that almost as much fun as driving. The weather, save for about a ninety minute wet window, couldn't have been much better - mild temps, mostly blue skies and friendly faces. The barbecue dinner at the Loudon Country Club proved to be the same, in fact, one NCR member made a point of telling me how happy he was that our two regions got along so

### ***This year between NCR and NER, we've added seven new instructors to our ranks –***

well, a fact with which I wholly agreed. I commented that I thought a significant amount of credit went to both region's Track Committees, and in particular NCR's John Dunkle and NER's Stan Corbett. Kudos to you all!

In response to feedback received from our survey of NER membership, we arranged our first ever "Off Road Adventure" on October 3, at Overland Experts in East Haddam, Connecticut. It was a resounding success according to the ONE participant who chose to sign up. In fact, Steve Bader had such a good time, he's volunteered to write an article for the Nor'easter. I'm not sure if it will make this issue, but if not, look for it in a future Nor'easter. Perhaps some others of you who expressed interest in off road activities will participate in a future event (if we opt to do this again).

I hate the end of DE season and it's not simply the looming winter. As much as I enjoy track driving and instructing, I miss hanging out with all of my DE buds. The stalwarts come from the wilds of Maine and Vermont, the regulars from New Hampshire, Massachusetts, and Rhode

Island. We frequently get folks from Connecticut, NY and New Jersey and even further afield. As varied are the places, so are the participants, yet all of us share a common interest in track driving. It's the added element that enhances the fun. I've gotten a peek into next year's DE plans which are still being worked, and it promises to be another great year. We've also been working hard to train additional instructors to allow more members to participate in DE. This year between NCR and NER, we've added seven new instructors to our ranks – Congratulations to Ann Anderson, Dave Berman, Charlie Kenney, Bill Seymour, Nick Shanny, Steve Sisler, and Jason Woz. Additionally, we've got another six in the works who will, no doubt, come on line in 2016. For the record, one does not "just become an instructor." We have jointly developed a comprehensive instructor development program quarterbacked by John Dunkle of NER and Bob Kelliher of NER. My sincere thanks, on behalf of our club go to both of these guys who gave selflessly of their time and skills.

Finally, speaking of quarterbacks, the media has certainly turned on TB12. Between "deflategate" and an association with alleged "snake oil salesman," Alex Guerrero, our Tommy boy is beginning to look a little tarnished. Now we know the media loves sensationalism and dirt (just ask Bill and Hillary) and there is that old adage about smoke and fire. Nevertheless, as a diehard Pats fan, and after waiting ten years to get my season tickets, I think there's nothing here another Super Bowl victory won't cure - that would be a fine start to what promises to be a great 2016.



Dick Anderson

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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 sections on "Should Buyers Delay Until 2015?", "How's the Market?", and "We see more sales in 2015?".



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# Around the Cones

## Up and Coming



Steve Ross

With the feel of fall in the air, NER events shift to inside and in-car venues starting with the visit to Factory Five in Wareham, purveyor of replicas Cobra's, their own hot rod and series race cars. Close to 50 NER's slogged thru a rainy drive to hear and see how these cars are produced, and later interacting with a group of South shore cruisers with their hot rods, who had a planned stop at the site enroute to their final destination in Provincetown. I had an interesting chat with a number of them

***(W)e held our annual car show at the Larz Anderson Auto Museum in early fall and saw a large turnout numbering almost 130 Porsches.***

and no surprise their appreciation of the car was secondary to their friendship of other members, just like we have in PCA.

Donning my Concours hat; we held our annual car show at the Larz Anderson Auto Museum in early fall and saw a large turnout numbering almost 130 Porsches. With a great effort by our new registrar Don Kelly and other workers we were able to place, judge and award gorgeous Richard Viard photos to the class winners. As always, an event is a function of its workers and this event in particular always needs a large number of the aforementioned members to be first class, to this end we welcome and encourage interested members to volunteer to help at our next Concours in Fall 2016.

Now that the track and car shows are behind us, our annual dinner (with optional black tie dress) is up next, and will be held at a new venue this year, the Black Rock Country Club in Hingham Mass. starting at 6pm, preregistration is now open and Required.

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# Don't Lift

## 2015 Wrap Up



Stan Corbett

First, let me provide a quick update on the ongoing planning for our 2016 DE season. We now have firm dates for two of our biggest events. Our return to Watkins Glen International will be 12-13-14 August, a little earlier in the month than in recent years but not overlapping the start of school which had been an issue for some folks with students starting off to college in late August. Le Circuit Mont-Tremblant will be 4-5-6 July (again in conjunction with the Blues Festival). Celebrating the Fourth early should be easy to do as there are many towns that do staggered events

**One of the things I've been doing for the past couple years is keeping a supply of Chatterbox communicators available for our instructors...**

including fireworks and bands during the week preceding the Fourth. I am currently in talks with Thompson Speedway Motorsports Park (possibly only one event) and Palmer Motorsports Park (two events if we can get the dates) and will provide updates in future columns. We will again be coordinating our schedule with North Country, our neighbors in New Hampshire.

