

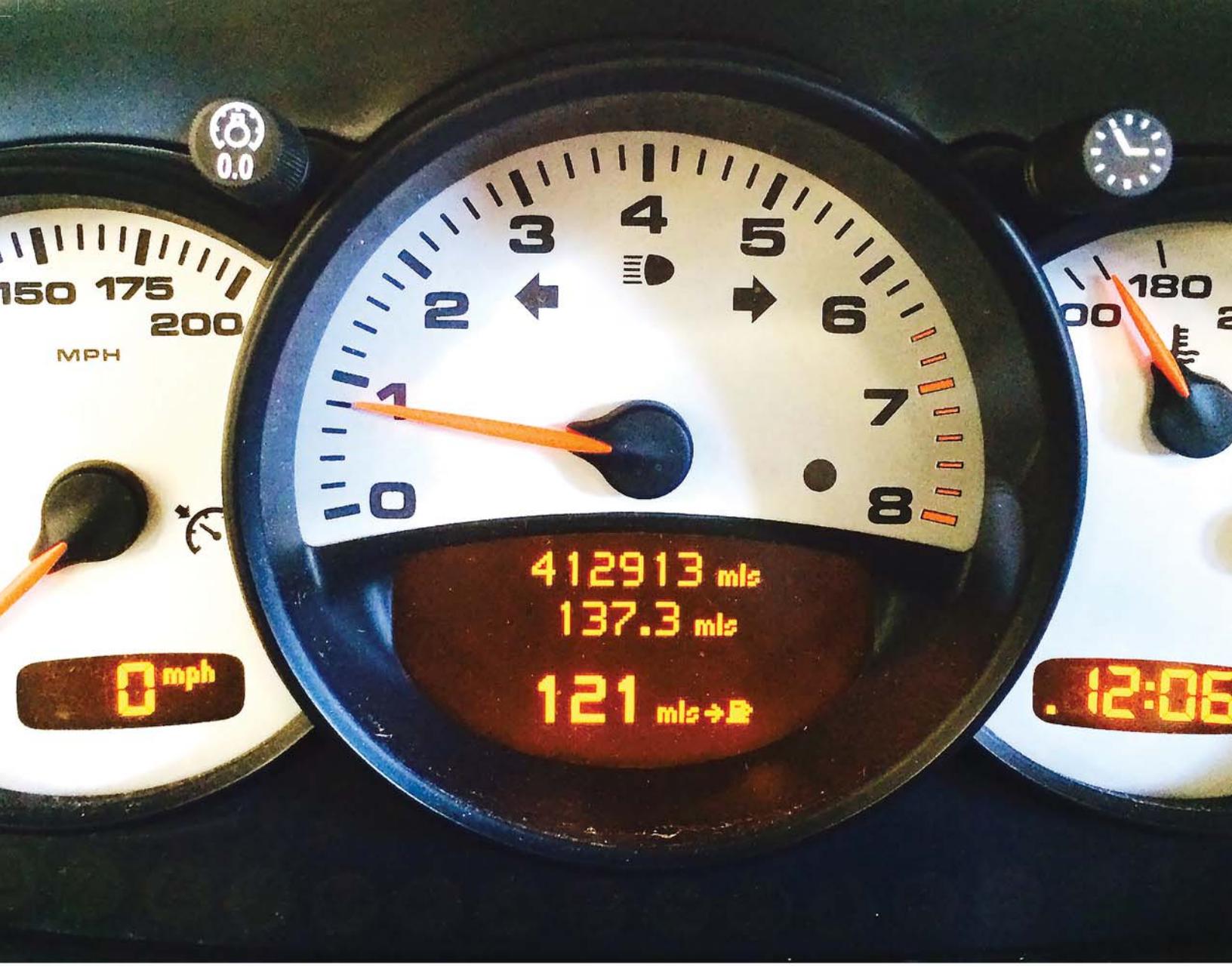


THE NOR'EASTER

NUMBER 2015 SEPTEMBER 2015 SEPTEMBER 2015 SEPTEMBER 2015 SEPTEMBER 2015 SEPTEMBER

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





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

The above photograph was taken while Tom's 2003 911 turbo was in for routine maintenance. European Performance Engineering has been caring for Tom's cars since 2009... oh, by the way,

Tom's wife's vehicle, a 2004 Cayenne turbo has traveled 310,000 miles... so far.

So, the next time your Porsche, car or truck needs maintenance be sure and give us a call.

My staff and I would be happy to go "the extra mile" with you.



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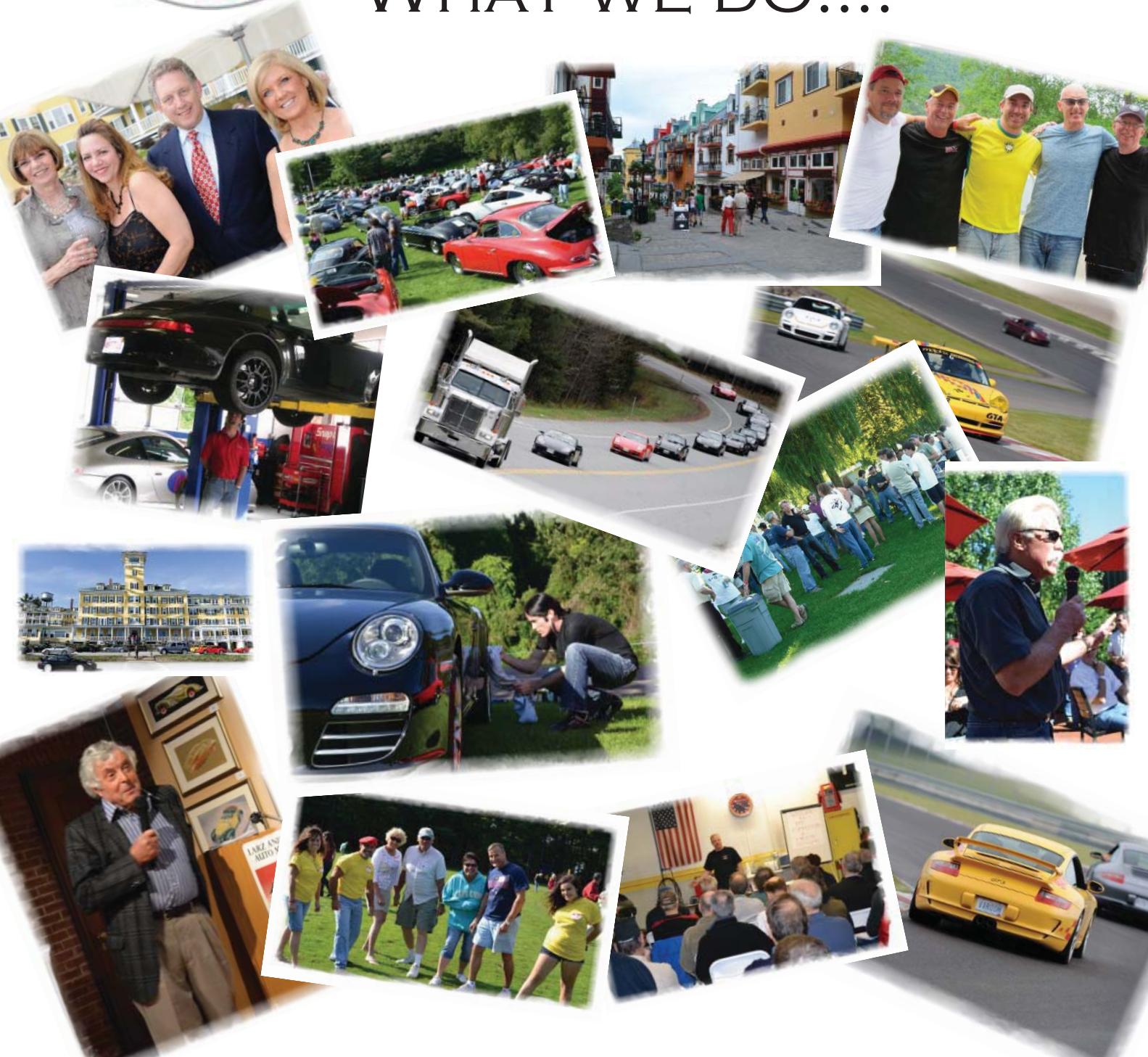
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PORSCHE



WHAT WE DO....



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ISSUE NO. 9

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COVER



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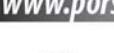
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**Check in often for
new features, updates and
changes in schedules.**

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On the Edge of the Track



Adrianne Ross

The last weekend of June is the Six Hours of Saleen at the Glen, and it's a pretty tremendous place to be.

