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# THE NOR'EASTER

AUGUST 2016 AUGUST 2016 AUGUST 2016 AUGUST 2016 AUGUST 2016 AUGUST 2016 AUGUST 2016

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



***Spring***, I am happy to report, is just around the corner...

Now for most folks, that is a bit of a cliché; a lovely sentiment at most. Spring for many represents an optimism that seems to bloom like so many crocuses in your garden.

After all, Vivaldi composed of it, Monet painted it, heck, robins sing to it.

Now, contrary to most, I think the key part of the introductory sentence has nearly nothing to do with “spring” at all. I would contend that is the second half of that sentence that is largely responsible for making the majority of us smile. So, based on that, perhaps a re-write is in order....

Spring, I am happy to report, ***is just around the corner...***

Whether you enjoy the off ramp for exit 22 through the tunnel to Copley Square, or the fast left hander at Watkins Glen, the staff at EPE would like to help ensure the most consistent corners are the ones turning “up” at the edges of your smile.

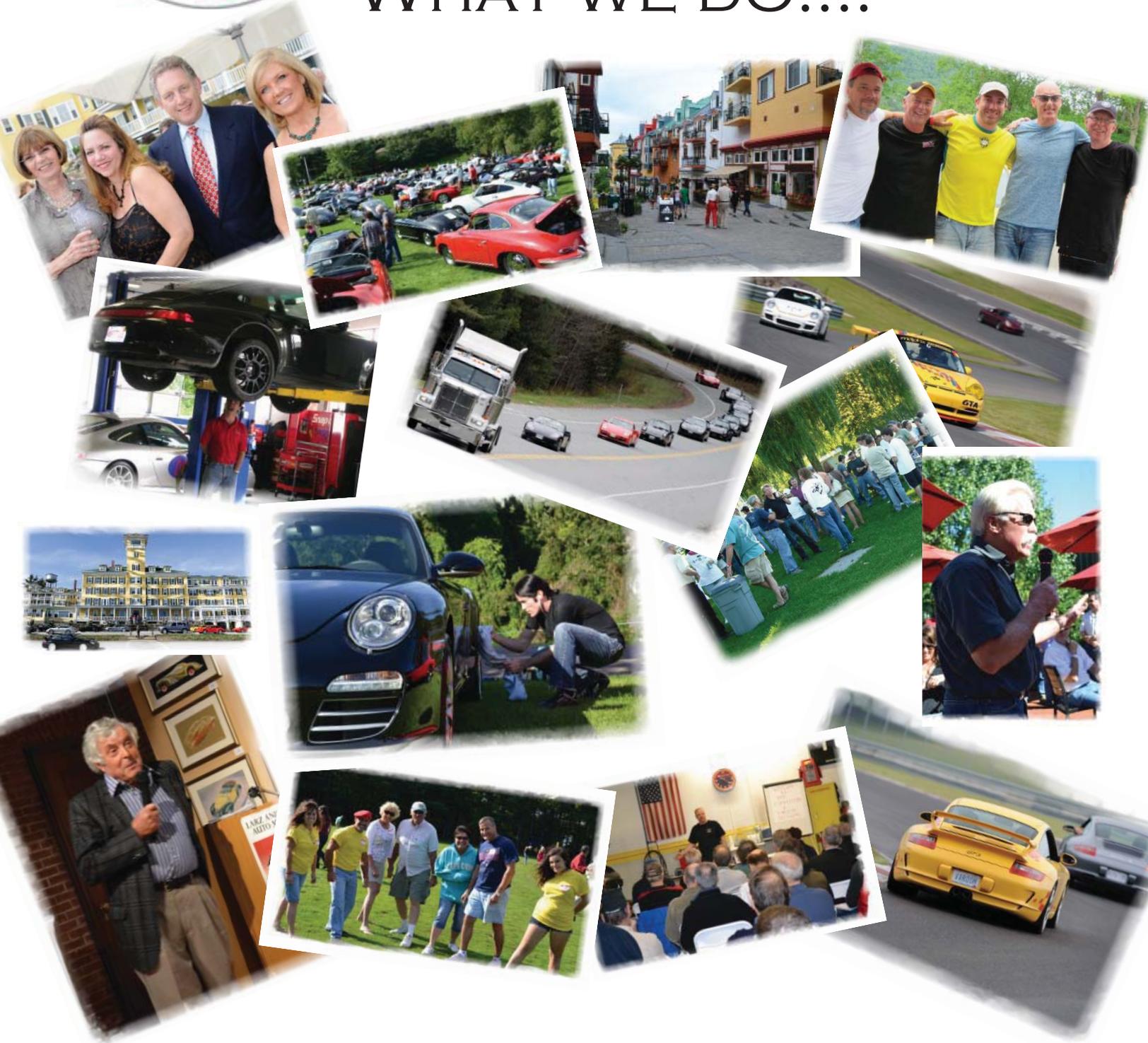


# WHO WE ARE....

# PORSCHE



# WHAT WE DO....



# INSIDE THE NOR'EASTER

VOL. 44  
ISSUE NO. 8

ST2016 AUGUST 2016 AUGUST 2016

## FEATURES

13 **NER SUMMER BBQ**

14 **2016 DE Schedule**

16 **NER at PALMER MotorSports Park**

18 **Fall Tour**

19 **Call for Board of Directors**

20 **NER at LCMT**

24 **AX #2 The Report**

29 **AX #2 The (Other) Report**

30 **JULY SOBO**

35 **718 Cayman**



20



29



30

## DEPARTMENTS                      COLUMNS                      COVER

- 10 Anniversaries
- 14 Calendar
- 41 Marketplace
- 42 New Members
- 42 Board of Directors and Committee Chairs

- 6 On the Edge
- 7 Zone 1 Events
- 8 Four Speeds & Drum Brakes
- 9 The Long and Winding Road
- 10 Minutes Of The Board
- 11 Sign Me Up
- 12 Don't Lift



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Courtesy  
Alan Donkin

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

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# On the Edge

## of Turn 3



Adrienne Ross

Last year in October or November I reported on my NASCAR camping trip. Now, if we haven't met before this, or for some reason you're particularly bored in (in the bathroom for instance) let me fill you in on some highlights.

- 1) I don't camp.
- 2) I'll watch almost anything burn hydrocarbons fruitlessly
- 3) Yeah, seriously, I don't camp.

But this, or now these, particular adventures were generated by a good friend of mine who deeply longed to camp at a NASCAR race (she's a hardcore fan) and well, I'm a sucker for anybody who shows a