One of the things I've been doing for the past couple years is keeping a supply of Chatterbox communicators available for our instructors and other drivers that would like to buy them. The club buys the communicators, headsets, and other parts from HMS Motorsports (these are the folks that have sponsored and hosted our DE Ground School in February for many years) at a PCA discount. I provide these items at our cost and cycle the money back to our club where it goes to buy more communicators and around it goes. Those of you that have used the Chatterbox communicators for many

years may remember that the originals used very fragile DIN plugs for the headsets and a proprietary brick to charge the units. The current Chatterbox units, known as Tandem Pro 2, have switched to a standard connector for the headsets and can now be charged using a USB cable. They come with a USB charger or they can be plugged into any powered USB port to charge. The unit also has an LED on it which lets you know when the unit is fully charged. This is much more convenient than the old units.

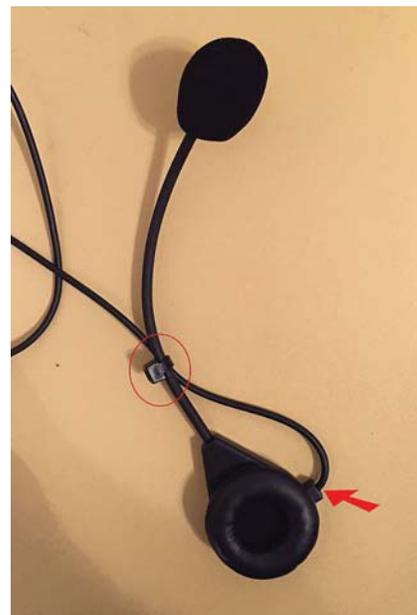
The weak spot with the new communicators continues to be the student headsets. The wires going into the earpiece are very fragile and the handling as students place the headset inside their helmets and take them out after an on-track session can cause the student headsets to fail. This is particularly a problem if the headset is pulled out of the helmet by grabbing the wire rather than the microphone boom. There are a couple things that can be done to make the student headsets more resistant to these failures.

Referring to the picture; first, a plastic tie wrap (circled in red) attaching the cable to the microphone boom will transfer the force to the boom even if the wire is inadvertently pulled and, second, a drop or two of super glue, the thin kind not the gel, placed where the wires enter the earpiece (red arrow) will make the student headset more robust. Anyone using a student headset should handle them with care and insert and remove them from their helmet using the microphone boom as much as possible. Oh, one other thing, the microphones are very directional. They have two flat sides that you

can feel through the sponge cover. If the other person can't hear you, try turning the microphone so the other flat side faces your lips. That may fix the problem.

Check out this issue of the Nor'easter for details on the gala dinner coming up December 5th. I plan to be there and hope to see many of you there as well.

You can contact me via email ([trackchair@porschenet.com](mailto:trackchair@porschenet.com)) or phone (774-275-1621). Don't LIFT! Stan



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# Sign Me Up

## October



Steven and Laurie James

It's October and fall is in the air, the pumpkins are ripening in the field, leaves are turning and there is the slight smell of my TDI diesel as it idles nearby.

Like a few members, I was surprised to learn that since 2009, Volkswagen had been installing defeat software in 482,000 "clean diesel" vehicles sold in the US, so that the cars' pollution controls only work while being tested for emissions.

As a recent article stated, "The rest of the time, the vehicles could freely spew hazardous, smog-forming compounds".

***(W)hat do you think about the Volkswagen deception? Well, thanks for asking.***

Ouch! The day prior to that announcement, there I was singing the praises of the TDI, a high mileage sedan with no batteries required.

I have never owned a Corvair, however I remember a summer day when my dad brought one home to show my mother; it was a very cool looking yellow convertible with black interior. My parents wanted a convertible that we could load the family in for Sunday drives around the horse farms of Lexington, Kentucky.

My mother preferred a white 1962 Chevy Impala SS convertible with red interior, however we could have easily been driving a Corvair as the family car. Those Sunday drives did happen and the Impala was a point of family pride, washed and waxed for weekend excursions.

Thinking back, what if the parents had picked the Corvair and just when you start to bond with your prized vehicle, its history of winning Motor Trend 1960 car of the year and with the Monza's reputation as

the poor man's Porsche there is a news announcement by Ralph Nader that the Corvair was unsafe at any speed. Ouch! The family car, once a source of pride, would be an instant albatross, scorned in the media, neighbors would be concerned. What about the children riding in the back seat? We know what happens next; the Corvair car brand died.

Hold on late breaking news, the dangerous Corvair swing-axle rear suspension was similar to swing-axle design concepts in Porsche, Mercedes-Benz, and Volkswagen. By the time the U.S. Department of Transportation (DOT) finally issued a press release in 1972 correcting the findings of NHTSA testing, and an independent review panel concluded the handling and stability performance of the 1960-63 Corvair's was at least as good as their contemporary vehicles both foreign and domestic the damage was already done. Perceptions and timing do matter.

I have been asked by friends and family; what do you think about the Volk-

swagen deception? Well, thanks for asking. Lying is never a good choice, in business it's a killer; so for that fact alone Volkswagen and all TDI owners will suffer.

The reality is as Porsche owners, many of us have tuned our cars with performance chips to adjust factory settings for better performance. I never thought a minute about tweaking the engine, if it ran better. German engineers may be even more pragmatic.

I still enjoy owning a sedan that with four adults and luggage can approach 50 mpg. As the value of my car is likely going to go down like a rock, my first reaction is, "keep your hands off my TDI". I don't want the dealer to "fix" my car by removing the factory installed performance chip.