My mission, and I chose to accept it, was to hang out with my Lamborghini team, make sure their uniforms came in from Monaco, get everyone dressed, and help out as I generally do at these races.

The kind of cool thing about this being my second season is that now I know most of the folks who run the Lamborghini Super Trofeo North America. There's Molly in the parts truck, who was supposed to be

often. I've never seen him relax.

He also knows everything that's happening in the paddock. If a team has changed a strut, Rene knows it. Camber, tow, balance, I'm pretty sure when those cars go out on track, he knows what every single difference is about them. It is a stock, spec race, but all of those tweaks make a difference, and Rene knows what they all are. He also knows the players, the drivers, the owners, their quirks, and preferences. He knows who will do well, and predicted with startling accuracy who would be first, second, and third in the world finals last year.

I'm not sure what Rene did in a past life, but I'm sure he was winning, whatever it was.

In our own space, the pace is always busy. If the cars (3 of them) are under our tents, they're either apart, or being cleaned. We run 2 Huracan 650s. These are breathtakingly beautiful cars that I can't say enough about. The noise they make evokes a slightly faster heartbeat, and I just adore being around them. We also run one Gallardo from last year. This one tugs on my heartstrings a lot. I love this car. She won us 3 races last year, but she didn't just win, she humiliated the rest of the field by taking the checker flag by 30 or more seconds – every time. She's blue now, a very pretty electric blue.

Each car has 2 techs, we have a crew chief, 4 drivers, one truck driver, and me, so you can imagine it can get a little hectic when we're all on some sort of mission.

Friday, and Saturday hummed along in their normal race pace. Prep, practice, adjust, run from paddock to pits, tech, race, adjust... It seems to go by so quickly. But the "LeMans" quote always comes to mind. "Racing is life, anything before or after is just waiting around."

I got to take my friends Mark and Sabine to the Seneca bar, where we had a few beers with the rest of the racing community, and I do mean the REST.

There wasn't an inch of spare space in the bar.

The bartender pulled down the infamous "finger." We had a good (gross) look at the real finger some long time patron left the bar a long time ago. I don't remember how it got cut off, some of the bartenders know the story, some don't. But next time you're there, ask to see it if you dare!

On Sunday the rain poured down in buckets. And at 3:00PM they called the race, rescheduling it for our VIR dates. It was disappointing, but necessary.

I love traveling with this team, and all of the funny, weird, victorious, heart stopping moments it brings with it.

He's stern, focused, intense, and alternately frowning to the point of sulk, or laughing heartily.

headed off to school again to study business. She was pretty excited at Petit Le-Mans last year about going, but she didn't get to go. She's a very sweet woman, about my age, who manages the parts truck in style, but has higher hopes and dreams. Catching up with her is fun, and we always have that instant bond of "very few women working in racing."

Chris Ward is the Race Director. He's English, composed, knowledgeable, and a lot of fun. He lives in Detroit with his young family, and sometimes brings them along for the races. Chris has to make 1000 tough calls a day, decisions about drivers, tires, teching the cars, etc... He knows the rule book in and out, he knows the driver's, the crews, the players and the guests. He's really very good at his job, and I love to watch him manage all of those things.

Rene Sueltzner seems to be in charge of everything else. I'm not sure of his title, I think it's "Race Control." Rene is German; he's very tall with long blonde hair that he seems fond of "flipping." It's something I see him do a lot. He's stern, focused, intense, and alternately frowning to the point of sulk, or laughing heartily. I don't see Rene in between those two states very

In This Issue...

Another action packed adventure awaits you in this month's NOR'EASTER! Dennis Friedman regales us with a tale of breakdown and friendship, we took our annual very cool trip to see a polo match and compete for a prize, and Sobo gets a new home!

September and October continue to be full of fun and sport. There's lots to do with, and without your car.

This season, we're trying to include our SUV drivers with a 4x4 adventure! We hope it becomes an annual tradition!

If you're going to Rennsport, and would like to contribute to the magazine with pics and a story, I'd love to hear from you.

We continue without a copy editor, so if you have a few hours a month you could contribute to the Club, I'd love to hear from you.

-Enjoy the issue!

Up To Speed

3rd Generation Has Begun

It all started about a year ago when my nephew, Zach, was getting his permit in New York. While you cannot drive at a Driver's Education event until you are 18 years old, the rules for Autocross are you must have your full license. For Zach, that meant this past June when he turned 17. And just a refresher on my family; Mom and Dad started driving at both DEs and Autocrosses back in the mid-late 1960s, brother Scott started DE at age 18 in 1988 and Dave and I started both DE and Autocross in 2010. So the third generation has now started in 2015.

(Going) against all the principles of your parents teaching you to drive, I want your foot to the floor in first gear and then quickly into 2nd gear.

For a young man who enjoys a variety of sports, but specializes in soccer, he was all in to try Autocross. He just needed a car. While my brother has cars for the track, none were appropriate for a 17 year old for an autocross. All his cars would not pass the noise level and all lack a passenger seat. Since Dave and I bought a 2004 Boxster S earlier this year as my new daily car and our autocross car, it seemed appropriate to give Zach a chance to take a spin in that car. After much scheduling conflicts, we finally settled on the August 1 NER autocross.

After arriving at our house way past my bedtime, especially when you need to get up at o-dark-thirty the next morning, we were on our way. We had arranged for Zach and I to share the Boxster S and Dave and Scott to share the 911. Dave and Scott left a bit ahead of us since Dave, as registrar, needs to be there even earlier than o-dark-thirty. And I took Zach to an empty parking lot to practice. While Zach has driven a manual before, not one with much power. After practicing getting from 0-30 a few times and doing exceptionally well, I took over.

I quickly went from 0 into 40 miles per hour and into 2nd gear to simulate an

autocross start from the start line. Zach had a big smile on his face. My comment to him that this goes against all the principles of your parents teaching you to drive and yes, I want your foot to the floor in first gear and then quickly into 2nd gear. Next it was his turn. After a few times, he had it down perfect so we left the parking lot and drove to Fort Devens.

After arriving at Fort Devens, we got the cars ready, put them in the tech line, walked the course and got ready to drive. Based upon the schedule, Zach and I would drive first, work second. Since we were going to get 6 runs in the morning, we decided that I would drive 2 runs with Zach in the right seat and then let Zach drive 2 runs with an instructor (non-family member). After, I drove my final 4 runs and told Zach to go hop into other cars and go for a more rides with people. I know he rode with Ollie and got a great idea on how a Boxster can run this course. After I finished my 6 runs with a best time of 73.441, it was Zach's turn. His times started out at in the low 80s and he quickly learned the course thanks to Rob MacAlpine, his instructor. Learning the course quickly in itself is a great accomplishment. At the end of the morning, Zach's best time was 74.579. Yes, that is only 1.138 seconds behind me and I was leading our class. It is a good thing he lives in NY and can't come to every AX or else I would be in trouble.

Afterwards, Zach went to Station 2 to go pick up cones as they fell. He lucked out in that his station, I think, picked up 6-7 cones in total. They should have put a young man like him at a station which was running like crazy. With a quick lunch, it was back into the car. I believe Zach got 1 more run in before the thunder and lightning approached so



Kristin Larson

the event was put on hold. Zach had a VERY important birthday party to go to that so with the rain delay, Scott and Zach packed it in and went home early and left Dave and I to work their work assignments.

It was great having the third generation start participating in PCA events. I feel confident we will see Zach at future events. Zach far exceeded my expectations and I am so proud of him. And even better, it is great that we now have a third generation sharing our hobby and passion.

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Oil and Water

What I Did on My Summer Vacation



Mike Kerouac

How many of you remember the first homework assignment of a new school year? The teacher would always end the first day by assigning a theme paper. Much more often than not, that theme was, "What I did on my summer vacation." Since summer is now officially in the books as you read this, I felt it would be a fitting theme for this month's column.

If you read my Aug. column I mentioned my upcoming vacation to Italy. Per our plans, my wife and I, along with another couple would be spending 75% of our vacation on a cruise ship. We flew to Rome,

Oh yes, the heat. I forgot to mention that temperatures during our trip ranged from 92-104 Fahrenheit.

drove to Ovieto, spent the first night in Siena, drove to Verona for lunch and spent the second night in Venice. The last 7 days of our trip would be spent on a cruise ship visiting, Dubrovnik, Kotor, Corfu, Messina, Amalfi, Sorrento and Pompeii. Based on this itinerary, I didn't expect to see many Porsches, Ferrari's or Lamborghini's. It was destined to be a carless vacation, or so I thought. With car guys and car women, the car opportunities just seem to find us, even if we aren't looking. But, more on that later.