***Dawn eventually came, and with it came the jet dryers onto the track. If you know what these things sound like, I don't need to explain.***

lot of dedication to anything.

So 5 years ago I put my name on a waitlist to camp inside the road course at NHMS, for a NASCAR race, and last year my number came up.

We had a surprisingly good time last year, it was comfortable (we rented a gigundo camper), the crowd was nice (we camp in RV reserved high falootin camping), and we were 20 feet from the track at turn 3. She was happy, I was happy to make someone happy, all in all a good time.

July rolled around and it was time once again to go. I spoke to my significant other, and he offered up his pop-up camper to take with us (he and I). He's a seasoned camper, and hunter, and boy scout. What he isn't/wasn't, is a race fan. This was clearly a good idea.

We talked, we prepped, well – I over prepped as I do, he aired out the camper, and we headed up north.

I tried to fill him in on apexes, blocking, and competition yellows. We talked about how loud it would be, that the exhaust can be troublesome, and the crowds gigantic. He was in all the way. I have to hand it to him, he was really trying to be enthusiastic.

We arrived, and after a few tries, and some expert advice, found our campsite. I had requested an upgrade to a fence spot (so our camper was up against the fence), so this was a new site for me.

The new site came with some challenges. Someone was parked in it for starters. The neighbor's car and tow dolly were parked in our spot, next to his \$500M camper. He was surprised anyone had that spot. "I've been here 7 years, and no one has ever camped here."

I was going to be indignant, but he kinda had a point. The spot wasn't level, and the outer rim, all caved into a giant storm drain in the middle. It was a little like camping in a funnel. Chris raised an eyebrow, mumbled some expletives, and backed the camper into the spot.

He set up our camper, unpacked, lit a fire, made a drink, and settled in. I helped a little, took the drink he offered me, and we hung out around the fire in the middle of a racetrack.

Saturday morning started early. The track people were just outside making a ton of noise at 6am. Now, I ask you – if the track implements "quiet hours" (that end at 7AM) aren't they supposed to abide by quiet hours? Grrrrrrr....

We got up, made coffee (part of the prep! A generator and a Keurig!) sat in our chairs 20 feet off the track, and watched the world of NASCAR go by for the next 10 hours.

Very early Sunday morning an unexpected storm broke over the track, and when I say storm, I mean 4 inches of rain in 3 hours. It was so loud it kept us both up for the greater part of the night. We could hear the water pouring into the storm drain below us, and the camper even started to leak a little, onto us of course.

