



P O R S C H E

918 Spyder

IM BATM

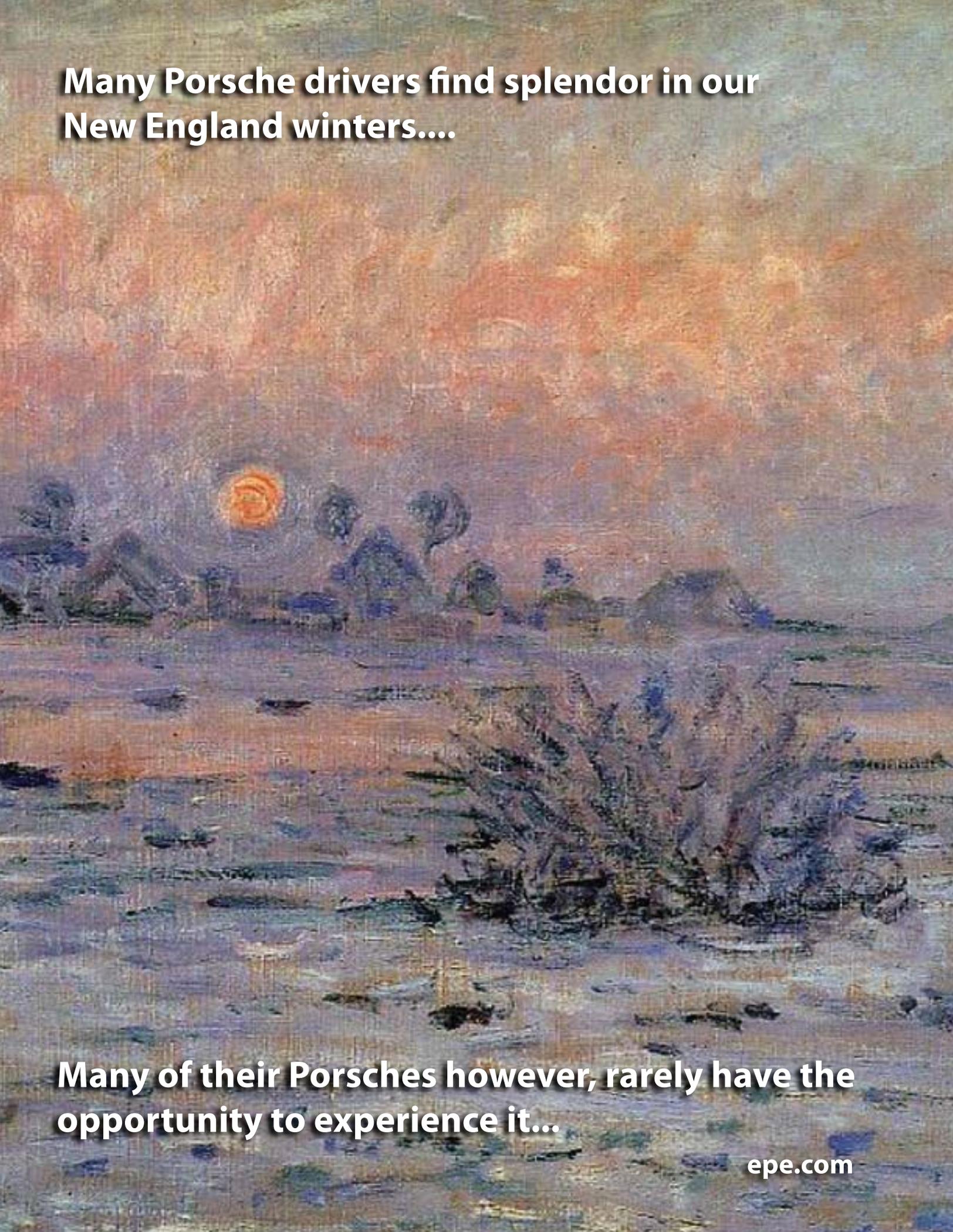
Land of Lincoln



THE NOR'EASTER

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

An impressionistic painting of a winter landscape. The scene is dominated by cool, muted tones of blue, purple, and grey, suggesting a cold, overcast day. In the foreground, a large, dark, textured bush or tree stands prominently. The middle ground shows a line of smaller trees and a distant horizon. The sky is filled with soft, blended colors of orange, yellow, and pink, indicating a low sun or moon. The overall style is characteristic of Impressionism, with visible brushstrokes and a focus on light and color over fine detail.

**Many Porsche drivers find splendor in our
New England winters....**

**Many of their Porsches however, rarely have the
opportunity to experience it...**

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Due to an overwhelming demand, EPE is again happy to provide a checklist that will help you and your Porsche survive ...another New England winter.

- C**HANGE THE OIL AND FILTER
- F**ILL THE FUEL TANK AND TOP OFF ALL OTHER FLUIDS
- C**HECK THE COOLANT FOR PROTECTION LEVEL IN WATER COOLED CARS
- 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

PLEASE NOTE THAT EPE CAN SUPPLY AND INSTALL THE FINEST BATTERY MAINTENANCE/CHARGERS AVAILABLE. WITH AN APPOINTMENT, OUR STAFF CAN INSTALL ONE OF THE DEVICES IN YOUR PORSCHE, OFTEN WHILE YOU WAIT. THIS VERY SIMPLE UPGRADE WILL ALLOW YOU TO LEAVE YOUR PORSCHE FOR EXTENDED PERIODS OF TIME WHILE AVOIDING THE INCONVENIENCE OF A DEAD BATTERY. THE OTHER AND PERHAPS GREATER ADVANTAGE TO KEEPING THE BATTERY CONNECTED AND CHARGED IS THE PRESERVATION OF ALL OF THE MEMORY AND ADAPTATION INFORMATION STORED IN ALL OF THE CARS CONTROL UNITS, AS WELL AS THE RADIO.