As summer vacations go, this was one of the best. Italy is one of my favorite countries to visit and Croatia as well as Kotor in Montenegro would be a new experience for us. We also had the benefit of seeing three new locations on our way to Venice from Rome. Ovieto, Siena and Verona were all quaint little Italian city/towns with unique architecture and the always oh so great Italian cuisine. Siena was particularly interesting. It's a walled city with many roads only open to foot traffic or bicycles. The town square seems fairly large, until you see pictures of the horse races held

there every year. 20-30 horses racing shoulder to shoulder around the ancient track embedded in the cobblestone, shrinks the dimensions quickly. I made a mental note that I would like to see that race in person someday.

We were fortunate enough to be staying in one of the best hotels in the city. The hotel also housed a fabulous restaurant. We enjoyed a five course meal with some wonderful Italian Chianti. Except for the heat, life was very good. Oh yes, the heat. I forgot to mention that temperatures during our trip ranged from 92-104 Fahrenheit. Walking around Venice in 98 degree heat was a bit challenging. Hiking up the mountain in Kotor in 93 degree heat, to see the church was a bit daunting. Sitting by the pool in 95 degrees, staring at the coast of Amalfi was just priceless. So as you can see, the heat wasn't all bad.

Once we left Venice, our first stop was Dubrovnik Croatia; one of my new favorite places. Dubrovnik is a fortified city, embraced by an emerald green sea. The rocky shoreline is dotted with small piers that serve as man made beaches for eager sun worshippers. The terracotta roofs of the city's inhabitants are surrounded by a fortress wall. Visitors can climb a series of narrow and steep steps to the top of the wall and then see the entire city from a spectacular view point as they complete the 3 mile trek around its circumference. The views of the city with the emerald ocean as a backdrop were stunning. I could easily understand how Croatia has become a favorite tourist destination in Europe. Aside from the country's natural beauty, it's clean, the people are very friendly and prices are very reasonable.

The next two stops were nice but unremarkable. Kotor Montenegro is a picturesque town inside a massive harbor. The highlight of that visit was the hike up the mountain to the church.

It was about 1.5 miles each way, using a series of switch backs covered with loose rocks or make shift steps. Due to the trek was notable as an accomplishment more than a stellar sightseeing opportunity. Corfu Greece was a quick walk about and then back on the ship visit. Santorini and Mykonos are both much, much better than Corfu.

At this point, you are wondering if I'm ever going to get to the cars part of my column. Well, here it is. After we rounded the bottom of Italy, we docked at the port of Messina on the island of Sicily. It was Sunday morning, so as expected the city was very quiet. Most stores were closed, so we just decided to take a stroll around the city to look for photo opportunities. We were about halfway through the route I had identified on our map, when I spotted a bunch of cars parked diagonally along both sides of a tree lined street. I pointed it out to my wife and she quickly said, "Car Show".

We walked down the street, cameras in hand and started snapping away at some of the nicest Fiats I have ever seen. The show was hosted by the Fiat 500 Club of Messina. These aren't the modern Fiat 500's that you can buy at US dealerships. These are the original Fiat 500's of the 60's-80's. These are the cars with the 70hp engines. The cars that can fit in the bed of an F350. The cars that make me look like Magilla Gorilla if I try to sit in one. There was a rainbow of colors on display as well as an impressive array of tuning work. Many of the cars had historic race livery, others had heavily modified engines and custom body work. As always in Italy, the people were incredibly friendly and they were all very proud of their rides. The show was a great mini diversion on our trip. As I said earlier, when you are a car guy, cars seek you out, even when you aren't looking for them.

Our summer vacation ended on a very high note. Our last two days were spent

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Four Speeds & Drum Brakes

They Really Are Alive, Trust Me

I'm sure the average driver does not feel the connection with their car that an enthusiast does while driving. With all the talk about distracted driving most folks don't really think about what is going on with their car unless it starts to make a noise they haven't heard before. Most modern cars don't even make any noises anymore, they just stop.

I have written a number of columns about how cars in my garage relate to me and even to other cars in the garage. Remember the time the 914 died a mile from home on the way to an autocross so that I would walk back and take the Speedster

When an owner takes good care of their ride it always comes back to them.

instead. Proof that cars really do talk to each other at night in the garage.

When an owner takes good care of their ride it always comes back to them. Sort of like that "what goes around, comes around" ditty that my wife is always talking about. I not just talking about taking care of oil changes and tire pressures, I'm talking about really taking care of your car. Keeping it clean, making sure that anything that fails or breaks is fixed immediately. If you are taking care of your car it will take care of you. I'll give a couple of recent examples:

The Volvo 544 that was such fun last year had spent the winter in a storage bin in the next town. A lot of tinkering last summer had solved every problem including a turn signal switch that wouldn't cancel and a two speed fan that only had one speed. It was as good as the day it was new 52 years ago. While I had added stabilizer to the fuel system I never got a chance to go back and pull out the battery. It didn't seem that urgent because unlike modern day cars there were no computers to keep powered up or clocks to keep wound. Even the 50 year old radio drew no current when shut off. When

the snow had finally melted I went over to retrieve it taking a jump box just in case. This car was happy to see me and was quick to show how grateful it was after a long winter of being alone.

I lifted the overhead door, had a seat,



pulled out the choke, and turned the key. It fired right up like I had driven it around the day before. On the ride home the brake pedal was a little slow returning to the top but before I could get home to spray a little WD40 on it the problem had corrected itself. This car did everything right even if it was the slowest ride in the garage.

The second example was the 30 year old BMW I drive in the summer. It is



referred to as Big Red in our house. It's the loudest car I drive on a regular basis both in color and exhaust volume. As I mentioned in last month's column this year's winter project was a new stainless exhaust system. The old exhaust hadn't



Tom Tate

expired but after ten years I figured the end was near and I was correct. For me it was a great improvement and the sticker under the bumper, "Loud Pipes Save Lives", is still telling the truth.



I can tell the Big Red really enjoys being driven around town because while the gas mileage has suffered because of the new pipes, I have to admit that spending more time at 4000 rpm really makes for great music. I'll give up mileage any time for that kind of music and I drive it every time I get a chance.

Last week I had to run an errand on the way home from work in 94 degree heat. With all the window area in that car it is tough for the AC to keep up but since it was a high speed run I figured it would be fine. Of course that was a day that the Commuter Rail was delayed so the word high speed became more relevant if I was going to be on time for dinner. Down Rt 95, across Rt 495 and then the reverse to my driveway, Big Red never missed a beat.

I pulled up to the mailbox as I do every day to grab the mail as the rumble from the engine suddenly went silent. That was strange, it never just dies like that. The road is on a slight grade there and I usually just let whatever I'm driving roll back in neutral until I'm at the second driveway and then turn in. I hit the start button and it didn't restart immediately so I just let it begin to roll back. As I rolled back I could see that there was a small trail of

continued on page 42

Minutes of the Board

August Meeting

The August board of directors meeting was held on August 12th, it was hosted by Marcus and Dani. The meeting started at 7:50pm.

Present were:

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

Absent:

Bob Cohen (Treasurer)

Laurie gave our membership report indicating we now have:

Primary members 1,634

Affiliate members 991

Total members 2,525

Transfers out: 3

Transfers out: 7

New members: 28

Steve stated that membership and Nor'easter subscription will now be electronic with registration on MotorSportsReg. The board discussed the option of raising the yearly subscription costs (currently \$15) a decision will be made when the process is finalized.

Financials: Robert Cohen had sent out the financials prior to the meeting. Kristen proposed a motion to accept the finances, Steve seconded and the board approved.

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

Stan reported on DE. Current driver registration: Thompson - 66 paying drivers. 2015 in LCMT was poorly attended with only 100 confirmed drivers. LCMT in 2016 should be better attended as the BMW and Audi club's will not be running events in 2016. Discount hotel rates have already been agreed. The proposed 2016 schedule is Palmer - 2 events (3-day),

Thompson - 1 event (3-day) and Watkins Glen - the normal August weekend event. The board discussed hosting events in VIR or Mossport (Canada) - no decision was taken. The fund allocated to the instructor training event in March has some funds remaining and Stan suggested that these funds be used to provide additional training at the upcoming Thomson event. Dick made a motion to accept Stan's training request. Steve seconded and the board approved.

Adrienne reported on the Nor'easter. There are a number of events in August and Adrienne requested a write-up on these events.

Steve Ross reported on activities. The Collings Foundation tour will be held on Aug 22nd - pre-registration will be required for this very popular event. Porsche's and Polo at Myopia will be held on Aug 16th bring your cars and picnic. The NER summer party will be held on Aug 23rd from 1:00-4:00pm. A new event Factory Five factory tour, is scheduled for Sept 26th. Fall tour will start at Nashua Porsche sometime in the Fall. Adrienne requested that lunch be provided at the forthcoming Detailing session. The board approved the request (motioned by Kristen seconded by Steve).