Dawn eventually came, and with it came the jet dryers onto the track. If you know what these things sound like, I don't need to explain. For those of you that haven't experienced this wonder, 70 decibels is what most people consider

so loud, it's annoying (like a rock concert), and jet dryer is 110 DB, and while that seems like a small jump, it's exponential, it's also the average human pain threshold, 16 times as loud as 70 dB.

So loud.

Each time they came around, I made a joke about Hélio Castroneves that Chris didn't get, and I thought was hilarious.

We dried out what we could in the sun, and started packing a bit. It was brutally hot that Sunday. Ironically so given the night before.

Later in the week, we were talking a little bit about the weekend and the highlights. I mentioned that when I renewed my spot, I'd asked for an upgrade, or at least to be moved. Chris was indignant, "I love that spot! It's right at turn 3, you can't get ANY closer to the track, we're a little off the beaten path! And while our neighbors started out kind weird, they were quiet, and actually pretty nice. Plus there's the grassy knoll we can pop right on to.... Don't give up our spot!"

*continued on page 38*

## In This Issue...

Welcome!  
Summer sure is going fast! We've been hanging out with our fellow Porschefiles on and off the track.

There are stories this month about Auto Cross, our trip to Canada, and of course last month's Sobo.

Every year the Board of Directors of the Club has spaces to fill. As a member for 6 years, I can tell you it's a fun, worthwhile effort, and I encourage you to sign up to volunteer. There's no better way to get to know folks in the club.

There's a notice, and it's mentioned here and there that EPE has been hacked. If you've been trying to get a hold of them, please see the notice later in the magazine.

Enjoy the Issue!

# One Track Mind

## *From the President... and Cl*



Dick Anderson

It happened again at Le Circuit Mont Tremblant. An out of region driver went of his way to tell me how much he enjoyed participating in NER events, further saying that we were one of the friendliest clubs he drives with, if not the friendliest. High praise indeed, and on behalf of our club, I'm pleased to accept it. The praise, however, belongs not to me and the management of our region, but to you. You are a friendly bunch and I see it at every event. From sharing advice on places to have dinner to lending some muscle to a fellow driver loading a disabled car on to a trailer

***...further saying that we were one of the friendliest clubs he drives with, if not the friendliest.***

and anything in between – I'm proud of my association with you.

I also note more feedback in Instructor Meetings and I welcome it. We have a smart instructor corps and I've received some terrific event improvement suggestions from a number of you, the majority of which I've agreed with and implemented. Keep 'em coming!

We continue to develop new instructors with an eye towards eliminating the need to double up on assignments or make frenzied late minute appeals to recruit more instructors to accommodate students who have been forced on to the waiting list for events. Our event at LCMT was no exception - we've "teed up" a few more instructors who will officially graduate at Watkins Glen if everything goes per plan.

I hope many of you are considering responding to our search for positions on our Board of Directors to replace retiring members. We are looking for a Treasurer, a VP of Administration and a Membership Chair. We ran a full page ad in the July Nor'easter and I suspect there will be another in this issue. Please respond to our Nominating Chair, Kristin Larson at

klarson41@gmail.com or 978-302-3634 if interested in helping us run our club.

Our NER team has been striving for constant improvement to our club and I believe we've made significant progress. As always we're anxious to receive your feedback so please indulge us. All of our contact info is on the last page of the Nor'easter which is available in hardcopy or online at Porschnet.com. Please feel free to contact us.

Changing gears for a moment, I confess to being distracted for the last couple of months. Daughter Sarah became engaged (her boyfriend knelt beneath a high waterfall on the island of Kauai and asked for her hand!) and we've been on "cloud nine" ever since. Her fiancé, Jeff, is a solid guy who did (and does) everything right. Ann and I are thrilled for both of them. I just need to get used to his Prius - yup, he sells green energy and needs to "walk the talk." I've also been planning to undergo a long overdue operation on my foot - not earth shattering but about a three month recovery period - that interferes not only with my track activities for the balance of the year but also, and more importantly, impacts my ability to walk my daughter "down the aisle." Although I've rescheduled this operation twice, I'm thinking about doing it again. If I do, I may have to find another surgeon as this dude is running out of patience (no pun intended). Stay tuned.

Finally, as Stan mentioned last month, the Track Committee and a small group of instructors from both NER and NCR will travel to Caanan, NH to try out a new (smaller – 1.3miles) track as a potential venue for future events. A number of motorcycle clubs, kart organizations and a couple of BMW clubs have already held events there. We'll weigh in with our experience in our next Nor'easter issue.