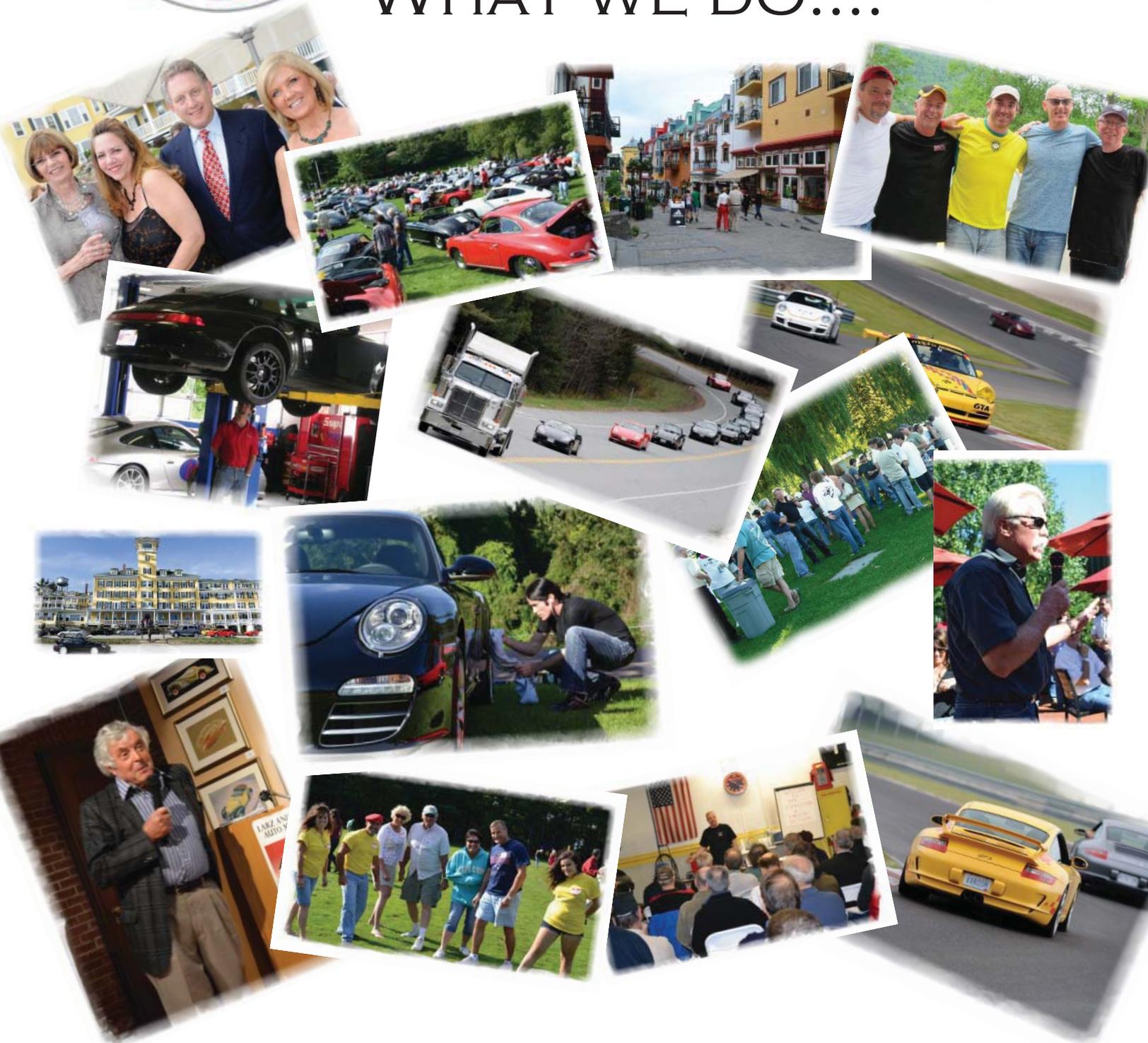


WHO WE ARE....

POORSCHKE



WHAT WE DO....



INSIDE THE NOR'EASTER

VOL. 43
ISSUE NO. 10

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Cover Photo
Courtesy
Adrienne Ross
2015 Porsche
918 Hybrid

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

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On the Edge

of Damage



Adrienne Ross

There are worse things in the world than having your car assaulted. Yes, I could name them, but I don't want to, because having someone crash into my Porsche is seriously in the top ten of my nightmares.

In June I went to the Newton Marriott to do some pre planning for a conference my work holds there every 10 weeks. I left about 6:00 PM and had the Pcar parked in the second space in in the row. As I backed out, a woman in a Mercedes SUV came around the corner and smacked into the passenger corner of my car.

I got out to inspect the damage on her

(T)here was an eight inch in diameter dent in...my car. Needless to say, my head almost exploded.

car, and there really wasn't much, a 1/2 in scratch on the fender. But when I went to look at mine there was an eight inch in diameter dent in the corner of my car. Needless to say, my head almost exploded.



was as nice as I could be, given that I was one step beyond furious, and I quickly informed the violator that I would need to call the police. The damage was significant, and my insurance would require a police report. So I dialed them up.

In the meantime, I asked her for her papers. Oh boy, a rental. A Mercedes SUV from Hertz.

I took pictures of the rental agreement. Interesting, her husband rented it with no

additional drivers. But at least he paid \$45 a day for the insurance. Wow! \$45 a DAY? I think the most I've paid is \$9, and then I learned to rent cars with Amex, they insure it, in addition to my own insurance.

Then I took a picture of her license, and while doing so did a double take. She was born in 1947, but she was first licensed (and this is noted on an Oregon license) in late 2013. Oh dear. She's 68 years old, and has only been driving for 15 months.

The police came, and I asked the officer about a few friends of mine on the Newton Police force. She was friendly enough, took our statements, and then went on her way. I took enough pictures to make a Ken Burns documentary, and then (fuming) headed home.

My first call was to the insurance company. Did I have a shop in mind? Oh yes, only one will do. Mike's Autobody of Malden. My agent said they'd get an appraiser out ASAP, (the next day it turned out) and to have the shop call them when they understood the extent of the damage.

In the 5 years I've been a member of the club, I've recognized Mike's to be the best. We did a tech session there once, and I was impressed by the meticulousness of Mike Noonan and his crew. Over the years, members of the Board and I have recommended them to new or recently suffering members. Mike is an instructor for the Club, and tends to run around in a green 914 that he restored. Mike recently semi-retired, leaving the shop in the capable hands of Eric, and (another) Mike.

I drove to Malden to have the appraisal done. Eric assured me he could make it all like new, and I was grateful. "It will take a week or two to get the parts, then you can bring the car back." I added a codicil. "The thing is, my car is going to be the subject of our tech session at Unique Car Care on August 15th can I have it by then?" Eric assured me that he

could do that no problem.

Two weeks later I dropped off the car, and 10 days after that Eric called. "The car is all set Adrienne."

"Eric, I wonder if I could ask a favor? Could you take it over to Unique for me, and I'll pick it up there?" Again this was no problem for Eric, and the guys at Mike's.

I met the car at Unique, and it was just as good as I hoped it would be. No trace of the damage, a new lens on the tail light, and black to match the car's tiny bit of fade. Perfect.

To top it off they polished my headlights back to the original transparency. They were pretty foggy and pitted from use. So THAT'S why people tape up the headlights at DE!

I was thrilled with the service, and the customer service. Thank you guys so much! My disclaimer for this column is that no favors were exchanged for a good report. It's a good report, because they are great. They worked directly with my insurance company for the price, and I paid my deductible (which I'm fighting) in full. Mike's is an advertiser and sponsor for the club already, so I'm not getting any favors there either. But I have recommended them in the past without having needed their service, and now I'm thrilled to recommend them in the future having been so satisfied with my service.

My lawn company – well they're a different story....

In This Issue...

Another action packed adventure awaits you in this months NOR'EASTER! One hundred and forty cars came to Concours! It turned out to be an absolutely gorgeous day, and we really enjoyed it.

The Collings Museum was a big hit again this year. We have lots of pictures, and we hope you'll help us continue to support this wonderful and unique resource.

I review a few books, just in time for holiday shopping. If there's a Porschefile on your list, get one or both of these books for them.

Enjoy the issue!

Up To Speed

Social Media



Kristin Larson

How times have changed in the racing world and, I would like to think, mostly for the better. Sometimes social media just provides interesting reads, and some is just for pleasure and amusement, and sometimes it can actually make our lives easier.