Steve Ross reported on the Concord. All pre-registration will be on MotorSportsReg. Trophies will be a framed pictures of prior events. Cost will be \$10 in advance or \$30 on the day. This year's event will be held at Lars Anderson on Sept 12, 2015.

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

Sep 9 - Adrienne Ross
Oct 14 -
Nov 11 - Steve and Laurie James
Dec 9 - Bob Cohen



Marcus Collins

The next board meeting will be held at the home of Adrienne on Wednesday Sept. 9th at 6:30pm.

With no further business proposed Adrienne asked to close the meeting Steve James seconded the proposal and with no dissenting votes we adjourned at 9:35pm.

Happy PCA Anniversary!

Thirty Years

Frank S. Hyer

Ten Years

Charles L. Cooney

Hugh J. O'Mara

Jeffreys M. Johnson

Roy V. Bertalotto

Thomas M. Heffernan

Twenty Five Years

Mark Stefanski

Fifteen Years

Jeff F. McCarthy

Thomas W. Buckingham

Five Years

Adam Graves

Ben Freeman

David Peterman

Eric Archer

Henry C. Luhrs

Thomas C. Tivnan

Walter J. Tierney

One Track Mind

Get Involved!

Well, here I am again - actually, I didn't go very far. Last time I wrote OTM I was membership chair of the Northeast Region. Subsequent to that, I became a DE instructor, Chief Instructor and just recently, assumed the additional position of VP, Activities.

That's kind of the way it is here at the Northeast Region of the PCA. We are a club made up of volunteers who work to create a fun and rewarding experience for our members. Page through the "Nor'easter" and read about the varied activities that are planned for and experienced by mem-

We are a club made up of volunteers who work to create a fun and rewarding experience for our members.

bers during the course of this year. Those didn't happen without someone stepping forward to plan and organize them. The point of all of this? Think about getting involved organizing and running club activities- I'll bet you'll enjoy it.

Speaking of activities, I just put the finishing touches on an October "Off Road Adventure" (initiated by Michael Orsini) – a suggestion from some of our Cayenne/Macan driving members. A description appears elsewhere in this issue, check it out.

With lots of things still scheduled for the balance of the year, we are already looking forward to 2016. Some of the plans are already underway e.g., Track Chair Stan Corbett, is busy organizing a full season of DE, as is Autocross Chair Bill Seymour. Ramblemeister Bruce Hauben has another spectacular Ramble planned for the spring and, as usual, Karen Cohen and committee are in the early stages of planning the Holiday party - another fun year is in the works for the Northeast Region.

One of the last topics I wrote about before my five year column hiatus was the quest to find a vehicle to replace Ann's be-

loved Infiniti MX35 which was approaching the century mileage mark. Well, we didn't replace it. It now has 125K on the clock and continues to run flawlessly. When I put those Blizzaks on in the winter I could plow the driveway with the car if it was so equipped. It is simply, the best street car we have ever owned. The car has never required a major repair but we have been scrupulous with its maintenance. We simply couldn't part with it. ... BUT, just in case it lies down and dies someday, we bought a 2015 Audi RS5 to use as a "backup." I could write an entire column on that, but I won't. Suffice it to say, that although it's a wonderful car, it will have to earn its place in our hearts by being as faithful as our old Infiniti.

Finally, thanks to my significantly better half for guest writing this column last month.

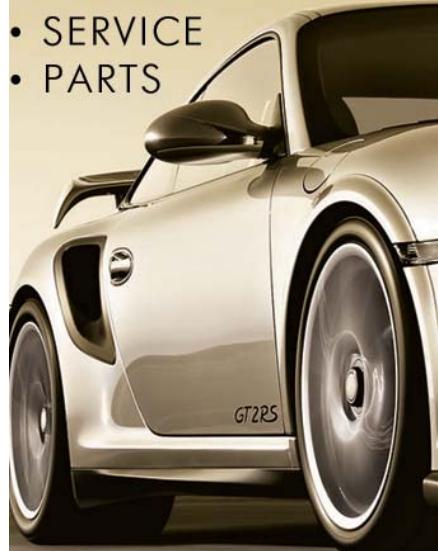


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With teamwork comes great results

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

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

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.

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

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Don't Lift

2016 Planning Started



Stan Corbett

Unlike August 2014, which saw three NER/NCR DE events, August 2015 has NOT been a busy month for DEing. The only event in August this year was NCR's first time at Palmer Motorsports Park on the 8th and 9th. That event further enhanced the rapidly growing reputation of the track, also known as Whiskey Hill Raceway, among the 140+ DEers that attended. Even with the still fairly primitive facilities we enjoyed a safe, fun event. They have made some progress; power has been run into the facility (no more generators!), there's a portable public address system (which

Even with the still fairly primitive facilities we enjoyed a safe, fun event.

can't quite be heard throughout the paddock), the showers and bathrooms are nearing completion, and there's a large tent that provides shelter from sun and rain. Breakfast and lunch are available at the track from a local diner, Maw's Kitchen. Their food is quite good and the prices are reasonable.

We have one more NER DE event this year. It is a 3-day, Friday-Saturday-Sunday, weekend at Thompson Speedway Motorsports Park on 18-20 September. There are currently openings in all run groups. While there are still some Green and Yellow drivers on the wait list we have made a lot of progress clearing the wait list since we offered instructors free registration for this event. I hope I can report next month that instructors did read the bit about "registration is FREE for instructors" and enough signed up to allow us to clear the wait list. NCR also has one more DE in their schedule, at NHMS, on Monday-Tuesday, 12-13 October.

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 presumably 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 (probably 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).

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

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Small Club, Big Events



Steven and Laurie James

Yes, July weather was a nice upgrade from June's challenges of rain and damp weather. That was my personal assessment after wrapping up a single track day with the Hudson Valley Region at Lime Rock and our AX event # 3 at Ft Devens.

I was very happy to work in a track day at Lime Rock. It was especially rewarding to attend the Hudson Valley Region (HVR) event after our 2015 track date was canceled for track repairs. Lime Rock did not disappoint and HVR scheduled my run group with 6, 30 min sessions so there was plenty of track time. I

By the end of the day we felt once again PCA "its about the people"

also had a chance to work Dave Berman with one of our newest instructors who was called to duty by HVR to assist with their event.

I know Dave well and he focused me on a few areas of the track where I could improve track positioning and my technique. For all of those who have mastered the downhill without braking by the end of the day I was also enjoying the momentum through West bend and the downhill before the Sam Posey Straight; Fun, fun, fun...

Later in the day in the upper run group, the best line, my best effort couldn't prevent the parade of GT3's from cascading into formation as they were running well beyond what my 3.2 Carrera on street tires could produce. I was very conscious of their closing speed and had to keep one eye in the mirror to anticipate traffic most of the session.

In fact, there were only a few 3.2's in attendance. Looking around the paddock, the Porsche representatives were predominantly the newer class of cars.

As values rise on the older Carreras my sense is fewer are making it out to the track. Mine will be the exception as there is still a lot of this car I have not mastered. Of course, if I win the lottery all bets are off...

For this event we joined Kristen and Dave for the drive out which made driving time pass quickly and once we arrived, hooked up with a group of members for a nice dinner with some new friends Larry and Sue from upstate N.Y. Larry was just getting into DE with his new Cayman GTS. We were especially thankful the next day when they set-a large Awning where we could escape the midday sun. By the end of the day we felt once again PCA "its about the people"

Parked on the other side in the paddock was Jeff Kris the secretary for HVR. We had a nice discussion of our clubs and activities. HVR is part of zone 1 and covers upstate N.Y. Jeff explained how they need to manage their club with only 250 members and plan events like the DE at Lime Rock.

While this may not be obvious to our members, with NER we have over 1,600 primary members with a very dedicated group of volunteers which helps facilitate our schedule of events. Smaller regions have to work harder, and often need outside attendees to make the event

pencil out. Supporting our events is a priority, however Jeff reinforced, when our members join one of the smaller regions for their DE, it is appreciated.

As we cruised through July, it was time to head back out to Ft Devens for Ax # 3 on August 1. The

first observation was it was a nice sunny day with no rain gear required. As I mentioned at our last AX, the weather great if you needed to practice your slip and slide.

The August event was sunny and Scruffy's course design was a fun, open layout to let the cars run free. Laurie and I were sharing the car and I'm sure she made more progress as every session I am stuck trying to extract a few seconds. At least in class 3S within two seconds, you will find a gaggle of cars... I had a few good runs (they keep you coming back) that were quickly surpassed to the harsh reality at the end of the day which motivates a few post event adjustments prior to the next event.

Hope to see you in August as we have lots to do before the fall.