Finally, I'm happy to report that the "Ramble" torch has been officially passed from Bruce Hauben and wife Joyce, to Denis Friedman. Briefings have con-

cluded and records have been handed over. Bruce and Joyce will remain available to consult if Denis has any questions along the way. I've seen Denis' status reports and he has "hit the ground running." Planning is in high gear for next year's trip. We also are well underway planning our annual dinner which will feature a new venue for us. More on that in future columns.

Continue to enjoy your summer, I'll see you here next month.

# Four Speeds & Drum Brakes

## Everybody Loves a Parade



Tom Tate

It's been a lot of summers since I have been to PCA Parade. The first one that I attended was in Reston Va back in the late '70's and while I have been to a few others, they always seem to be held in some place at least a week away in a 356.

When the 2016 Parade was announced with a Vermont resort as the location I knew that I would be there. Jay Peak is only 2 1/2 hours away and I have a sister-in-law with a ski house on the same mountain. A ski house that isn't really used in the summer and it had a garage. When you have a car without a roof on it you're always thinking about Alternate Plan B if it rains.

**Blackie didn't like that at all. As I shifted into third gear I heard a bang and the generator light came on, not good.**

It was starting to look like I would be attending alone due to work schedules and business meetings for spouse and son until number two Grandson in AZ raised his hand. His older brother, Marc, was working but Louie was ready to fly back and help out his Grandfather.

Louie has been playing with cars the last few years and with Marc has even flipped a few cars for fun and profit. He can drive anything and while he hasn't been on the Autocross circuit, he can drive the wheels off a go cart. As an excellent student I figured that he would make a good navigator on the Rally too, as long as it didn't rain. I signed us up for everything, Concours, Rally and Autocross.

The Speedster would be a little cramped with two people, luggage and spares, including floor jack, tools, and an extra set of tires, so I figured that Louie could follow me in the '72 911 with the Martini livery. Besides if we got rained on either going or coming I was sure that he wouldn't mind getting a little wet.

The Red Eye from Phoenix was the cheapest flight on the list so I charged into town in the 911 at 5 am like Claude Lelouch in *Rendezvous* (1976) to scoop Louie up and we went off to breakfast. From there we went to a wedding in Bridgewater that I didn't want to miss as Rick and Maureen, my metal wizard and his partner, were getting hitched. It was practically a car event with lunch as it seemed like the entire custom car community was there.

The weather was looking great for the next day's drive north so we packed up both cars that afternoon, checked oil levels and tire pressures and were ready to roll. We were to meet up with Jeff, another 356 driver, at a rest stop on Rt 93 and for the ride up. At that stop it was decided that Louie would keep the EZ Pass (Jeff had one) and drive through the high speed side of the Toll and I would stop and throw out cash. We only have one Pass in the family as I can only drive one car at a time. I may want to review that. The plan was to regroup at the rest stop just a mile up the road and also pick up some supplies for the week since there is a State liquor store there.

As I geared down to approach the toll booth I rolled up to a group of bikers making a lot noise on their Harleys in both lanes. It was Bike Week at Laco-nia, NH. Not to be outdone I roared off to show them that I could make a lot of noise too. I went to second gear at

5500 and wound up even higher before going to third. Blackie didn't like that at all. As I shifted into third gear I heard a bang and the generator light came on, not good. If the generator isn't turning the cooling fan isn't turning and it's probably because it threw the fan belt due to driver error. If the engine

isn't being cooled the trip is over.

Good news, I was approaching a rest stop with friends waiting. I could see Jeff and Louie standing beside their cars so I just shut off the engine and coasted into a parking spot.

Blackie didn't just throw a fanbelt the engine broke it into pieces. There were pieces laying in the engine compartment smoking. It only took a few minutes to install a replacement from the supply of spares on board and we were on the road again.

The rest of the trip was fun with passing cars waving and snapping cell phone photos. That's why we have these old rides. Louie was getting used to smiling at the cameras.

Rolling up to the registration building we checked in and started greeting folks that I hadn't seen in years. After a three hour run it was time to get to the house and start cleaning the car for the Concours the following day. With two of us working the job went fast and so we jumped in the 911 to meet some folks for dinner.

The cars were to be at the show site at 7 am so we up early for the ten minute drive up the mountain and set the Tub up on the grass of the 9th hole of the golf course. It looked great. The Judges thought so too as we took a First in Class.