We have one free oil change left on our service plan, and after that I will try to maintain the factory settings that optimize mileage and performance. In hindsight, if Volkswagen had played this differently, I suspect there would have been a viable market for the Volkswagen TDI and an even

*continued on page 38*

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**November**

11 - Board Meeting

**December**

5 - NER Annual Gala

9 - Board Meeting

# Guest Columnist

## *Cruisin' for a Bruisin'*



Danielle Badler

And so it came around again, the annual Rocky Mountain Automotive Press Assn. driving event. Two days in the mountains, all courtesy of a cross-section of manufacturers, all hoping we'll love their wares.

Ok, ok. Through my membership, I do get at least some compensation as your humble scribe. Sort of. I get to go. On perhaps the best two days of the year.

First order of business; no, Porsche did not participate. I don't think they've ever participated. Are you listening, PCNA? Why o why? And don't tell me

***I kept trying to heel and toe downshift. Which totally messed up the rev-matching feature.***

you were distracted. This was before the VW diesel fiasco.

This year we were asked to follow a pre-set loop of either a half hour or 45 minutes. The idea was to give everyone a chance to sample the goods.

Oh yes. I kept running out of time.

The new Corvette. A Stingray coupe with the Z51 performance package, in Laguna blue.

According to the spec sheet, the car had the Z51 gearing. Whatever that is. I found that, at any legal or supra-legal speed, I had the choice of at least three, maybe four, gears. It made no difference.

Here's what happened. As an experiment, I shifted the gearbox (yes GM

brought one with a manual transmission) into seventh and slowed to 60. The rev counter said, like, 1,200 rpm. Which is a bit absurd, don't you think? So I tried to accelerate... and it would. Not quickly, mind you, but it did. And it went up a hill, without having to downshift.

This car also had "active rev match." The way it worked is, you flip one of two levers on the steering wheel, about where paddles for manu-matic shifting would be and, whoo hoo, the next time you downshift, it blips the throttle and rev-matches right before your eyes. Faster and more precisely than you could ever manage. Say going from fifth to second, it blip, blip, blips you right down.

Did I like the feature? I don't know. I kept forgetting that it was there. I kept trying to heel and toe downshift. Which totally messed up the rev-matching feature. Old habits are hard to break.

I guess you'd get used to it. I know you'd get used to the sticker price, \$70, 830, reasonably loaded. Does that undercut a similarly equipped Cayman S by a wide margin? Uh, yes.

The Jaguar F-Type R convertible.

This is the one with the supercharged 5.0-liter V8, good for 550 hp. Eight-speed

*continued on page 37*

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Refunds requests must reach the registrar by November 15th.

The menu choices are:

Crispy skin salmon with ginger scented Basmati rice, baby bok choy  
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Rosemary crusted filet mignon with foie gras brioche pudding, asparagus  
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Vegetable Purse: Grilled portabella mushrooms, wilted spinach  
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Special diet requests or questions, please email  
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Name: \_\_\_\_\_

Guest Name (s) \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

No of Guests \_\_\_\_\_ Amount Enclosed (\$75 per Guest) \_\_\_\_\_

Please make check payable to NER/PCA

No. of Menu Choices:

\_\_\_\_ Salmon

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The nightly temperature along the coast approached freezing; the morning chill caused my Porsche C4 to sputter a bit before I eased out of the garage and headed for the season's last SoBo's Porsches and Coffee. The sky was clear and brightly sunny, trees signaling fall's arrival. As Rosemary and I pulled into Sweet Berry Farm's designated lawn area around 9:40 AM, we noticed two Porsches already parked. I placed the Porsche logo sign next to the parking entrance and set up the small table for the three sign-in clipboards. Maybe it was the fall foliage that enticed Porsche owners to take a drive; whatever the reason, we had a great turnout, 33 Porsches and one Ferrari.

A new face was Andry Sutanto. Andry purchased his 2010 Turbo only two weeks ago. My first question was, "what has been your longest drive so far? Andry replied, "I guess it has been the drive to get here." Andry resides in Quincy, Ma. Prior to his Turbo he owned and tracked (on occasion) BMWs. I suggested that he complete at least one DE with the turbo so that he will be better prepared if and when the tail breaks loose. I related my observations at Laguna Seca's track during the Monterey Porsche Parade: primarily turbos exited the corkscrew's bottom left turn sideways and backwards as the track straightened to the long upward slope.

Last month I was at Inskip, Warwick, getting two new rear tires for my C4 and met Frank Labarbara. Frank was having his well-kept 97 C2S serviced; he purchased the Porsche in 2000. Of course we discussed Porsches and I spoke to him about

our SoBo event; so I was pleasantly surprised to see he and his Porsche at our coffee.

A first for our coffees was a 1962 356B "outlaw" owned and tracked by Guy Corcoran. Set up for the track (roll cage and harness), it is powered by a 914 engine. I am looking forward to continuing my conversation with Guy to have him explain all of the car's modifications in more detail. He has owned four or more Porsches and this particular Porsche since 1991.

A regular SoBo attendee is Bill Ciccone driving in with his 2012 Boxster S. The Boxster is his first Porsche, which he purchased new. Painted red with a beige interior, his car's bling factor remains high.

I think it may have been three years ago when we started the SoBo event that I met Peter Grittner and his pristinely maintained 09 997 4S. I remember asking him at that time if the car was a "keeper" or what, because I would like to be at the head of the line if he sells it. Today, again I asked Peter; smiling, he nodded a resilient no.