I remember as a child when one of my parents was the Track Chair for NNJR and the dining room table was covered in paper. As each event grew closer, our mail box would get ever fuller with registration forms and checks. Back in the day, all track entries were transacted with paper, a

It appears that reading magazine articles and talking with other drivers was how people got information before.

check, and the US postal service. Registration confirmations would also be returned by mail. And don't forget there was no Excel to help manage the schedule, run groups, and work assignments; this was all done with paper and pencil - no pens allowed as many changes were required. Now clubs use either clubregistration.net or motorsportreg.com and registrants get an almost instant gratification. We sign up and know relatively quickly if we get into the event and our credit card is charged almost instantaneously.

I think about this as we prepare for Thompson Speedway this weekend. We have a few late cancellations and a few new instructors signed up which allows us to confirm additional students. I can't imagine how they handled all this 40 years ago, other than to have a high telephone bill (remember when you were charged for every call outside your local area?). Computers, email and the internet have made our lives easier in today's world.

I log into my facebook page and I have the ability to see hundreds of videos. Some of them are interesting, some are great lap times around a track, and some are just silly. I also get to see what my friends are

doing and where they are driving. And sometimes I ask myself, why didn't I go to that event - I wasn't doing anything last weekend. These videos have made learning a new track so much easier than the "old" days. When my family would go to a new track they were always studying the paper track map that they may not have even seen until arriving at the track. At least today we have the ability to know if the next turn is a right or left.

I also look forward to my Ross Bentley email on Tuesday mornings. It is always a racing topic and it's always a good read. There are many such means to get information today. Now it is a matter of determining whether it is good information or bad. But it can definitely be information overload. On the subject of Ross Bentley, Speed Secrets is a great

book for all racing enthusiasts, but even that was not published until 1998. I did a google search for racing books in the 1970s. While they appear to be many that are picture books, I could not find any that really taught a driver how to be a racer. It appears that reading magazine articles and talking with other drivers was how people got information before. As a child, I remember the track cars were mostly 356s or 911s and they did not vary as much as they do today. I believe every conversation when my father was talking about how he had set up the car and asking what others had done to theirs and comparing notes as to how the handling was different, was a large part of the information exchange that went on. In walking around a paddock today, I would say that those conversations still happen and are often a great source of information.

In recent years, we have made further technical advances which help make the lives of the volunteers who run the events a bit

easier. We no longer allow onsite registration for autocross and we are moving in that direction for the annual dinner, concours, and new for 2016, the annual subscription for the Nor'Easter.

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Oil and Water

The Never Ending Story



Mike Kerouac

As many of you know, I collect cars. I'm not a brand fanatic and I don't particularly gravitate towards any one type of car (i.e. High Horsepower, Convertibles, etc.). My tastes are a bit eclectic, ranging from American Muscle to German precision to Italian Passion. I've had as few as one collector car in my garage and as many as 19. Over the years, Porsches and Corvettes have dominated, so I guess I do have a bit of a bias, but the models of those cars have ranged from the mid 1950's versions all the way up to 2015 models. So once again I consider my tastes eclectic.

I just no longer have the time to drive on a consistent basis or the ability to focus while on the track like I used to.

As I sit here in September and consider all of the transitions that seem to happen in September; kids back to school, summer to autumn, car show season winding down, football season ramping up, track season winding down; I decided to share a few of my personal transitions and an element of car collecting that I call the never ending story.

As I alluded to in my last column, my retirement from track driving is very close. I just no longer have the time to drive on a consistent basis or the ability to focus while on the track like I used to. Work, travel, and other hobbies now occupy that space. My wife and I very much enjoy travelling around the world and I have significantly ramped up my activity in a lifelong hobby, photography. I started shooting with a Nikon in High School and even though I've had periods of my life where photography took a big back seat to other things, my passion to create with film and digital media never totally disappeared. Similar to my car collecting, my photographic tastes are also eclectic. I shoot race cars, travel,

wildlife, and people. Not focusing on one genre probably hurts me in terms of developing an expertise, but the wide variety of images I shoot keeps me fresh and interested. So, in some ways, I can say track driving is a story that ends, but at this point photography is one element of a never ending story.

That's enough on the photography topic. Let's get back to cars. As I stated earlier, I've had as few as 1 and as many as 19 cars in my garage. At this point, I'm at 9 and declining. I have 4-5 cars up for sale and I plan on settling in at a 4-5 number. How did I come up with the 4-5 number? At this point, I can chalk it up to the never ending story of collector cars. There is one constant in the collector car hobby, the cars always need work and if you can't do all of the work yourself, then you are always writing checks. That is the "never ending story."

Collector cars, any car for that matter, need to be driven. Because I have travel and photography hobbies that have taken up a good chunk of my free time, my cars are rarely driven. Before, you fire up your email, let me say that I already have a long list of people volunteering to drive my cars. That's one solution, but it would only solve part of the problems. Even with regular driving, the collector cars still require maintenance and the fix it lists are also a never ending story. So I finally got to the point where I was tired of just looking at very expensive garage art that required an endless series of cash outlays to support it. At least with traditional art, you buy it and display it, while hoping it appreciates. With

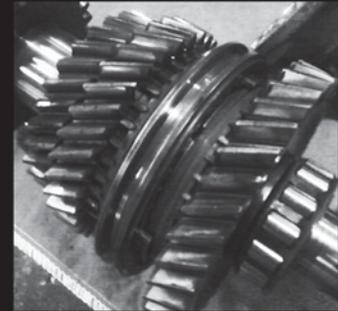
cars as garage art, most depreciate and you still have maintenance costs as well as the yearly excise tax bills. After a lot of soul searching, I decided to significantly wind down the car collection and just keep a few examples that require less maintenance, have small excise tax bills and most of all, have some type of personal meaning to me. That list ended up being 4-5 cars long. I'm not going to share the list. It would require explanation and I'm not ready to go there until the other cars sell and I have my final 4-5 remaining. As I said, this is a never ending story, so we can see the final or semi-final outcomes in future columns.

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

Summer's Exit Stage Right, Maybe



Tom Tate

This has certainly been a summer to remember and it just doesn't seem to want to go away. Given the winter that we had last year I guess that Mother Nature is being kind to us and extending our driving time with our Tubs.

So many cars shows were on the calendar this year that it was hard to choose between them. More and more imported cars are showing up at Hot Rod shows and the import shows have started to limit the field to allow enough space.

The new rule at Lime Rock Park is; if your car was shown last year you need to bring a different one this year. That would help

open cars. It was the first annual Club Day, and promises to grow into quite the event as the years go along.



As a...first time Concours entrant he could be excused for thanking the Academy...

put cars seldom seen out on the track for their Sunday in the Park show. This year had Sir Stirling Moss and Jochen Mass as Marshalls and they were accompanied by the Mercedes Benz 300SLR that Stirling drove to an overall victory in the 1955 Mille Miglia, a distance of 992 miles covered in just over 10 hours. That would be nearly a 100 mph average speed on public roads blocked off for this special race. What a ride that must have been.

It was 'show what you've got' at the Endicott Estate show put on by the Bay State Antique Auto Club, where over 700 cars showed up on, as always, the hottest Sunday in July. There does seem to be more imported rides on the grass, but it's hard to tell because even more Detroit Iron is showing up every year. The vendor areas were as large as ever with plenty of cheap tools from China and lots fried food for the masses. It's always a great time when that many car guys and gals get together.