*continued on page 40*

MIKE NOONAN

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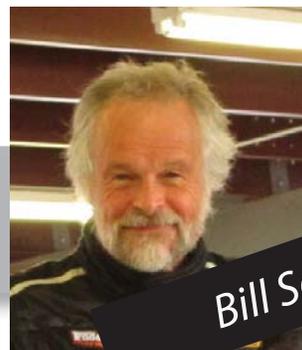
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# The Long and Winding Road

## *Autonomous Cars and Tales of the Bakin'*



Bill Seymour

I continue to be fascinated by developments in self-driving cars. We have now seen the first fatality: a Tesla S that was being operated in self-driving mode t-boned a truck turning in front of it. Tesla says that the autopilot feature did not “see” the white truck against a bright sky and, anyway, the operator should not have relied entirely on the system which is still in beta – he should have been watching and prepared to take control of the car. Undoubtedly this is just the first of many accidents that will call the technology into question. And one of the most interesting (to me, anyway, and therefore I plague you with this) aspects

***On Sunday we had even worse tire problems. Dave reported by radio that the car was turning when the wheel was straight.***

of the debate is how to program the autopilot to make split second life threatening situations. Here is the lead-in of a Popular Mechanics story...

In a split-second, the car has to make a choice with moral—and mortal—consequences. Three pedestrians have just blindly stumbled into an oncoming crosswalk. With no time to slow down, your autonomous car will either hit the pedestrians or swerve off the road, probably crashing and endangering your life. Who should be saved?

Some programmer has to make a decision as to how the car will react. But the dilemma is complicated by this consideration: it is believed that we would collectively be safer if we were all driving autonomous cars. But would you want one if it would choose to kill you (the driver) in the scenario above? So maybe, in order to get wide acceptance of autonomous cars, they need to be programmed to spare the driver even though that will increase the

total number of societal deaths due to vehicle accidents. Or, should the cars be equipped with a switch so the driver can decide (kind of like turning off PSM at the track?). All good stuff, eh?

Speaking of good stuff, the Jamaican Bakin' team had its first win. Since my last column we have been at two races. First we were at Palmer with the BMW for an American Endurance Race. The format for these is different: you run qualifying laps on Friday and then, based on the fastest lap by any of your drivers, you are put into a bracket for separate races on Saturday and Sunday. Unfortunately our bracket consisted of 9 cars with us second slowest. On Saturday we had tire problems and finished 5th of 9. On Sunday we had even worse tire problems. Dave reported by radio that the car was turning when the wheel was straight. We told him to tough it out but after a couple more laps he came in (fortunately) – the picture shows the right front which Dennis declared to be a “maypop.” We finished 6 of 8.



While Palmer is a very fun track with a lot of challenge, it must be noted that it is pretty unforgiving. Of the 48 cars that started the AER race, 8 wrecked badly enough that they couldn't continue. In particular we witnessed the worst accident we've seen – a BMW E36 rolled on the front straight, hit rocks on the inside of the track and caught fire while upside down. The driver had injuries to his feet but spectators/drivers from the pits ran down (using our fire extinguisher) and

made sure it wasn't worse.

Given our BMW problems we decided to switch to the Miata for the Chump Car race at Thompson on July 1st. This was a one day, 12 hour race (8am to 8pm). Kristin Larson was added to our team and our plan was to each drive one two hour shift. But, alas, our 11 gallon fuel capacity would only allow us about 100 miles so we were running out of gas short of two hours. Since each gas fill up mandated a 5 minute pit stop, each extra stop was the equivalent of losing almost 3 laps. We knew we would need at least 6 stops and were afraid we might even need 7. Everyone was instructed to run until the car started to sputter and then pit. Kristin played hero and ran smoothly enough to last a full two hours but we knew it would be close on gas for the last driver shift. Chip was nominated to take the extra turn as he is usually quickest and he didn't let us down. He started down a lap on the 2nd place car but was running 4 – 5 seconds a lap quicker and passed him, to get on the same lap, with perhaps 45 minutes to go. Dennis, poor devil, had the radio headset and was passing on our exhortations to Chip to go fast and catch him – and Chip did with about 15 minutes left in the race. But, now in 2nd place, we knew that if he ran out of gas not only would we lose second but also lose our standing as first in class A (under 2 liter) so we started yelling at Dennis to tell Chip to slow down to save fuel. (Chip replies: “Make up your \$^&^&^&^ minds!!!”) But, happy in the end, the gas holds out and we are 2nd overall and 1st in Class. Our first bit of hardware!