My wife Rosemary spoke with Karen and Cliff Steve; Porsche enthusiasts, they often attend our coffees. Cliff drives a red 20112 Boxster S while Karen drives a red 2014 Cayman S. Last month they flew to the west coast and attended the Rennsport Reunion V in Monterey. When asked if they rented a Porsche, Cliff indicated that they had rented a Camaro; I'll bet it was red. Rosemary said that they greatly enjoyed the event.

By this time I had hoped that our

video of September's coffee would be available on the NER's website. Editing of the video has been delayed because we were waiting to obtain the required signed release form from one of the four selected for an interview. Now, I expect that the video of our September SoBo Porsches and Coffee, along with three interviews, will be completed and available by the end of October.

In the near term, Steve Ross and I are planning to meet with Inskip Porsche's Brand Manager Lindsay Clavattone regarding a early December "Tech Session" at their Warwick, RI facility.

We have had so many positive comments regarding Sweet Berry Farm that we have decided to continue having the SoBo Porsches and Coffee there; any event conflicts will default to our earlier location, the Moose Café in Tiverton, RI.

Several attendees were hoping we would schedule a November SoBo. However, November is a busy month due to holidays and weather can be unpredictably cold and rainy. Therefore, our next SoBo will occur in April, 2016. Keep a look out for the NER's calendar of events. And, as always, you can email me (Rog Slocum) for any SoBo related questions at: rr356c@aol.com

Frank Labarbora's 97 C2S



Guy Corcoran's 62 Outlaw



# October 2015 South of Boston (SoBo) Porsches and Coffee!

Copy and photos by Roger Slocum

MaryAnn Pafik's Cayman

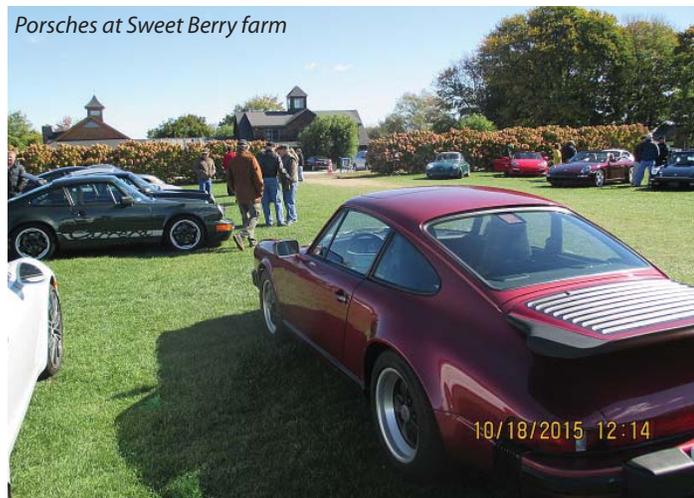


Peter Griitner's 09 C4S

photo by Paul Soares



Porsches at Sweet Berry farm





**T**he 61 drivers who attended our 4th autocross were participants in an historic day! A new record of 14 runs! We had perfect weather and a slightly lower than usual turnout so it was announced at the Driver Meeting that we would (barring timing problems) go for the new record – and we didn't even have to cut into our beer drinking to do it, finishing at a respectable 4:30. Thanks to all those who worked hard and drove fast to make this happen.

We had a nice, slightly technical course thanks to Scuffy who, for a change, did not have the fastest time of the day. His very reasonable excuse was that he was driving Ed Moschella's Cayman R and (to his credit) allowed Ed to beat him.

Sadly, the FTD did not go to our marquee, rather to Rob MacAlpine in his Miata with a 67 run, leaving Mark Skala (in his 40+ year old 914-6) with the fastest Porsche time of 68.1. Jeremy Mazzariello was the only other driver to get under 70 seconds.

There were a lot of drivers turning in very fast runs in a lot of fast cars. Note that more than 10% of the entrants of AX4 were driving a GT3 including the two twin 2015 screamers of Alan Davis and Walter Lunsmann. Walter won the first 3 meetings but Alan finally got the win at AX4. Very fun to watch and hear. Word has it that our course designer is about to pick up yet another Blue 2015 GT3. You can currently tell Alan and Walter apart by the color of the brake calipers

(Alan cheated out and didn't get the ceramic brakes) so we may need to paint stripes or something on the latest addition.

As we head into the final Autocross (which will be history as you are reading this) there are two exciting "season series" class contests: Adam Blauer and Neil Halbert are in a dead tie in Class 2S and Alan Donkin and Kristin Larson are tied in Class 4S. Good luck!



# **Auto Cross #4 September 20th!**

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# RENNSPORT REUNION







**F**or the Porsche Rennsport Reunion V taking place at Mazda Raceway Laguna Seca this weekend, September 25-27, 2015, both the men and the machines they drove are expected to outdraw one of the largest crowds in track history – the last Rennsport Reunion held in 2011. Pre-event buzz from the passionate Porsche enthusiasts and collectors indicate that this iteration of Porsche Rennsport Reunion will outdo all others that came before. Another indication to the size and scope of the upcoming weekend: ticket sales are approximately thirty percent higher than four years ago.

A very special ingredient of this year's Porsche Rennsport Reunion V: The Porsche Factory LMP1 team. Direct from its overall victory at the Lone Star Grand Prix at the Circuit of the Americas last weekend, the 919 Hybrid, the first overall winner at the 24 Hours of Le Mans since the 911 GT1-98 did it in 1998 will be on display and making demonstration laps at the renowned Mazda Raceway Laguna Seca circuit. Over 10 current factory driv-

ers will be on hand as well, including Patrick Long, Jörg Bergmeister, Mark Webber and the 24 Hours of Le Mans winning pair – Earl Bamber and Nick Tandy.