A few weeks later the local 356 Club (TYP356NE) turned the same Estate into Club Day on a rainy, overcast Sunday and even some members from New Hampshire and Maine made the two hour drive in



Lime Rock

Another big day for the cars from Stuttgart was the annual Concours at Larz Anderson Museum of Transportation in Brookline. Results are listed with photos in this issue of the Nor'easter, but I had an interest this year besides the car I drove in with.

While I don't do much in the 911 area I did have a chance to shepherd a '70 911 Targa barn find through the restoration process for an old friend this year. The car needed to be repainted in its original burgund (burgundy) color, cleaned to within an inch of its life and mechanically massaged into a safe driver. Bob Lundell took on the paint and cleaning work, discovering some rather strange previous work done back in the '80's.

When the decision was made to enter the car in the show, Kevin Saltzman jumped in at the last minute to do major things like the brake system (cad plate the calipers, replace lines, etc.) and minor things like replace the screws that hold the license plate lights in place. It all came together and the result was outstanding.



Even the judges thought so as it took First Place in a very tough Early 911 class. The owner was thrilled but not as much as I was because I knew how many people had thrown themselves into the project. As a longtime owner but first time Concours entrant he could be excused for thanking the Academy as he began his acceptance speech. Just a regular car guy with a great sense of humor.



Photo by Larry Levin

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

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!

Fifteen Years

Hank Di Giorgio
Leslie H. Rudnick
Richard E. Wilson
Sean P. McCormick

Five Years

Carl Gravina
Edward Walk
Guy Rodomista
Karl Ng
Kathleen Mccusker
Marcus Collins
Thomas E. Mullen

Ten Years

Clifford Steve
Kevin O'Connors

One Track Mind

Going Fast

I love things that go fast. This, then, was my month!

Let me start by lauding the performance of jetBlue, not once, but twice, this month. We flew from Boston to Seattle to visit our son Adam and his family. Our flight departed, not only on-time but early and, consequently, arrived early in Seattle. The flight was flawless and we arrived in good spirits ready to spoil the grandkids.

Our kids live on Lake Sammamish and Adam had us signed up for a mission – we were going boat shopping. Early the next morning, we visited a few marinas in

Luckily, we enjoyed a test drive ... and I immediately changed my opinion on Volvo V-8's – this thing hauled ass!

search of “the one.” By mid-afternoon, with enthusiastic encouragement from Ann and me, he'd settled on a 21' Sea-Ray with a ski tower and an inboard Volvo V-8 engine (Oh, Oh, I thought - soccer mom performance!). Luckily, we enjoyed a test drive on Lake Union in Seattle and I immediately changed my opinion on Volvo V-8's – this thing hauled ass!

We left Adam to negotiate his deal, which occurred over the next few days and ended up including a boat trailer too. We plan on more frequent visits to “see our grandkids” next summer. Once again and true to form, jetBlue got us home twenty minutes early, allowing us to pick up “Sam” at the kennel before closing time.

Our second, almost identical experience with jetBlue, occurred about ten days later when we ventured out to Colorado Springs to visit daughter Katie and family. Once again, we arrived early and ultimately returned home to Boston early (great job jB!).

Katie is in the process of leaving the Army, where she is a Captain and Blackhawk helicopter pilot. (husband Travis is a Major and a Blackhawk pilot, as well). She

is now pursuing her MBA and preparing for temporary duty as a single Mom to two kids while Travis once again deploys to Afghanistan (his third time).

During our visit with them, we had the opportunity to attend a nighttime airshow featuring planes cloaked in neon and spewing fireworks while performing aerobatics in the night sky. One aircraft, was a jet powered sailplane, another, and in my opinion the most spectacular of the night, was an old Beechcraft C-45, a retired military plane which accomplished stunts that a twin engine, former passenger carrying, 72 year old aircraft should not be asked to do. It was impressive!

Finally, before leaving the travel theme, let me also herald the Denver TSA personnel who not only expertly and quickly managed the flow of travelers boarding flights, but were incredibly courteous and friendly to all of us. I wish this was the norm.

So let's see . . . early departures and early arrivals on two round trip flights, a ride in my son's fast boat, a spectacular nightflying aerobatics show and a quick trip through the TSA maze – I'm on a roll - what else might add to my fast September? How about NER's final DE event of the year at Thompson Motor Speedway, September 18 - 20? Ann, Sarah and I will be there, how about you? Man, what a month!



Dick Anderson

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- MODIFICATION
- FABRICATION
- SERVICE
- PARTS

A photograph of a silver sports car, likely a Lotus Evija, shown from a side-rear perspective. The car has "GT2RS" written on the side.

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by Marcus Collins

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Around the Cones

It's not the Cars....



Steve Ross

Here we are at the end of a beautiful summer filled with Porsche club events ranging from the ever popular DE and AutoX events to an array of regular non-driving entertainment venues.

Our annual cruise nights to the Stow airport have been successfully filled with members' Porsches in spite of the tight parking brought on by the construction at the airport. Our first detailing seminar in Stoneham had a very strong attendance as the good folks at Unique car

Upcoming this fall is the Concours on the 12th of September (registration info in now online)

care showed the inn's and out's of proper Porsche detailing.

The midsummer Porsches and Polo event drew a large crowd of Porsche, sponsored by Porsche of Danvers, and the fun picnic class attracted a record number of entries and was won by a trio of youngsters. (Note the parents kept the bottle of wine awarded to the winners)

The following weekend another good turnout for the annual Collings Foundation tour (see the whole story elsewhere in this issue), then the very next day the Fleming, Collins new members BBQ had a decent turnout in spite of the on and off drizzle.

Upcoming this fall is the Concours on the 12th of September (registration info in now online)

The Cruise night will be held at Patriot place on September 24th starting at 4pm. Note the organizers would like a few representatives of the club to arrive early (3-4pm) to help guide our contingent into their proper parking spots. Volunteers please contact Steve at slr944@aol.com if you wish to help. Questions can also be sent to him. Note please read the complete patriot place promo on

their website for rules of the event and most important their rain policy.

After reading Kristin's column last month about how helpful members are when others need help with repairs to their car away from home, it reminded me of how through all the Porsches I have owned, (9 now) I have always packed my portable tool box, and some important parts that others might need. Experience has shown that the DE & AutoX events along with the Ramble have all had a large contingent of attendees and thus a greater chance of needing some of these parts and possibly tools too. So I packed a fan belt in my 914 in case it broke. Note on that model the belt ran the alternator AND the cool-

ing fan. A DME relay on my 944S2 and 993, and a hot water valve on both my 968's. Ironically I never needed them for my car but gave them to a number of broken down Porsche owners for N/C (which they all offered and I refused) Of course I am not alone, it seems most every Ramble there is a need for some mechanical assistance and it is nice that mechanically inclined participants come forward to help those who have broken down while others supply the needed parts. Again it's the people not the cars that make this a great club.

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Don't Lift

2015 Wrap Up



Stan Corbett

My October column was almost a victim of too many tasks spread out over too little time. Many of those tasks were related to turning our DE at Thompson from July's outlook of a potential 40-driver disaster to the very successful 125-driver event that just concluded. This was a worthwhile trade-off from our DE program point-of-view; not so much from our editor's point-of-view as she depends on everyone faithfully turning in their columns on time every month (Sorry!).