# Minutes of the Board

## June Meeting



Alan Donkin

The July NER Board meeting was graciously hosted by Adrienne Ross at her home in Framingham. Other attending members were Dick Anderson, Bill Seymour, Steven & Laurie James, Stan Corbett, Kristin Larson, Adrienne Ross, and myself; missing were Bob Cohen and Steve Ross. The meeting was brought to order at 7:55 p.m.

Dick raised our first topic of discussion which was to inform us that European Performance Engineering has suffered a serious web attack and their website and email has been trashed by a malicious hacker. Dick offered to post this information on our Porschenet.com website and provide contact information for EPE until they get this serious matter settled. The Board unanimously approved this action.

Dick and Kristin discussed progress with our new charity Homes for our Troops and we have begun donations. The annual Gala appears to be on target and Kristin and Ann Anderson are bringing back the silent auction that was missing at last year's dinner. The Board discussed various options in raffling off the NASCAR tickets we received as part of our Watkins Glen track package; this year its NASCAR and next year IMSA. The tickets will become available for bid and announced by email to all members that have opted in for electronic notification. I am spearheading the revival of the Goodie Mart and have discussed this with Susana Weber who used to run this for our chapter. Kristin's mom who is very involved in Maine's DER region will be available to advise us as well.

Bill reported on activities which includes autocross and mentioned that the local Mercedes Benz club wanted to borrow a couple hundred orange cones for one of their events at Thompson. The Board approved and Chris Ryan (keeper of cones, and the all the rest of AX in our trailer), agreed to accommodate them. We can't thank him enough! AX#2 on July 2nd turned out to be an intensely

windy day and unfortunately, one of the transmitter tripods blew over potentially damaging it. That unit was sent back to AX Ware for repair and Joe Kraetsch (NCR Autocross Chair) generously volunteered a backup for us to use until our unit is returned.

Stan reported on DE activities, and all DE events for the remainder of the season appear to on track and on budget. Quite a number of track rats took advantage of the discount afforded by the Canadian to US dollar exchange rate at the DE event at Circuit Mont-Tremblant. They found some good deals in buying race and street tires offered by vendors at the track.

Steven updated us on membership stats which currently stand at 1705 primary and 952 affiliate, for a total of 2657 members. We have 11 new members and 3 transfers in, non out. Nor'Easter renewals are now suspended until November when we start up for the new year. Memberships about to expire will now receive email notification reminders and area Porsche dealers are being contacted to inspire them to encourage new car owners to give PCA a try.

The meeting was adjourned at 9:45. The next Board meeting will be at the home of Ann and Dick Anderson, August 10th.

### Happy PCA Anniversary!

#### Forty Years

Mark Mathison

#### Fifteen Year

Geoff P. Malo  
Jon Barron  
Gregory Baker

#### Thirty Years

Richard S. Betterley

#### Ten Years

Jack Herman  
William C. Conant  
Steven W. Anderson  
Robert M. Whitehead

#### Twenty-Five Years

George R. Markley

#### Twenty Years

Norman A. Steeves  
Peter Dikeman  
Alain A. Arnaud  
Dennis R. Cataldo

#### Five Years

Jason Temple  
William B. VanderClock  
William R. Ciccone  
Stephen W. Smith  
Robert D. Dronge  
Emmanuel Monahogios  
Andrew King

# Sign Me Up

## Keep Learning



Steven and Laurie James

This August I am going to attend the three day D.E. event at Watkins Glenn. I always look forward to WG as the track has a storied history, racing through the streets in 1948 developing into a world class racing facility with the top formula one and NASCAR drivers of having won major races at this facility.

This year, after several gap years I am looking forward to attending; as is Laurie J for her first track DE experience. For you folks that have not attended one of the NER driver education events, Lots of fun and learning. The first days for any driver are especially exciting. So I look

***This year, after several gap years I am looking forward to attending; as is Laurie J for her first track DE experience.***

forward to Laurie having the opportunity to learn the track.

Attending your first DE event has lots of emotions, sensory overload, with visuals and sounds as you learn to position the car on the track, shifting, brake points, smooth inputs as your instructor is guiding you at speed. I'm sure even the most hardened track rat can still recall the first day on a race track at speed. It's special, right up with other memorable firsts; landing a plane, repelling off a cliff, cave diving, scoring a touchdown (as a lineman) you get my point... Laurie will remember this ....WG just adds to the wow factor, it's a big track and our 3.2 Carrera is a momentum car that can pretty much run free.