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Cruise Night at Patriot's Place

Thursday Sept. 24th

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)
- 24 - NER AX 5

November

- 11 - Board Meeting
- December**
- 9 - Board Meeting

We are in need of some volunteers to arrive mid-afternoon that day and help direct our members to the proper parking spots. Please contact Steve Ross at slr944@aol if you are willing to assist. There is no charge for the event, let's have a great turnout and show the hot rodders what a real car is like.

http://www.patriot-place.com/events/2015-Cruise-Nights-at-Patriot-Place_5503#.VdtAM-5fLqNM



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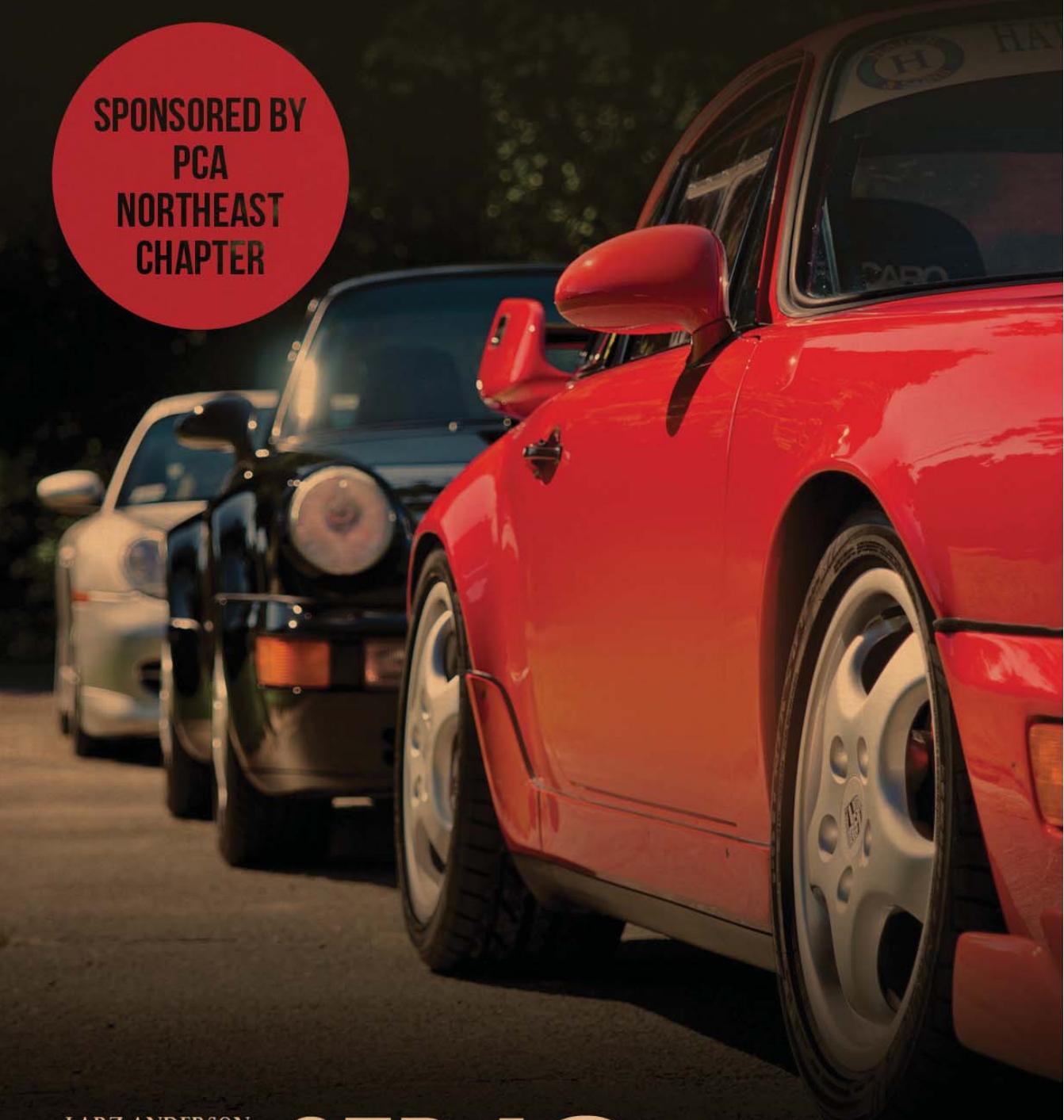
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PHOTO: SFD - SHOOT FOR DETAILS



NER at Thompson Motor Speedway

September 18th-20th

Sponsored by...



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

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

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

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

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

Students \$570

Signed off Drivers \$500

Instructors \$0 (FREE!)

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

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

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

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

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

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

Factory Five Tour

Saturday, Oct. 3rd

On Saturday October 3rd we will be touring the manufacturing facility of Factory Five, a premier constructor of Cobra replicas. They also produce their own race cars and series to run in.

If you wish to attend please plan to meet us at their location 9 Tow Rd. Wareham Mass. easily accessed off major highways at 9am.

The club will supply coffee and munchies along with a supply of water.
No need for registration as they have the capacity to fit over 60 people.

Questions please contact Steve at SLR944@AOL.COM
<http://www.factoryfive.com>

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Off Road Adventure!

Saturday, Oct. 3rd

We are pleased to offer a new adventure to you "off roaders" or those of you who just want to get "down and dirty." On October 3, 2015, the Northeast Region has arranged a day with Overland Experts (OEX) in East Haddam, Connecticut.

Participants can use their own vehicles (Cayenne, Macan, perhaps? or any non-Porsche 4x4 for that matter) to learn more about their vehicle and the techniques used for off road driving them or you may drive a more aggressive course utilizing one of OEX's modified vehicles.

NER price for this is \$200 per driving participant and \$150 for non-drivers (passengers) or \$250 per participant if you drive an OEX vehicle.

You are encouraged to visit OEX's website at OverlandExperts.com to learn more about them.

Lunch will be available to purchase or you may bring your own.

The event runs for approximately eight hours starting at 9:00 a.m.

If you would like lodging in the area, the following hotels are recommended by OEX and offer a special rate, if requested:

Saybrook Point Inn and Spa

www.saybrook.com

800-243-0212

Inn at Middletown

www.innatmiddletown.com

860-854-6300

Event is limited to ten (10) drivers so sign-up quickly!



Fall Tour to Canterbury Shaker Village

Sunday, October 4th



The Fall Tour to Canterbury New Hampshire Shaker Village will take place on Sunday, October 4.

Start will be at NASHUA PORSCHE JUST OFF EXIT 5 ON ROUTE 3 NORTH.

Please arrive at 9:45 am to sign in. We will be on the road by 10:30 am for a one to one and a half hour drive.

Pre-registration is required by September 20th as we need to purchase the entry tickets at the group rate of \$13.00 per person ten days prior to the event. Payment can be made at www.motorsportreg.com/events/fall-tour-none-pca-northeast-001843

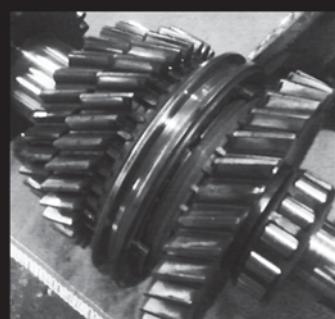
Lunch is available at the Village at your own expense. They offer soups, salads and sandwiches.

Included guided tours will be available and will last about 45 minutes.

Questions please email Charlie Dow at CRD968@verizon.net

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PHOTO: SFD - SHOOT FOR DETAILS

A hot humid summer day greeted the 11 teams vying for top honors in the Picnic class. Leading the pack was the Shanler family of the twin 11 year old boys and their 6 year old sister with this great panorama that was fully edible.

In addition the good folks at Porsche of Danvers also presented a matched set of tumblers with the Porsche crest on them to the winning team.

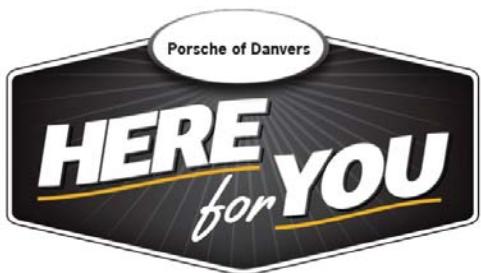
Final results following the Shanler's were a tie between the Ward and Crawford team, then the Connelly group in 3rd, the foster's in 4th, Lepore in 5th, Viera's in 6th, Uvello's in 7th and the Platcer group in 8th. The top 5 finishers were awarded bottles of wine.

Thanks go to the volunteer judges who resisted the many food bribes that were offered to them during the day.

At the conclusion of a double overtime polo match the Porsches did a lap around the field, avoiding the horse droppings, then lining up in front of the review stands.