The final NER DE event of the year was a 3-day, Friday-Saturday-Sunday, weekend

If they had buried me after that event the undertaker would never have gotten the smile off my face!

at Thompson Speedway Motorsports Park on 18-20 September. I can report that instructors did read the bit about "registration is FREE for instructors" and enough signed up that we almost cleared the wait list (only two registered students didn't make it into the event). The weather for the event was excellent, pretty hot in the cars on Friday, a bit cooler on Saturday and perfect on Sunday. This event was sponsored by Justin Becker and the good folks at South Shore Autoworks. Justin was at the event on Saturday and I hope you took the opportunity to talk with him about his new shop and thank him for his sponsorship.

This event was particularly enjoyable for me as the reactions of Michael Leroux, my Green student on Friday and Sunday, reminded me of how I felt at my first event in 2007. (If they had buried me after that event the undertaker would never have gotten the smile off my face!) Like me I think Michael was immediately hooked as I see he has now registered and confirmed for NCR's "Spring is a Long Time Coming" DE in October.

We have had a successful DE season. A great deal of effort by your Track Committee has gone into that success. One of the key elements has been the Instructor Development Program, a cooperative effort between the Northeast and North Country regions. This program is led by our Instructor Development Chiefs; Bob Kelliher for NER and John Dunkle for NCR. They are ably assisted by many of our senior instructors who spend a lot of time mentoring our instructor candidates in addition to the time they spend with their regular students from the Green and Yellow run groups.

Candidates promoted to instructor this year are Nick Shanny, Steve Sisler, Brian Light, Dave Berman, Ann Anderson, Jason Woz, Charles Kenney and Bill Seymour. Congratulate these folks and extend them a bit of sympathy as they jump into your cars to help you learn to be better drivers. Try not to scare them too much as we want them to instruct over the long term.

It takes the efforts of your entire Track Committee to successfully pull off a season's worth of track events. This year's committee included your Track Chair (me), Chief Instructor Dick Anderson, Control Chief Kristin Larson, Instructor Development Chief Bob Kelliher, Tech Team Lead Chip Wood, Registrar Mark Keefe, Track Ops (as of TSMP in September) Adam Schwartz, and Socials Adri-

anne Ross. Our slot for Novice Development Chief has been officially vacant this year but Peter Tracy, a former Chief Instructor, stepped up to perform those duties at each event. Please remember to give these folks a "Thank You" when you next see them.

It would be appro-

priate to recap the season by recognizing our drivers that have received promotions this year. I was going to do this at the annual dinner but, since we have a lot of drivers from outside NER and from outside PCA, I think this is a better venue. These lists include promotions at both NER and NCR DE events (not including the 12-13 NCR DE at NHMS). Congratulations to all for your demonstrated driving skills and adherence to the precepts of the PCA High Performance Driver Education program.

Green to Yellow: Joshi Anirudh, Grant Barron, Mark Judd, Mark Lewis, Chris Simmons, Steve Cefalo, Eddie Macaroco, Christina Tischler, Chris Chand, Mark Gravina, Alex Grilli, Ray Moorman, Daniel O'Donnell, Garard Desbiens, Lori Harris, Andre Prokopiw, Randy Schiller, Liam Shanny, Nancy Van Ginkle, Yoyi Fernandez, Adam Smola, Thomas Bigony, Tim Finnerty, David Manoogian, Michael White.

Yellow to Blue: Fred Best, Robert Carbonaro, Don Kelly, Kelby Longeuill, Maria Longeuill, Audrius Pauliukonis, Jeff Snider, Josh Whitcomb, Sterling Vernon, Michael Laurent, Brenda Marchwicki, Phillip Revie, Alain Tranchmontagne, Vincent Troisi, Jordan Hitch, Max McGee, Karsten Richards, Stephen Allen, Keith DeGrace, Mark Hutker, Alex Katz, Eddie Macaroco, Chris Simmons.

continued on page 38

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Sign Me Up

Summer Events



Steven and Laurie James

As August started, the social and non-driving events calendar was full. From polo to car detailing there were multiple opportunities to meet fellow club members and talk cars.

Laurie and I were able to attend a few of these events and, even with busy schedules, we made it over to the Stow drive in on August 20th and the NER barbeque hosted by Danni and Marcus on August 23rd.

If you're new to the club and are looking for a way to meet fellow club members, the social gatherings are both fun and a great way to meet other

I really enjoyed attending the Stow airport drive in and the weather was perfect.

club members. It's been my experience that you can find like minded members discussing any number of topics from driving events and recent car purchases to local service experiences.

I really enjoyed attending the Stow airport drive in and the weather was perfect. As we drove into the parking area the mix of Porsches, planes, and classic cars on a warm summer evening set the tone for a nice mixed gathering of locals and club members.

I quickly spotted a restored Datsun 240Z and made my way over to ask the owner a few questions about his example. I had an immediate connection to this car. I had purchased a 1972, 240Z in my sophomore year of college, trading in a 1968 MGB. I was just finishing a good run of three years driving a MGB through the oil embargo, long gas lines etc. However, the MGB and I were ready for a separation.

I was done with British Leland,

scraped knuckles, tuning wire wheels, hidden batteries...etc. etc. The 240Z at Stow brought in all the memories of detailing my blue Z out in the summer of 1976. This owner had bought the car new and over the years made the decision to completely restore it. In that moment, I was comparing the blue Z to the one in front of me, which brought me back to the summer of 1976, it was a fun memory.

Laurie and I made it around most of the cars with plenty of time to grab a bite to eat, take a few questions from people interested in our 88 Carrera, and meet a few new members attending their first NER event. It's always enjoyable to help new members get started, since NER has lots of choices for social and learning opportunities. After a few hours I had a few new member contacts and we were off for a nice summer evening drive home.

One of the annual events Laurie and I scheduled in August was the NER Barbeque hosted by Danni and Marcus. This was our first year to make this barbeque

after talking about it for a few seasons.

What a fun afternoon, great food and refreshments pool side. Although the weather was a bit moist, we had a great time and props to Dani Fleming and Marcus Collins for their hosting efforts to make it a fun afternoon. Based on the people we met, it was a perfect place to spend the afternoon.

As I pointed out the non-driving events offer our members great networking and learning opportunities, so check calendars and attend one of your choosing. If you're new to NER and want to corner a few members to ask about cars and driving events, these social gatherings are perfect for place to build momentum for members doing R&D or considering which educational events to add to their NER schedule.

We have several non-driving events scheduled in the months ahead, to hope to see you there.