As Porsche celebrates all things "Porsche at Le Mans," the natural choice for Co-Grand Marshals at Rennsport Reunion V is Jacky Ickx and Hurley Haywood. The two most successful racers for Porsche at the famed 24 Hour race in France, one from each side of the Atlantic Ocean, Ickx is six – time winner and Haywood has three overall victories.

Ickx, born in Belgium in 1945 has had an extraordinary career in both sports cars and Formula 1. He has eight wins in F1, six overall at the 24 Hours of Le Mans and two World Championships to his name. Additionally, he is a Can-Am Champion and winner of the Paris-Dakar rally and is credited with changing the "running start" rule at Le Mans, making the race infinitely safer.

Haywood, born in Chicago in 1948 is the most successful American endurance driver in history. Adding to his

three overall victories at Le Mans, including one famous win shared with Ickx and Jürgen Barth, he has five overall victories at the 24 Hours of Daytona and two at the 12 Hours of Sebring. He has two IMSA GT Championship titles under his belt and is the chief driving instructor for the Porsche Sport Driving School.

The guest list for Porsche Rennsport Reunion V once again reveals names that are well entrenched in Porsche Motorsport history.

Derek Bell, five time winner for Porsche at Le Mans; George Follmer, Can-Am Champion in the mighty 917/10; Vic Elford, Monte Carlo and 24 Hours of Daytona winner, on back-to-back weekends; Hans Hermann and Richard Attwood, first overall winners at Le Mans for Porsche in 1970; Hans Stuck, Dany Sullivan, and many others. Overall, there will be 50-plus legendary drivers on hand, signing autographs and making appearances over the three days.

And it's not just drivers that made their Porsche race cars famous. At-

*continued page 31*







tendees will include Norbert Singer, retired Porsche Motorsport engineer, known as the father of the Porsche 962; Alwin Springer, past president of Porsche Motorsports North America and Hartmut Kristin, recently retired Vice President of Porsche Motorsport responsible for GT Racing and the return of the Porsche Factory GT teams to Le Mans.

And of course, the racecars. Another group with too many to list. A sampling of Porsche racecars brought in from the museum in Stuttgart, Germany:

1971 Porsche 917 LH – Built specifically for the 24 Hours of Le Mans, the long-tail version of the Porsche 917 is one of the fastest cars ever seen at the 24-hour classic; hit over 240 mph in race trim on the 3.7-mile Mulsanne Straight in 1971.

1987 Porsche 962 – Porsche introduced a new three-liter engine at the 1987 24 Hours of Le Mans that both maintained reliability and increased horsepower; the result was a sixth consecutive Le Mans victory.

1995 Porsche WSC95 Spyder – Overall winner of the 24 Hours of Le Mans in both 1995 and 1996, the third time in Le Mans history, and the second time for Porsche, that the exact same car had consecutive victories at Le Mans.

1998 Porsche 911 GT1-98 – Almost 40 years after the first Porsche sports car saw the light of the day, the 911 GT1-98 achieved the record 16th victory in 24 Hours of Le Mans. The last Porsche overall winner until 2015 when the 919 Hybrid extended the record to 17.

Current GTLM 911 RSR from the TUDOR United Sports Car Championship – 2014 TUDOR GTLM Champion and current Manufacturer, Team and Drivers Championship points leader. Current LMP1 919 Hybrid from the United World Endurance Championship (WEC). Fresh from its overall victory at the Lone Star Grand Prix at the Circuit of the Americas last weekend, the Porsche LMP1 team now has a string of victories dating back to the historic win at Le Mans in June, the 17th overall for Porsche.

Special mention must be made to the 356 on display courtesy of Cameron Healy, the 1951 Le Mans class winning Porsche was the first Porsche ever entered into the famed endurance race at the French Circuit de la Sarthe. This first entry in 1951 began a streak that stands to day, as there has been at least one Porsche in the 24 Hours of Le Mans every year since. Another record Porsche holds at Le Mans. The 356 Coupe will be part of the Rennsport Reunion Poster Car display in the Porsche Park in the Paddock area.

Overall there will be 320 Porsche racing cars in seven race classes. The groupings range from a special class for the Porsche Club of America to run groups ranging from 356 and 550 Spyders, to the 911 and modern 911 RSRs. In addition, IMSA's 911 GT3 Cup Challenge series will hold their last two rounds of their one-make race series, crowning the series champion at Rennsport Reunion V.

Add 1,400 Porsche cars on display in the Porsche Club of America corrals, over 75 Le Mans significant race cars on display in the Porsche Heritage tent, and cars from prominent Porsche collectors such as the Revs Institute, Brumos Racing, Gunnar Racing, the Ingram Collection and Canepa Design, the weekend promises to be another Family Reunion not to be missed, and not soon forgotten.

In presenting the Mission E at the IAA in Frankfurt, Porsche is introducing the first all-electrically powered four-seat sports car in the brand's history. The concept car combines the unmistakable emotional design of a Porsche with excellent performance and the forward-thinking practicality of the first 800-volt drive system. Key specification data of this fascinating sports car: four doors and four single seats, over 600 hp (440 kW) system power and over 500 km driving range. All-wheel drive and all-wheel steering, zero to 100 km/h acceleration in under 3.5 seconds and a charging time of around 15 minutes to reach an 80 per cent charge of electrical energy. Instruments are intuitively operated by eye-tracking and gesture control, some even via holograms – highly oriented toward the driver by automatically adjusting the displays to the driver's position.