Copy by Steve Ross,
Photos as marked

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Porshces and Polo

Photo Courtesy Dan Kury



Photo Courtesy Leslie Shaw



Photo Courtesy Leslie Shaw



MYOPIA POLO

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Photo Courtesy Leslie Shaw



Photo Courtesy Marcus Collins



Photo Courtesy Leslie Shaw



Photo Courtesy Dan Kury



Photo Courtesy Marcus Collins



Photo Courtesy Dan Kury



Photo Courtesy Dan Kury



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Photo Courtesy Dan Kury

Car Detailing Workshop at Unique Car Care



Copy by Adrienne Ross, Photos by Richard Viard

Our trip to Unique was a lot of fun. We had the pleasure of having unique sponsor our 2014 Concours. So we were very excited to have this opportunity to be able to have Rick and his crew demonstrate to us many popular techniques of detailing cars, as well as some helpful hints about things that people often forget to do when they Concours a car. Rick the owner outfitted us with a ton of wonderful pastries, donuts and coffee. And the Club bought us boxed lunches from Subway with foot-long subs.

The lucky receiver of Rick's ministrations was Adrienne Ross's 2009 black Cayman. It had recently had some work done by Mike's Auto Body in Malden Massachusetts. She had unfortunately been hit in a parking lot at the Marriott Hotel in Newton, and Mike's was able to help her out by replacing the bumper and rear taillight. She also asked them to buff out her headlights which came out better than she even expected them to.

Rick and his crew started by introducing us to a solution that takes iron off the wheels, first they clean the wheels with different brushes and microfiber cloths, then they applied the solution let it sit for a few minutes. It turns purple when it

comes into contact with iron or rust and it melts down to show you where all that iron and rust is. Then you can just get your hands in there and brush away for a wheel that looks almost brand-new.

Next they move onto the technique of washing using lots of water and soap they gently washed and rinsed the car, keeping it wet all the time. They discussed the merits and consequences of touchless carwash and all of the very harsh chemicals they use to clean your car without having to touch the car.

They went on to some buffering techniques. Using a machine bought for that purpose, they tested it out on the door, putting a stripe down the middle so you could see the difference between where they had buffed the clear coat clean and the other side where you could see the old swirls. The difference was remarkable!

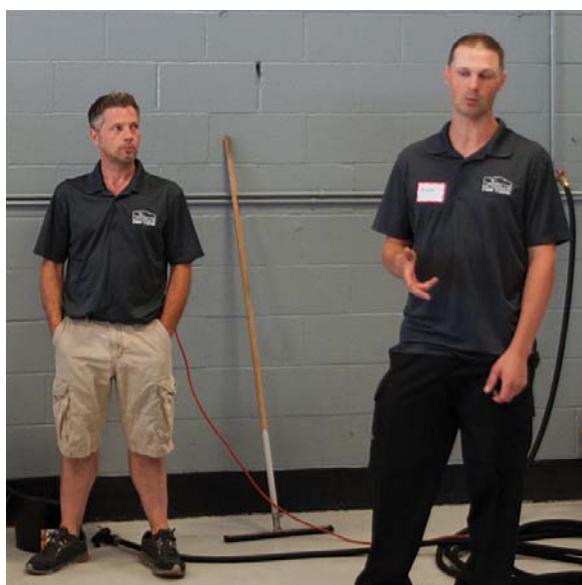
Rick did go on answering questions giving helpful hints talking about the nooks and crannies of your car and how to clean them and what it takes to win a Concours. He steam cleaned one of the floor mats and it looked brand-new when he was finished. He also went on to talk about Unique's process in detailing a car, and that it can take more than

12 to 15 hours depending on how big the car is and how much work it needs.

Unique has up to three stages of detail. Stage 1 is really digging into the clear coat to take out deeper scratches, gently working their way out from rough buffering materials to the smoother and smoother ones. Up to stage one which is slightly buffering the car, applying wax cleaning the inside etc.

The day Unique was really delightful with about 65 participants all rapt in attention to the detail. It was a great time. Would like to thank Rick and his crew for taking out time on there Saturday to not only be very entertaining and informative but also do a really excellent job of hosting and teaching us.





Autocross #3



The weekend promised to be a scorcher, with temperatures approaching 90 degrees and only "a chance" of a localized thunderstorm that could "pop up" anywhere, anytime in Massachusetts. With about 80 drivers registered, it looked to be a busy day and we'd need lots of extra water. This being the AX season impacted by weddings (as noted in last month's column about AX2), this time it was Bill Seymour's turn to play hooky as he and his family had a wedding to attend in Long Island, leaving the chores of chairing the event to me. Luckily, having fellow event managers Dave Berman (registrar), and Kristen Larson (filling in as "Lunch Lady") makes such an undertaking a whole lot easier.

With a few no-shows, we started off the day with 75 drivers and after the driver's meeting and course walk, had the first car off at about 9:45. There was even a slight cloud cover and a breeze keeping things relatively comfortable compared to the dire predictions of the weather forecasters. We did have a couple of glitches with the timing equipment (amazing that it worked perfectly during the monsoons at the last event) but thanks to the troubleshooting talent on hand (special thanks to Aaron Walker, Alan Donkin, and

Jeremy Mazzariello) we had things corrected very quickly. It seems that antenna height of the timing transmitters is extremely critical and better mounting equipment will be on hand for the next event. So off we were with the morning run groups completing 6 runs apiece – on pace for a 12 run day!

The older Porsches of Class 3S turned out to be largest Porsche class of the day with 12 drivers. And sure enough, as Bill mentioned in last month's column, newcomer Mark Gravina in his 1983 SC came through again taking first place with a 69.9, beating out Nick Durham (who has been no slouch this year in his 964 cab posting a 71.0) by just over a full second, followed by Bob Canter who was right behind Nick posting a 71.7. I didn't stand a chance ...

Class 4S (the 986 Boxster class) had quite a nice race going between Club President Kristen Larson and Alan Donkin. Unfortunately for Alan, Kristen was able to hold on to first place with her 73.441, just .037 seconds faster than Alan's 73.478.

There was some talk of Kristen placing a hex of some kind on Alan on his last run Regardless, these two will be a pair to watch for the rest of the season.

The newer Boxsters & Caymans (Class 6S) put up some fast times as a group but unfortunately for the Cayman contingent, Ollie Lucier with his new 2010 Boxster S is also in that class and posted a 67.035 to take first by over 2 seconds.

Elsewhere, Ed Moschella driving his Cayman R in Class 7S and Chris O'Hare driving his nicely tuned 993 in Class 8S posted times of 67.3 and a 68.1 respectively easily taking first place in their classes.

As we started the afternoon runs, the skies

started to darken, and after a few cars had run, lightning strikes were seen in the distance approaching the airfield. As much as we wanted to stay on a roll for a 12-run day, the thought of someone out on the tarmac getting hit by lightning put an end to that plan ... as the rains came and lightning continued, an army of people had the entire timing system, tent, and everything stowed into Scruffy's trailer, which was conveniently located adjacent to the timing tent within minutes and we waited it out (and had lunch). The good news was that the bad weather was relatively short-lived and by 2:30 or so, the sun was coming back out. So up went the tent, the timing gear, and the course workers went back out on the field to give each run group another 3 runs each before calling it quits for the day around 5. And the course wasn't even that wet!

As for FTD, while Aaron Walker, Walter Lunsman, Justin Chen, and Rob MacAlpine put up some smokin' times of 67.5, 66.8, and 65.7, 64.5 respectively, Scruffy reclaimed FTD (after giving it up to Olli last event) with a 63.885.

I'd like to thank our Sponsor, Mike's Autobody in Malden, and thanks to everyone who helped make the event enjoyable and a success. See you all at the next NER autocross on September 20th.

Special Thanks to our Sponsor
Mike's Autobody in Malden!







August SoBo!

Bob Schooover's for sale blue 85 Targa



08/09/2015 11:23

30 Porsches



08/09/2015 11:22

Rosemary and I were looking forward to our August SoBo's new location as we pulled into Sweet Berry Farm in Middletown, RI. at 9:30 AM. As we wheeled into our designated area, the owners were just finishing up mowing the large lawn. Shortly after our arrival Tim Pafik drove in with his Cayman and placed a Porsche sign near the entrance to our area.

A short history about Sweet Berry Farm: In 1980 Jan and Michelle Eckhart bought a small (20 acre) farm and started selling strawberries and Christmas trees. In the summer months they sold their "pickings" at a few local farmers' markets, but after a few years, they began selling from home. When Jan learned that 80 acres nearby were for sale by a developer, she worked with the Aquidneck Land Trust and the developer to buy the land, which today is under cultivation.