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2015 Calendar
At-A-Glance

September

- 9 - Board Meeting
- 12 - Porsche Day at Larz Anderson
- 13 - SoBo Cars and Coffee
- 18 - 20 DE @ TSMP
- 20 - NER AX
- 24 - Cruise Night Foxboro

October

- 3 - NCR AX 5
- 3 - Factory Five Tour
- 3 - Overland Adventure
- 4 - Fall Tour
- 10 - German Car Day at Larz Anderson

- 14 - Board Meeting
- 12 -13 DE - @ NHMS (NCR)
- 18 - SoBo (Details online)
- 24 - NER AX 5

November

- 11 - Board Meeting

December

- 5 - NER Annual Gala
- 9 - Board Meeting



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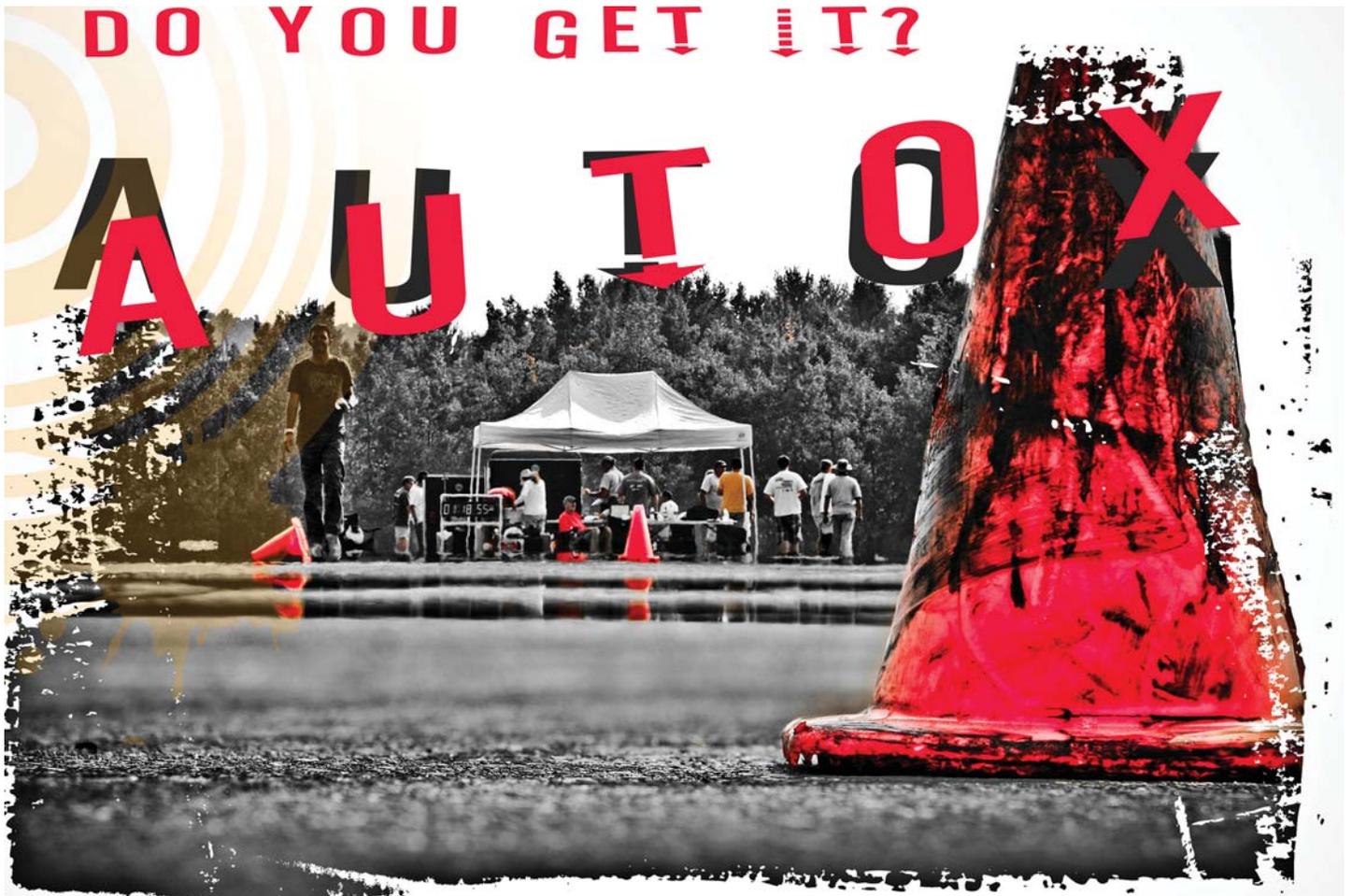
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TOUR OF THE COLLINGS FOUNDATION AIR-PLANE, AUTOMOBILE, AND MILITARY EQUIPMENT MUSEUM.

By Steve Ross

Saturday August 23rd, founder Bob Collings led a two hour tour of his fantastic collection of historical airplane collection from the time of the inception of the airplane thru WWII military planes, one of which was piloted by Ex President George HW Bush and a number of military vehicles of both the US and Axis forces. Bob explained the significance of the German antiaircraft 88mm gun along with terrifying V1 rockets that rained down on England towards the end of the war. He also related the chilling experience of young American crewmen on B17 bombers on their way to bomb German weapons manufacturers, while enduring below zero temperatures in the unpressurized cabin of the planes, being rocked by

constant anti-aircraft flack, hoping they would be one of the lucky 50% survivors when and if they safely landed back in England.

The educational tour then switched to Bob's presentation of his planned new museum he is hoping to build on the property as soon as resistance from neighbors is settled. Along these lines he asked the participants to sign a petition to allow the Foundation to continue their very popular reenactments which include a WWII battle and the "Race of the century" which pits, man, horse, bicycle, antique car and plane against each other in a theoretical race across the adjacent field in back of the hanger/barn.

The club gave a generous donation to the Foundation, supplied morning coffee and munchies and

promoted the usual friendly "Porsche talk" amongst the participants.





Photos by Wayne Kunkel



Photos by Steve Goldman

Photos by Wayne Kunkel

Photo Courtesy D

After a rare foggy morning, the sun broke out for NER/PCA's annual Concours, this year back at the Larz Anderson Car Museum in Brookline, Mass.

Early on our car placement expert, Brian Laramie was on the lawn, with wheels removed for final cleaning, getting read for his 944 to be judged after his duties as car placement guru was finished. Yours truly was busy placing the signage for parking around the field and coordinating the set up of the tables, chairs, PA system, and tent, while our IT expert, Don Kelly started warming up the laptop for expected onslaught of day of the event entrants, and boy were there a bunch of them. Fifty seven people participated in our first ever online preregistration and except for a few misunderstandings all went well and they all were given the appropriate placards for their windshield and/or score sheets if in the fully judged class.

Our sponsor Porsche of Norwell was represented at the event with the new product from Porsche along with a number of vendors who were displaying their wares including a group that brought some fantastic Porsches for display including a 918 that spectators and entrants alike were awed by.

As the field filled with the day of event crowd of entrants and spectators, Brian and his crew started spreading out the large crowd of Porsche in the corners of the field and started placement across the driveway in an adjacent field of the Museum.

George Markley and his crew of judges went to work judging 30 plus full concours entries while the daily spectators came to visit and check out the large collection (numbering over 130 Porsches) on the lawn.

As the score sheets came in along with the ballots for the people's choice, our crew worked to tally the winners in each class. Trophies were gorgeous pictures of Porsches taken by NER member Richard Viard and framed by Jane's frames of Franklin.

As the crowd started to head for the exits another successful concours went in the annals of NER's history. See you next year.

Copy by Steve Ross
Photos by Larry Levin



2015 CONCOURS







Photo Courtesy Adrienne Ross

NER WINS TEAM CHALLENGE A

NER Wins the Zone 1 Team Challenge for the first time since 2006! Congratulations to the NER Autocross Drivers!

Here's how it happened:

On August 22ND and 23RD, PCA ZONE 1 held its 30th Annual Autocross Event with the Autocross Team Challenge. The weather report had not looked promising and I for one was not looking forward to a rainy weekend out on the tarmac at Devens. Thankfully, not only did Saturday turn out to be quite a nice day, even Sunday ended up with only some morning drizzle which soon yielded and gave us a dry track for most of the afternoon.