If you have followed my rants in the past about the benefits of attending the AX events; for Laurie she has that experience to build on at WG. She also was able to ride in an instructor's car a few years ago when I was driving at WG. (No longer allowed) so I will be interested in what her feedback will be...

When I made the commitment to try a few DE events, schedules were tight and I attended a Connecticut Valley DE at New Hampshire Speedway (NHIS). I was lucky, I had a Great instructor that drove a similar car, we had a great day.

He imparted his unique wisdom along the way, something like .... If you only have one dollar to spend at each corner on the course and you need to invest it in all the driving disciplines to maximize your speed. I would spend .50 of the dollar just entering the turn correctly, positioning the car while the experience drivers spend .10 on these basics with a lot of reserves to work on technical driving skills, which is one reason they are much faster around the course.

The point he made was seat time is key to memorize the track and after an intense three sessions where I felt I was flying, he took me out in his car in an upper run group. I was sure his car was going to stay planted in corners, it did and he showed me very clearly the why practice and experience is needed to advance in the DE program. So if Laurie's first DE experience was anything like my first day, she will be pumped and ready to do it again.... and again...

Last weekend,

Dave Berman came by to help free my driver's seat that had the rear rails jammed under a roll bar flange. Laurie and I were co-driving at AX and I moved the seat back with authority where it remained until Dave and I pried it free and removed some material to create some clearance. Done.

I also have a few other pre DE to do; flush the brakes, add back the front brake air intake scoops. I run AX cross without them after I had a habit of using orange cones to remove them from their attachment points, crawling under the car In

*continued on page 38*

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# Don't Lift

*My DE Cup is Half....*



**Stan Corbett**

July is half over as I write this and we're halfway through our DE season. Our annual trip to Le Circuit Mont Tremblant in Canada was two weeks ago (see full write-up elsewhere in this issue). Though the turn-out was light, or perhaps I should say because the turn-out was light, the drivers that attended the event got more track time than ever before at Tremblant! Those of you that usually join us and couldn't make it, or decided to forego the trip this year, missed a bunch of track time. Monday saw the usual 1.5 hours of track time.

***...we have been having problems with the porschenet.com addresses. Until those are ironed out I can be reached at stanley\_corbett@msn.com***

Tuesday and Wednesday we combined the Black and White run groups. With only four run groups sharing the track time our drivers had almost two hours of track time on both days. In addition, the weather was almost perfect, cool every morning and warming up through the day with only touches of precipitation while the track was hot.

That leaves just four more DE events for the rest of 2016. They are; Palmer in August (NCR event), Watkins Glen in mid-August (our event), Palmer in September (also our event), and finally NHMS in October (NCR event). Registrations are doing nicely for The Glen and it looks like we will clear the student waiting list. Registrations for our Palmer event in September have picked up a bit but are still light, so if you have been thinking of going now is the time to sign up and experience a very fun, quick track.

This coming Friday, 22 July, a small group of NER/NCR track committee members and experienced instructors

will be going to the new track in Canaan, NH to check out that track for possible future events. Canaan is a short (1.3 mile) road course built at the site of an old set of oval tracks, one dirt and the other paved. You can check it out at: <http://www.canaanmotorclub.com/>. I'll report back on the track next month.

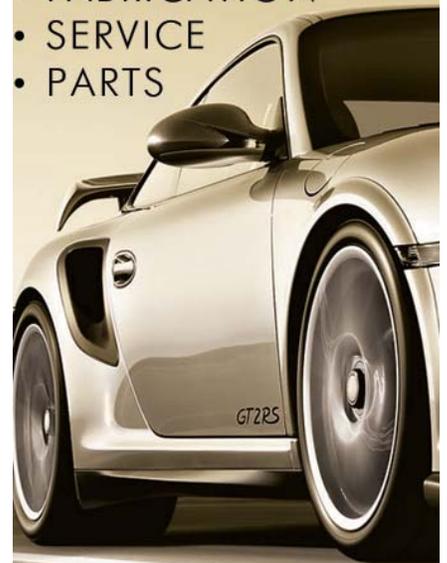
For the folks that have tried to contact me via email at [trackchair@porschenet.com](mailto:trackchair@porschenet.com) or [tcreg@porschenet.com](mailto:tcreg@porschenet.com) we have been having problems with the porschenet.com addresses. Until those are ironed out I can be reached at [stanley\\_corbett@msn.com](mailto:stanley_corbett@msn.com) or by phone (774-275-1621).