Drive system: over 600 hp with technologies from endurance racing

The drive system of the Mission E is entirely new, yet it is typical Porsche, i.e. proven in motor racing. Two permanent magnet synchronous motors (PMSM) – similar to those used in this year's Le Mans victor, the 919 hybrid – accelerate the sports car and recover braking

energy. The best proof of a Porsche is 24 hours of top racing performance and a 1-2 finish. Together the two motors produce over 600 hp, and they propel the Mission E to a speed of 100 km/h in less than 3.5 seconds and to 200 km/h in under twelve seconds. In addition to their high efficiency, power density and uniform power development, they offer another advantage: unlike today's electric drive systems, they can develop their full power even after multiple accelerations at short intervals. The need-based all-wheel drive system with Porsche Torque Vectoring – which automatically distributes torque to the individual wheels – transfers the drive system's power to the road, and all-wheel steering gives precise, sporty steering in the desired direction. This makes the Mission E fit for the circuit race track; its lap time on the Nürburgring Nordschleife is under the eight-minute mark.

Everyday practicality: convenient and quick charging, over 500 km driving

range

It is not just passionate sportiness that makes up a Porsche but also a high level of everyday practicality. Accordingly, the Mission E can travel over 500 km on one battery charge, and it can be charged with enough energy for around 400 km more driving range in about fifteen minutes. The reason: Porsche is a front-runner in introducing innovative 800-volt technology for the first time. Doubling the voltage – compared to today's electric vehicles that operate at 400 volts – offers multiple advantages: shorter charging times and lower weight, because lighter, smaller gauge copper cables are sufficient for energy transport. A moveable body segment on the front left wing

Copy and Photos by Porsche DE



PORSCHE MISSION E: 600 HP

in front of the driver's door gives access to the charging port for the innovative "Porsche Turbo Charging" system. Via the 800-volt port, the battery can be charged to approximately 80 per cent of its capacity in around 15 minutes – a record time for electric vehicles. As an alternative, the technology platform can be connected to a conventional 400-volt charging station, or it can be replenished at home in the garage via convenient inductive charging by simply parking over a coil embedded in the floor of the garage from which the energy is transferred without cables to a coil on the car's underbody.

Low centre of gravity for superior driving dynamics

Another feature that is typical of a Porsche sports car is a lightweight concept with optimal weight distribution and a low centre of gravity. The battery mounted in the car's underbody, which is based on the latest lithium-ion technology, runs the whole length between the front and rear axles. This distributes its weight to the two drive axles uniformly, resulting in exceptionally good balance. In addition, it makes the sports car's centre of gravity extremely low. Both of these factors significantly boost performance and a sports car feeling. The body as a whole is made up of a functional mix of aluminium, steel and carbon fibre reinforced polymer. The wheels are made of carbon: the Mission E has wide tyres mounted on 21-inch wheels in front and 22-inch wheels at the rear.

Design: fascinating sports car with Porsche DNA

Every square inch, every angle, every radius of the Mission E reflects one thing above all else: emotional sportiness in the best tradition of Porsche design. The starting point is the sculpture of a sport saloon with a low height of 130 cm with sports car attributes from Zuffenhausen that embodies visible innovations such as its integrated aerodynamics. Distinctive air inlets and outlets – on the front, sides and at the rear – typify the body's full flow-through design that enhances efficiency and performance. Integrated air guides improve airflow around the wheels, for instance, and air outlets on the sides reduce overpressure in the wheel wells, thereby reducing lift.

The much reduced sculpting of the front end shows a classic Porsche sweep-back, and it relates the concept car to the 918 Spyder and Porsche race cars. A new type of matrix LED headlights in the brand's typical four-point light design captures the viewer's gaze. Integrated as an element hovering in the airflow of the air inlet, they lend a futuristic character to the front end. The four LED units are grouped around a flat sensor



310 MI, 15 MINUTES CHARGING

for assistance systems whose border serves as an indicator light. Distinctive front wings and an extremely low-cut bonnet reference 911 design. As in the 911 GT3 RS, a wide characteristic recess extends from the overlapping front luggage compartment lid up and over the roof. The line of the side windows is also similar to that of the 911, however, with one important difference: two counter-opening doors enable convenient entry – without a B-pillar. Another difference: instead of the classic door mirror, inconspicuous cameras are mounted on the sides that contribute to the car's exceptional aerodynamics.

The rear design underscores the typical sports car architecture. The lean cabin with its accelerated rear windscreen, which draws inward at the rear, creates space for the sculpted shape of the rear wings that only a Porsche can have. A three-dimensional "PORSCHE" badge illuminated from inside hovers beneath an arch of light that extends across the entire width in a black glass element.

Interior: light and open with four single seats  
The interior of the Mission E transfers all of the traditional Porsche design principles into the future: openness, purist design, clean architecture, driver orientation and everyday practicality. The all-electric drive concept

made it possible to fully reinterpret the interior. The lack of a transmission tunnel, for instance, opens up space and gives a lighter and more airy atmosphere to the entire interior. Race bucket seats served as inspiration for the four single seats. Their lightweight design is weight-saving, and it gives occupants secure lateral support during dynamic driving. Between the front seats, the centre console – elegantly curved like a bridge with open space beneath it – extends up to the dashboard.