The event had drivers posted in 8 Production Classes, 5 Stock Classes, and 2 Improved and 2 modified classes. NER, NCR, Metro NY, Hudson Champlain, and Connecticut Valley Region were all well represented, with smaller numbers of drivers from Northern New Jersey, Down East, Niagara, and Central New York regions.

Once again, the counter-clockwise course, methodically laid out by Scruffy for Saturday, was a fast one; although not without its "give it up to get through fast" areas. It required a good combination of technical and speed driving. Sunday saw a clockwise version, with a few tweaks, but a similar combination of speed and technical aspects.

Saturday was a good day for the NER drivers. By the end of the day, we held first place in 8 classes, with NCR and Metro New York each holding first place in 4 classes. Sunday started out with alternating drizzle and light rain showers threatening to put a real damper on the day. During the first run group a light rain fell, slowing times by about 5 seconds from the previous day. Unfortunately, Rick Newman's (NNJR) Boxster decided to cough up its coolant on the track due to a cracked cylinder head. With two cars nearly sliding off the course after an initial cleanup attempt, a minor alteration was made to avoid the affected area. With the subsequent course change, it was decided to restart Run Group 1 over again disqualifying all earlier runs. Fortunately, by the time all this transpired, the rain had stopped.

In individual classes, as we saw last year,



Copy and Photo by Chris Ryan

T 2015 ZONE 1 AUTOCROSS !

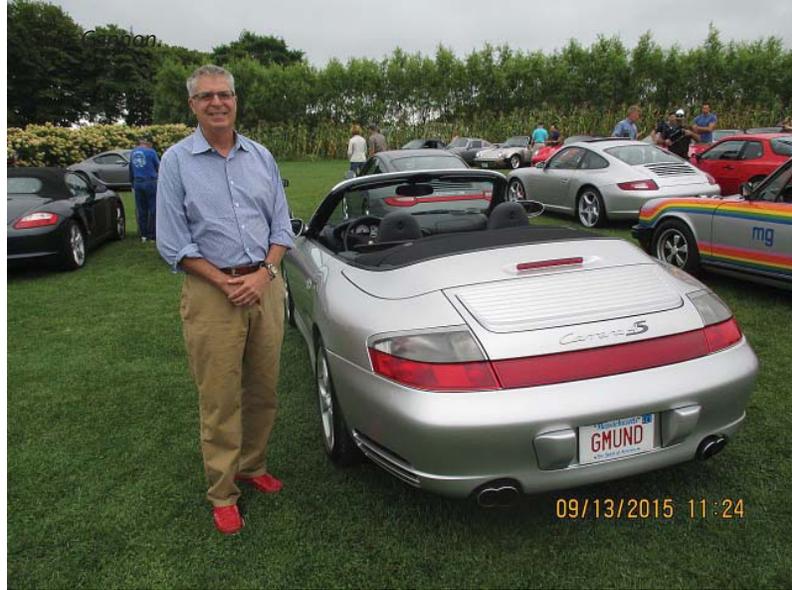


Class S3 featured a close race between Jeff Johnson and Dana Russian (fortunately both NER drivers) with Jeff holding the lead on Saturday, but Dana taking the win (and a first place) from Jeff for the weekend. In another close one, Ryan Gravina edged out Bob Canter in Class P3 on Sunday, but again, luckily both were NER drivers. Bill Aubin, co-driving Kristin Larson's Boxster S tried his best to get the hang of the car but could not beat Don Coburn in Class S2. In Class S1, Adam Blauer took a first place, and yours truly was able to hold off Zone 1 AX Chair Dan Fishkind, and take second place.

Class P1 was a real oddity, with Tom Tate running his gorgeous black 356 speedster (gotta love a guy that takes a car like that to an autocross in the rain and drives it as it was made to be), Jack Goudreau in his 912, and Tim Egan (HCR) in a 2012 Panamera! As Saturday progressed, Tom was in the lead and Tim was having trouble finding the course so after Saturday it looked like NER had that one locked up too. However, the aforementioned coolant incident and reset on Sunday upset that plan. Tom had a previous engagement with the 356 Club and had made arrangements to leave early after just a qualifying run on Sunday. Unfortunately his run was made in the rain before the "reset" occurred. As a result, Tim's Panamera had an opportunity to find the course and post HCR's only first place points. Elsewhere, however, Chris O'Hare, Mark Scala, Aaron Walker, and Neil Halbert easily secured first place in their classes for NER for the weekend.

Overall, after recovering from the upset on Sunday, the event, hosted by North Country Region and run by Zone 1 AX Chair Dan Fishkind, with assistance from PCA National Treasurer and Zone 1 Representative Aaron Ambrosino went smoothly. A number of drivers attended a cookout at the Marriott in Devens on Saturday evening courtesy of the Zone and "Chef" Don Coburn where we all had a chance to socialize and relax after a long day on the tarmac.

This year's Team Challenge Rules took the top 8 times from each region and awarded points by class position instead of using pre-selected teams. Final Score: NER takes first place with 78 points; Metro NY and NCR tied at 72 points, CVR had 47, and HCR had 30. Full Team Challenge points are available at the Zone 1 website www.zone1.pca.org.

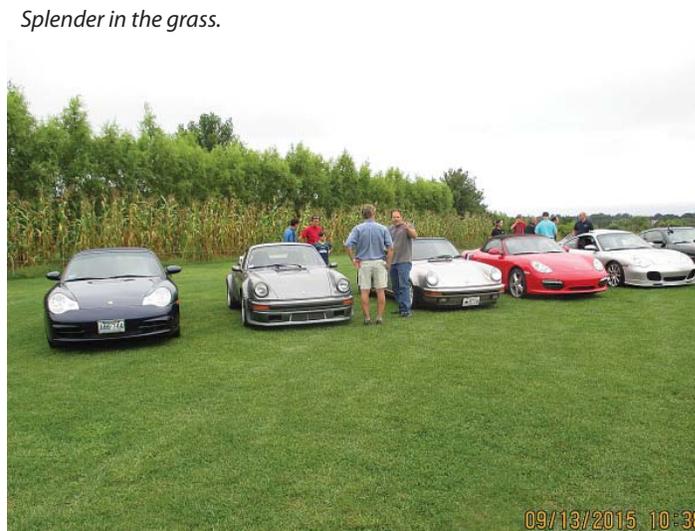


September 13th South of Boston

Copy and photos by Roger Slocum



Foreground-Ben Russel's 91 964



Splendor in the grass.

A couple of weeks prior to September's scheduled SoBo, Tim Pafik and I had a conversation about filming a SoBo event. Because I often get email asking what SoBo is about (what do we do), I thought that a video recording of the event would be a great way to show what we do and Tim agreed. We had a couple of meetings at Tim's place, assessing the necessary equipment and how many people may be needed to help.

Tim, with his film experience, explained to me how to set up our GoPro cameras in fixed positions and use his professional grade Panasonic video camera to pan the gathering of Porsches and conduct a few Porsche owner interviews. Fortunate for us, my son-in-law Rodrigo Fernandez, an experienced filmmaker (documentaries, such as National Geographic, as well as films) was available. After a working meeting with Rodrigo and I, Tim agreed that Rodrigo would operate the Panasonic and he (Tim) would handle the sound boom and in-

terviews. Because I write the story and take the photos, I could not be involved with the filmmaking

We also determined that the nature of filming would also require more effort in staging the cars, and that a few volunteers would be necessary. The film crew and support team agreed to arrive early, around 9 AM. We wish to thank Paul and Jackie Soares and their son Justin, and Dave Melchar for arriving early and providing their support.