What would have been a housing development is now a farmer's market surrounded by acres of peach and apple orchards, and rows of strawberries, blackberries, blueberries and raspberries. Flower gardens provide a seasonal supply of fresh-cut bouquets and in the fall you can pick apples or pumpkins and tag a

Copy and photos by Roger Slocum

Christmas tree.

In spite of the overcast sky, followed by a light shower requiring "tops up", by 11 AM we had 30 Porsches and more than 40 people. We recorded eight newcomers. Many commented how much they liked this new location (Sweet Berry Farm), ringed by orchards and flowers. The only negative was that their pot of tasty Columbian coffee temporarily ran dry.

Lee Hower arrived in his Viper Green 73 911. Originally painted silver, the car has some history. Lee purchased the Porsche in 2014; the previous owner had the car for 25 years, modifying it with plastic fenders, spoiler, and such. Additionally it had engine as well as floor pan issues. So, if you ever watched the show "Chasing Classic Cars, with Wayne Carini, then you know why Lee had the restoration completed by Wayne at F40. The original bright work has a gleaming luster that contrasts with all the new black rubber seals.

Bob Schooavor came in his blue 85 Targa, telling me that it's for sale. He went on to say that he chooses to drive his black 87 924 S often because it offers more cargo space and it's time to let go of the Targa. I think it was Ken Palumbo who was interested in Bob's car for another son. Currently Ken's



Photo by Mike Mello

son Peter drives a silver 86 911. As I was leaving today's SoBo event, Bob's blue Targa returned from a test drive. I guess I will have to wait for next month's SoBo to find out if the Targa changed hands or not.

Brian and Susan Kramer, attending for the first time, arrived driving their low mileage (73k) and very original looking white 83 911 SC. Brian and Susan are the third owners of their first Porsche, which they have owned for three years. Steve and Mary Pope, coming for the first time, have been PCA members for just 11 days. They wheeled in with their first Porsche, a platinum 2012 997 and, I might add, a very good choice. Another newcomer I had the opportunity to meet was Bob Andrews. Bob is also a recent PCA member and arrived in his first Porsche, a very clean white 2011 Cayman S.

I briefly spoke with Jan Fairbairn, another new face, who claimed she's been a car chick since childhood and reminisced that her first sports car was an MG. Jan and I discussed Porsche maintenance. She has owned her black 92 Boxster for ten years and has nearly the same mileage on it as I have on my 996. Her Boxster is having a couple of issues that I have already repaired,

such as a new ignition switch and complete brakes rebuild. I also passed along to her the costs I paid for each item so that she can plan accordingly. Newcomer Bill David arrived in his black 2014 Cayman S. This is Bill's second Porsche. His first Porsche, some years ago, was a 78 Targa.

First timers, Peter and Angela Lacoste, recent transplants from Australia, arrived driving their eye-grabbing 2012 yellow 911 with matching yellow seatbelts.

Finally, I wish to thank Pat Duggan and the Porsche team at Inskip Warwick for their recent work on my 996. Relating some early stories of my 65 356 C to Pat brought back one pleasant memory in particular, adjusting the valves and carburetors (using a Uni-Syn, a vacuum gauge). Life was much simpler then.

The next SoBo will be on Sunday, September 13, 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: rr356c@aol.com.

Brian & Susan Kramer's white 83 911SC



Lee Hower's Viper Green 73 911



I wasn't going to let snarled traffic on Rt. 128, that added nearly an hour to my trip, dampen my spirits as I drove out to Lime Rock on July 21st to attend an afternoon DE session with the Hudson Valley PCA chapter. I arrived in the paddock at 11:00 a.m., registered, got teched, and relaxed with a sandwich awaiting my first session on the track at 12:30 p.m. I spied a few friendly NER faces and even borrowed some shade under their canopy.

It had been 3 years since my last visit to Lime Rock, but that was for a 1-day formula racing school. My only time there in a Porsche was September of 2007, and that was in my 1995 Carrera.

Having decided I was more of a driver than a collector, I sold the C2 in 2009 and replaced it with my Arctic Silver 2006 Cayman S. While I do occasionally miss the classic contours of the 993, when I'm on the track there's absolutely no regrets.

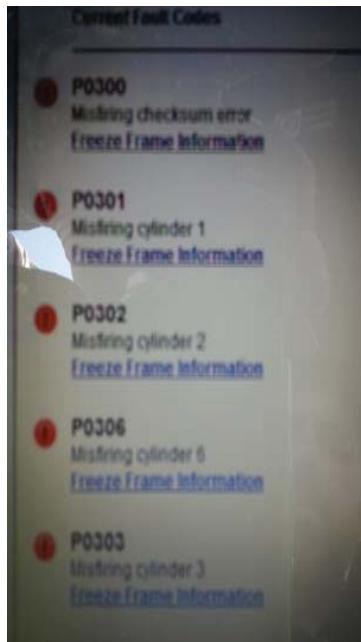
With the benefit of 30 minute sessions every hour, I was beginning to become comfortable on the course again by the end of my first session, and hitting my marks pretty consistently by the end of the second. Since the afternoon was only for advanced drivers, and we could pass on most parts of the track, by the end of the third session I was having lots of fun. Then they announced that Red and Black could both run from 4:00 to 5:00 p.m. Since I had tanked up again earlier, had new tires

and brakes mounted before I came, I was anticipating a lengthy track session to end an enjoyable day before the forecasted rain showers arrived.

Knowing I wasn't going to stay out for the full 60 minutes, I took my time and headed to the paddock around 4:10 p.m. They waved me through, and I held tight to the inside of the track until entering the Esses, accelerating a bit onto the No Name straight in 3rd gear, with just a light tap of the brakes before turning in for the uphill. As I began to accelerate for West Bend, the car hesitated and then the motor shut down with a warning popping up on the dash info screen. I coasted back down to the paddock and stopped not far from my parking spot.

A Friend in Need is a Club Member Indeed!

Copy and Photos by Dennis Friedman



Seeing Kristin Larson first, I explained what had happened and she suggested I see Tim Kachel who she believed could plug into my OBDII port with his computer diagnostics. The initial code that came up referenced the catalytic converter not warming up on bank 2. To diagnose further, he kept the computer hooked up while I tried to re-start the engine. It would run loud and badly if I kept the revs up a bit, and a bunch of errors messages popped up – Misfiring cylinder 1, Misfiring cylinder 2, Misfiring cylinder 6, and Misfiring cylinder 3 the most serious among them. Tim thought it might only be cracked coils, but clearly, I wasn't going to be able to drive my car back to Hingham. Tim had his trailer at the track, but one of his customers was having some issues, and would need to use it.

Relating the diagnosis to Kristin, she and Dave Berman offered to tow my car on their trailer since their Porsche was licensed and could be driven back. I was speechless, which for those of you who know me is a rare occurrence indeed! We were really just casual acquaintances, having chatted at an event or two, and they were willing to put themselves thru a bunch of extra work to

help me out. As they were changing from their race tires to street tires, the monsoon rains arrived. As you can see from the pictures, they were soaked to the bone; and only because they were delayed by helping me out. Words cannot express my gratitude for their selfless act. I would be remiss if I didn't also give credit to Steve and Laurie James and Nick Shanny, who also pitched in to get tires changed, my car on the trailer, and the tow vehicle packed up.

I joined the whole crew for dinner in Great Barrington, which frankly, gave me some time to decompress as well as make plans. First call was to my wife to let her know I wouldn't be home for dinner, and assure her that I was OK. Kenny Conway of Conway Autoworks also went above and beyond by providing advice over the phone well after hours, and making a spot for me to drop the car much, much later that evening. Thankfully, the rain abated after dinner, which gave us all time to dry out, and made the drive back to Boston a bit easier. As if they hadn't done enough already, Kristin and Dave

invited me into their home while I waited for the AAA flatbed to arrive, and then stayed up until they were sure I was safely on my way with the tow driver.

The bad news is that my engine is shot – looks like a bearing let go. The good news is that the core appears to be intact, with no apparent holes or oil leakage. It kind of solves my dilemma as to whether I should spring for a GT4 in 2 or 3 years. I've just committed to swap out my blown engine for a new 997.2 3.8L DFI crate engine to be installed by BGB Motorsports Group in Ormond Beach, FL. Since mine is a first generation Cayman, it requires a new ECU, transmission replacement, jumper harness, customized plumbing, and a few other workarounds; and BGB are about the only people who have ventured into this wilderness. Nevertheless, the additional cost seemed justifiable (ah yes, the slippery slope) given that my car is a known quantity, and I've already invested in upgraded suspension mods that have it handling really sweet both on the track and the street. If all goes well, I'll have the car back in time for an event or two this fall.