Display and control concept: intuitive, fast and free of distractions

A new world based on an innovative display and control concept opens up before the driver. It is intuitive, fast and free of distractions – created for the sports car of tomorrow. The filigree driver's display is curved, low-profile and free-standing. The instrument cluster shows five round instruments – they can be recognized as Porsche, but they are displayed virtually in OLED technology, i.e. by organic light-emitting diodes.

The round instruments are organized according to the driver-relevant themes of Connected Car, Performance, Drive, Energy and Sport Chrono. The controls are just as innovative. An eye-tracking system detects, via camera, which instrument the driver is viewing. The driver can then activate the menu of the instrument in focus by pushing a button on the steering wheel and navigate in it – which also involves an interplay of eye-tracking and manual activation. But that is not all: the display follows the seat position and body attitude of the driver in what is known as a parallax effect. If the driver sits lower, higher or leans to one side, the 3D display of the round instruments reacts and moves with the driver. This eliminates situations in which the steering wheel blocks the driver's view of certain key information, for instance. All relevant information such as vehicle speed is always within the driver's line



of sight.

The Mission E can even portray driving fun: a camera mounted in the rear-view mirror recognizes the driver's good mood and shows it as an emoticon in the round instrument. The fun factor can be saved together with individual information such as the route or speed, and it can be shared with friends via a social media link.

#### Holographic display with touch-free gesture control

The entire dashboard is chock full of new ideas. Its division into two three-dimensionally structuring layers reinforces the impression of lightness and clarity. The upper layer integrates the driver's display, and between the levels there is a holographic display that extends far into the passenger's side. It shows individually selectable apps, which are stacked in virtual space and arranged by priority with a three-dimensional effect. The driver – or passenger – can

use these apps to touch-free control primary functions such as media, navigation, climate control, contacts and vehicle. The desired symbol is activated by gestures that are detected by sensors. A grasping gesture means select, while pulling means control. Moreover, driver or passenger can use a touch display on the centre console to control secondary functions such as detailed information menus.

The concept vehicle can also be configured externally from a tablet via Porsche Car Connect. Using "Over the Air and Remote Services" the driver can essentially change the functional content of the vehicle overnight. A simple update via the integrated high-speed data module is all it takes to implement the travel guide or additional functions for the chassis, engine or infotainment system. The driver can use a smartphone or tablet to start updates conveniently from the Porsche Connect Store. Furthermore, Porsche Connect enables direct contact to a Porsche Centre for remote

diagnostics or to schedule appointments. Another function of integrated Remote Services is the digital key, which can be sent via the Porsche Connect Portal. It not only lets the owner open the doors, but also other persons authorized by the owner such as friends or family. After successful authentication, the key can be used within a specific time frame and defined location.

The virtual exterior mirrors are literally eye-catching. The lower corners of the windscreen show the images of the outside cameras that are mounted in the front wings. The benefits: the driver gets a better view of images and the surroundings, and safety information can also be actively displayed there.



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**Guest Columnist** - *continued from page 16*

auto. MSRP of \$121,350, well-equipped.

Yeah, it's stunning. And very tight. And it sounds fierce. Even with the top up. I never did pop the trunk, though. So I don't know if I could get my golf clubs in.

C'mon. If you own this car, are you really going to brace your clubs against the passenger seat? And have them clobber you in the arm, the first time you make an energetic right turn? Hey, if they don't fit in the trunk, the Jag mates to the Audi R8 from a practicality standpoint. And then the 911 wins, if only because you won't get beamed by flying objects.

As for ultimate performance potential, the envelope is so large that only a track will tell. I have no idea. I'd like to find out.

Mazda MX-5 Miata Club.

But I do know the performance potential of this one. Because, with the latest Miata, you can eke the last bit out of it, every day, twice a day, on your daily commute. And maybe that's the essence of all the euphoric road tests we've sifted through.

In this incarnation, the interior's up to date. The gearbox snick snick snicks. The top slides up and down by hand in no time at all. It's fun. And all accessible.

Except for two things. First, I'm sorry, I wanted to like the exterior styling a lot more than I did. At one point I followed someone else in the car. And I kept thinking the Miata needs a plus 1 or plus 2 tire fitment. As is, it just looks too Tonka-toy for my tastes.

And it needs 50 more hp. No, make that 100 more hp. When you're yelling "come on, baby, come on, baby" in passing mode, you know it's true. As is, it's adequate. Which I find boring.

Although that could have had something to do with the next feline I drove, the Dodge Charger SRT Hellcat.

Here's all you really need to know; 707 hp, 204 mph, \$70,865, loaded. But that doesn't tell the full story. Like the fact you get four doors. An automatic. You can take it shopping... and, when you leave the parking lot, you can melt the tires before you get to the first intersection.

And the sound. Remember the Hemi 'Cuda? If you're reading this, probably not. But you get the idea. Think top stock eliminator, with real brakes and anti-roll bars.

Inside, the central touch screen shows all these axle diagrams. I have no idea what they do. And I'd probably have to read the manual to find out, which, of course, I

had no time for. But I did find Sport mode. Which kept the revs up and enabled instant bellow.

Yes, it's hard to switch from a Miata into this homage to retched excess. But just what exactly is it? Sure, it's the ultimate MoPar halo car. But for what? For whom? I kept singing to myself "Let's Do the Time Warp Again."