So, arriving at Sweet Berry Farm under overcast skies shortly before 9 AM, I placed my large Porsche logo at the entrance to our designated area, placed the clip boards on my recently purchased aluminum folding camping table, then got coffees for Rodrigo and myself. Well before 10 AM the GoPros were in place and we were open for business.

Even though we had threatening rain throughout the morning we still had 27 Porsches parked on the grass. One of the arrivals was Justin and Katy Becker driving his recently (and first) Porsche, a 03 silver 996 Turbo. Justin has been a mechanic for eighteen years, primarily with Porsches, and just



(SoBo) Porsches and Coffee!

recently set up his own business, (South Shore Autoworks, 26 Marion Dr., Kingston, MA). The Turbo was on Craig's List for some time because the seller would not release the car for any pre-inspection. Therefore, Justin brought his equipment with him and took a look and found that the Turbo was a solid, good buy.

Once again, Chris Cannon arrived, not driving his 58 speedster, but his red 97 Carrera 4S. He has owned the Carrera eleven years and it appears to be maintained as new. It looked flawless; the paint had a nice, deep luster. His first Porsche was a 64 SC cab, need we say more.

Another Porsche that caught my eye was the optimistic Chris Geldmacher; although it looked like rain was approaching, the top was down on his silver 04 Carrera 4S. The Carrera is his first Porsche and, as I understand it, Chris recently purchased a GT3. He made a smiling comment as to how quick the GT3 was compared to anything he had driven before.

Pete Johnson always wanted a red Porsche, and this morning he wheeled in with his very recent purchase, a red 2010 Carrera cab.

Shortly after parking the car a small dent was found on the front lid, left of the Porsche logo. Advice gurus gathered around Pete and provided him with support and advice, putting him more at ease.

I missed out in meeting Sal Corceller and his metallic rose 84 911-w/factory-option turbo look (M491). As I heard, Sal is an electrical engineer and has substantial Porsche tweaking skills. Sal is one of the four Porsche owners who were selected for the filmed interview.

Hopefully, the video of our September SoBo will become available on the North East Region's website soon.

The next SoBo will be on Sunday, October 18th, 10AM-noon at Sweet Berry Farm, 915 Mitchell's Lane, Middletown, RI 02842. And, as always, for any SoBo related questions, please email me at: rr356@aol.com.

Finally, for those of you having newer Porsches with no spare, keep a tire plug kit in the boot. It came in handy for me this week.



Pete Johnson (w_hat).



Tim Pafik's Cayman w_GoPro.

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Oct	595	350	945	975	30
Nov	585	370	955	985	30
Dec	575	382	957	987	30
Jan	586	397	983	1003	20
Feb	672	380	1052	1072	20
Mar	687	401	1088	1108	20
Apr	467	230	697	717	20
May	495	227	722	742	20
Jun	492	248	740	760	20
Jul	497	248	745	765	20
Aug	502	281	783	813	30
Sep	505	338	843	873	30
	6658	3852	10510	10800	290

There is still more to come as Drive Your Porsche Day is this month, the postponed German Car Day is in October at the Museum of Transportation this year and there are still a few Cruise Nights at Patriot Place in Foxboro on Thursday nights left. We're thinking Oktoberfest with beer and bratwurst if we can get it past the Town of Brookline. Stay tuned

Summer may not end until Christmas this year, bring your ride out and play, KTF.

Don't Lift!- continued from page 14

Blue to White: Erik Hjørshoj, Tim Stephens, Michael Conway, Matt Cummings, Jim Graham, John Isaacs, Norbert Martel, Pierre Oustinow, Pier-Alexandre Desbiens, Bobby Singh, Billy Van Ginkle, Chris Braun, Walt Lunsman, Tom Paolino, Sterling Vernon.

White to Black: John McGrath, David Peterman, Michael Choe, Kristin Larson, Erik Hjortshoj, Bob Jauch, Zoe Kelliher, Ed Mansing, Adam Schwartz, Norbert Martel, Igor Prokopiw.

Planning for our 2016 DE season has started. I actually get a bit done as we visit each track, working with the track managers to pencil in the dates for the following year. Current outlook for 2016 includes a return to Watkins Glen International after missing out on them this year (one event hopefully in late August as we have done for the past few years), Le Circuit Mont-Tremblant (again in conjunction with the Blues Festival), Thompson Speedway Motorsports Park (possibly only one event), and Palmer Motorsports Park (two events if we can get the dates). We are also looking at adding another track, or tracks, to our schedule. These would be tracks we visit once every few years, perhaps by co-marketing with other PCA regions rather than running the event ourselves. Tracks under consideration include Mosport (aka Canadian Tire Motorsports Park), Virginia International Raceway, and Mid-Ohio. While it's unlikely that NER will run an event at New Hampshire Motor Speedway in 2016 (I expect to attend NCR events there) we will continue to monitor the progress at Valley Motorsports Park in Tamworth, New Hampshire for a possible event once that track opens. If you have a favorite track, or one that's on your bucket list, that I haven't included let me know. And, no, as much as I would like to drive Laguna Seca, I won't tackle running or co-marketing an event on the west coast!

You can contact me via email (trackchair@porschenet.com) or phone (774-275-1621).

Thank you, everyone, for your support during this DE season and... Don't LIFT! Stan

2016 Slate of Officers

The nominating committee has the board for 2016. The slate is:

President: Dick Anderson
VP Activities: Bill Seymour
Nor'easter Editor: Adrienne Ross
Membership: Steve and Laurie James
VP Admin: Steve Ross
Treasurer: Bob Cohen
Secretary: Alan Donkin

By-Laws concerning Nomination to the Board, as well as the election process:

6.1 Not later than its first meeting in June, the Board of Directors shall elect one of its members chairperson of a nominating committee. The chairperson shall appoint two Club members, not members of the Board, to serve as committee members.

6.2 The Nominating Committee shall select one or more candidates for each elected office in the Club for the following year, obtaining the consent of each nominee to serve if elected. The Chairperson shall report the names of the selected nominees or slates to the Board before September so they can be distributed to the membership in accordance with article 5.1 (c).

6.3 Additional nominees or slates of nominees for any or all offices may be proposed by the members at any time up to and including the October meeting of the Board.. Such nominations will include a signed statement from the nominees that he/she (they) will perform the duties of office if elected.

6.4 The final ballot, including the nominees selected by the Nominating Committee, and those proposed as in paragraph 6.3 above, which may be arranged individually or in slates, shall be distributed to all primary members by mail or electronically no later than November 5.

6.5 Only primary members shall be eligible to vote in the election of officers.

6.6 The Board of Directors shall appoint a three-person committee of tellers, none of whom shall be members of either the Nominating Committee or candidates for office, and not more than one of whom shall be a Board member. The Chairperson of the tellers shall report the results of the election to the Board no later than December 1 st without otherwise disclosing said results and based on all ballots being received by November 15th. The President shall report the results to the membership at the December Annual Dinner.



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