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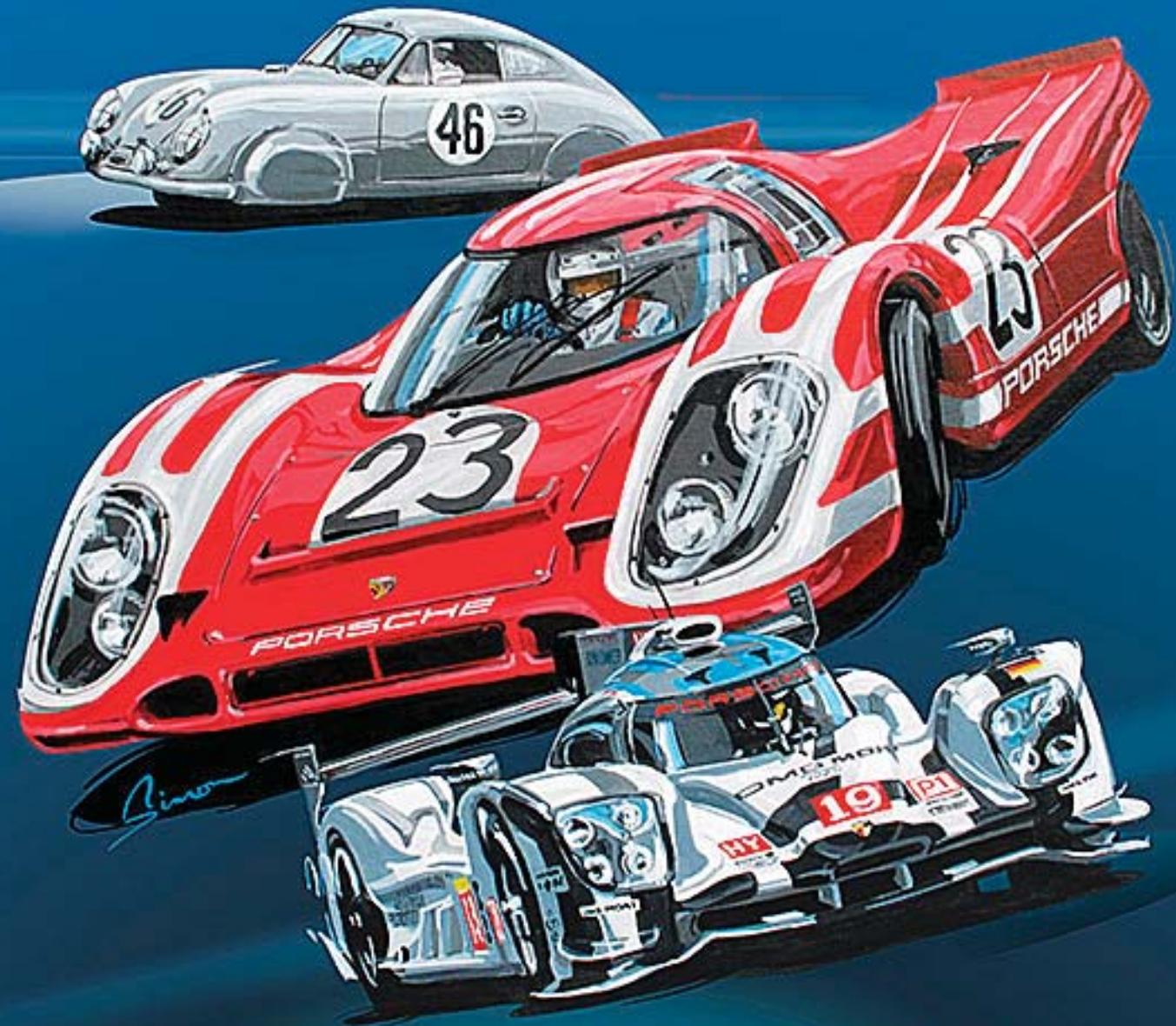
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Four Speeds and Drum Brakes -

continued from page 9

fluid being left on the road. No problem, that would be from the AC condenser. Good answer until I rolled a little further and saw that the trail was getting wider, a lot wider, like a garden hose was left on. That was a lot of fluid and I could suddenly smell gas. I realized the ignition was still on and the fuel pump was doing its job. I had a major fuel leak. I switched off the key and let the car keep rolling until it was just past the second driveway and onto the dirt road.

Finally stopped, I jumped out after releasing the hood to take a look as I thought about grabbing the fire extinguisher in the trunk. Once open it was easy to see that a high pressure gas line had a 2 inch split in it and had sprayed gas on the firewall which had run out onto the ground like a watering truck covering a dirt road. While some gas had soaked the firewall insulation and the top of the bell housing it didn't appear that there was any immediate danger of fire. It was evaporating very quickly, suddenly a benefit of modern gas, so I closed the hood and walked up the driveway to the back door.

Dinner wasn't on the table yet so I changed clothes and walked back to the car with a new piece of gas line and a couple of tools. It took less than 5 minutes to replace the damaged part, test it and drive into the garage. I was on time for dinner.

It that 5 minutes I considered how lucky I'd been and how well Big Red had treated me on this hot day. Consider the possible outcomes of that blown fuel line:

1. Car dies out on a major highway at rush hour, in the left lane in 94 degree heat
 - a. Attempt to reach shoulder from the high speed lane with a dead car
 - b. Leave key on (fuel pump pumping) to allow steering
 - c. Risk major fire as fuel blows onto hot exhaust at speed
 - d. Call AAA, wait 2 hours
 - e. Miss dinner because of an 'old car failure'(again)
2. Make it home, pick up mail, drive up driveway, line bursts
 - a. Gas pours out all over driveway damaging asphalt
 - b. Risk of fire very near house

- c. Gas smells up the entire house
- d. Offend spouse with sensitive nose
- e. Miss dinner because of an 'old car failure'(again)
3. Make it home, pick up mail, drive into garage, line bursts
 - a. Gas pours out onto garage floor
 - b. Risk of fire inside house (garage is under)
 - c. Gas smells up entire house
 - d. Offend spouse with sensitive nose
 - e. Miss dinner because of an 'old car failure'(again)

But none of the above happened because Big Red took care of me that day by having the failure near home but not so near that it could cause a problem. That's what I call a loyal car.

You just have to treat your ride well and it will take care of you every time, they really do feel the love.

KTF

visiting Amalfi, Sorrento and Pompeii. Sitting by the pool of the ship while looking at the Amalfi Coast is a must do for any traveller. Sorrento has some great restaurants and the history of Pompeii is simply fascinating. We even managed a quick side trip to Naples (Napoli) for a slice of pizza. Pizza is supposed to have originated in Napoli and the slices we had didn't disappoint. We reluctantly ended our summer vacation in Rome by taking a quick trip to explore some Catacombs. Overall our trip was a great success. We packed a tremendous amount of activity into nine days. Even the flight delays that turned our trip home into a 20 hour ordeal couldn't put a damper on our trip. But, that is a story for another day.

Now that I finished writing about what I did on my summer vacation and now that I turned in my homework assignment to Adrianne, it's now time to think about next year's summer vacation. Maybe a photo Safari to Tanzania would fit the bill. Would that make a good theme paper? I wonder what type of car show I can find in Kilimanjaro?

Until Next time drive safe!
Mkerouac.pca@gmail.com



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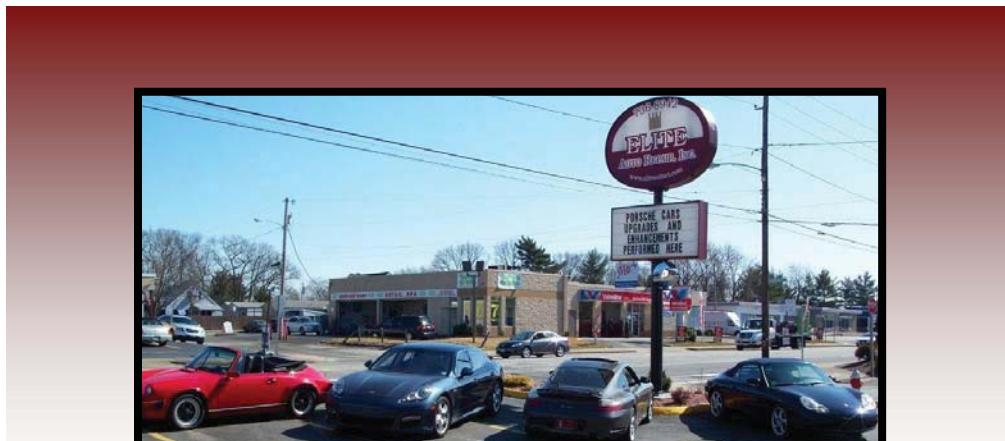
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