The rest begin to blur. I wanted to like the Mustang GT Coupe Premium, with 435 hp and 400 lb.-ft. of torque, at an as-tested price of \$46,085. But it still drove like a truck. I never did find the friction point on the clutch, and I could hardly see anything out the rear. Some things never change.

I did like the Cadillac ATS-V Coupe, though. Very tactile. A very real American M3, or is it now M4. This car I could live with. It comes with 464 supercharged hp from 3.6 liters. The test car had the "track performance package," which included a lot of carbon fiber body bits. For \$74,140. I even liked the latest version of Cadillac's folded paper styling. And the manual gearbox.

Same for the Buick Regal AWD GS. At \$44,965, loaded, with a six-speed manual, 259 turbocharged hp and a Haldex center differential. Ok, I'll say it; "that's a Buick?" No, it's a viable 3-series alternative. Really.

Oh, I drove the new VW Golf R as well. With the manu-matic. A confession. My daily driver is one of last year's R models. The new R is a very logical step up, in fit, trim and performance. Nothing's lost, it's an incremental gain. Although I'd keep the stick.

That's it. My level of interest faded with the setting sun. Acura ILX. No time. Did I miss much? Lexus IS. Subaru WRX. That one I would have liked to try. A raft of SUVs and trucks. They all went on a typical teeter-totter slow-mo off-road excursion. I passed.

Oh well, there's always next year. My dues are paid up.

**Four Speeds and Drum Brakes -**  
continued from page 9

With over 50 cars participating in the Mototour, there was a great selection covering all models and most years. After most had arrived I pointed out some of the various rides to Alex who seemed somewhat interested but didn't seem to get that excited about any particular car. The Volvo P1800 was nice and the Ferrari sounded OK but that was about it.

After walking through the big wooden doors, we were on the second floor overlooking the filled hanger. Below were planes, tanks, and assortment of vehicles from WWII. As we approached the railing Alex suddenly shouts out "OMG, they have my favorite tank". There were four somewhat small, by Sherman tank standards, tanks on the far side of the hanger near the sliding doors. His favorite tank? I didn't even know that he knew what a tank was, I certainly don't know any besides the one mentioned two sentences back.



There in all its glory was a Hetzer or more formally a Jagdpanzer(38)t which was

manufactured in the '40's by Germany on a Czechoslovakian chassis. He knew how many men it carried (5), what engine was in it (6 cyl) and the fact that there were no viewing openings (outward vision was provided through a series of mirrors). This guy knew everything there was to know about the Hetzer, and the other tanks on display were in his data base too. Turns out he's a tank guy and loves tanks. He tells me that of the roughly 100 tanks out there from various wars he knows about half of them really well. That's a lot more than the number of vintage cars that I know well. Who knew? When I asked him where the knowledge came from, he said "the History Channel". I thought the kid still watched cartoons.

So I would say that we really do have a car guy in the family, he's just the tank variety of car guy. I did explain that if he was going to collect tanks when he got older he would have to have a much bigger garage than I have.

We'll see where that goes. KTF

**Sign Me Up! -** continued from page 15

better aftermarket for TDI tuners.

Maybe there should be a discussion on batteries, disposal costs, safety issues, and fewer selective regulations, however, for now the TDI diesel is the target. I received an apologetic letter today from Volkswagen's new president, and another from some opportunistic attorneys looking to gin up a class action lawsuit.

No matter how you feel about diesels, it feels like 1960's when we heard "it's unsafe at any speed".

**On the Edge** continued from page 6

The camper had to be picked up Thursday, but she couldn't get Thursday off. I had it off, but was the only one. Now I need to get to Lakeville, get the camper to NH, get back to Lakeville to get my car, drive home to Framingham, pack it, and drive back to NH.

God DAMMIT, how do I get myself into these dumb situations?

It's a good thing I have good friends. I called in a panic to someone who has never failed me. He luckily had some time on Thursday.

"Meet me at my work at 7AM - We'll work it out."

I breathed in, and hung up the phone.

I'll leave the details out, but it took the better part of 7 hours to get the damn thing up there, get everyone back to their cars, and get me to Methuen to meet my friend the next morning.

And so, we camped. We went NASCAR campin', and no one, absolutely no one, was more surprised than me, that I had a good time.

No, check that, I had a great time!

Our spot is amazing! Right at turn three. It's closer to the track than pit row. I could see Jimmie Johnson's eyes as he roared past. We made fires, we froze, we cooked little meals, and we met the neighbors. The bed was comfortable, and the toilet in the camper worked. I had heat, electricity, a fridge, a stove, and a bathroom. It was awesome! The mood was festive, the atmosphere friendly. People brought their kids, and dogs, and grandparents. Folks from all walks of life wandered the reserved camping area. The people watching was supreme.

We pulled our chairs up to the fence, put our feet up, and chatted while the truck series flew by. We napped, worked, relaxed, read, and talked. Seriously - a very, very good time. And honestly I can't wait to go back.

So at 40-something I figured out camping. I needed to get on a waiting list. I needed to find the biggest camper I could rent, and then find someone else to drive it. I needed to go with a good friend, who expected nothing more from me than to be a racing enthusiast. I needed to give it another shot.

When I got home I called Dee. "I'm keeping my spot Dee, here's my card number." I signed up for another year, and I can hardly wait for July.



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