Don't miss out on remainder of this DE season – register and pay and... Don't LIFT! Stan

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# NER Summer BBQ



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

**Where: 16 Meriam Street, Lexington MA 02420**

**When: August 28th, 2016 1:00-4:00pm**

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

**Register on [www.Porschenet.com](http://www.Porschenet.com)**

**We look forward to seeing you there—the pools open!**

# Drivers Education Schedule

## 2015 Calendar At-A-Glance

### August

6-7 - DE @ Palmer (NCR)  
 10 - Board Meeting  
 12-13-14 - DE @ WGI (NER)

### September

3 - NCR AX #4  
 14 - Board Meeting  
 18 - NER AX #4  
 23-24-25 - DE @ PMP (NER)

### October

8 - NCR AX #5  
 12 - Board Meeting  
 15 - NER AX #5  
 15-16 - DE @ NHMS (NCR)

### November

9 - Board Meeting

### December

14 - Board Meeting

## 2016 Driver Education Schedule:

Registration

Pricing\*

<b>Event Date</b>	<b>Days</b>	<b>Track</b>	<b>Host</b>	<b>Open Date</b>	<b>Student /Solo /Instructor</b>
Aug 6-7	Sat/Sun	Palmer	NCR	Feb 1, 2016	See NCR website
Aug 12-14	Fr/Sa/Su	WGI	NER	Mar 1, 2016	\$595 \$525 \$285
Sep 23-25	Fr/Sa/Su	Palmer	NER	Mar 1, 2016	\$570 \$500 \$260
Oct 15-16	Sat/Sun	NHMS	NCR	Feb 1, 2016	See NCR website

\*Final pricing for NER's 2016 DE events has been approved by the Board

### Contact Information:

Northeast Region (NER)  
[www.porschenet.com](http://www.porschenet.com)

North Country Region (NCR)  
[www.ncr-pca.org](http://www.ncr-pca.org)

Track URLs  
 NHMS – [www.nhms.com](http://www.nhms.com)  
 TSMP – [www.thompsons Speedway.com](http://www.thompsons Speedway.com)  
 LCMT – [www.lecircuit.com](http://www.lecircuit.com)  
 WGI – [www.theglen.com](http://www.theglen.com)  
 LRP – [www.limerock.com](http://www.limerock.com)  
 PMP – [palmermotorsportspark.com](http://palmermotorsportspark.com)

Registrar  
 Stan Corbett – 774-275-1621  
[tcreg@porschenet.com](mailto:tcreg@porschenet.com)

Registrar  
 John Lussier - 802-728-4457  
 cell 802-272-6770

Track Chair  
 Stan Corbett – 774-275-1621  
[trackchair@porschenet.com](mailto:trackchair@porschenet.com)

Track Chair  
 Pat Maloney – 978-501-0161

Event Registration Site  
[www.clubregistration.net](http://www.clubregistration.net)

Event Registration Site  
[www.motorsportreg.com](http://www.motorsportreg.com)

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by Marcus Collins

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Blog: **Is buying through the Listing Agent a good strategy to win in today's competitive housing market?**

NO  
In 2013 in Lexington, in a competitive offer situation, less than 3% of successful offers used the listing agent.

Free buying and selling guide

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Newsweek Top High Schools 2014

AMERICA'S TOP HIGH SCHOOLS - 2014

Newsweek magazine recently published a ranking of the U.S. Top High Schools. What if there are many high schools in your area? How do you know if your school is in the top 100? MA Properties Online has the answer. We have a tool that allows you to see how your school compares to the rest of the country. Click on the link below to see how your school compares to the rest of the country.

Newsweek Top High Schools

Number of Schools in Top 100

1 2 3 4

RE/MAX Leading Edge

How's the Market?  
Real Estate Newsletter  
October 2014

Should buyers delay units 2015?

Given the lack of possible inventory and the rising price of homes, it may be a good idea to wait until 2015 to buy a home. However, there are some factors that may lead you to believe that you should buy now.

1. Will we see more units in 2015?

Given the lack of possible inventory and the rising price of homes, it may be a good idea to wait until 2015 to buy a home. However, there are some factors that may lead you to believe that you should buy now.



Dani Fleming (617) 997-9145

Dani.Fleming@MAPropertiesOnline.com

Marcus Collins (781) 640-3597

Marcus.Collins@MAPropertiesOnline.com

www.MAPropertiesOnline.com



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# NER at Palmer Motorsports Park

Sept. 23-25th

Join us for our second of two events in 2016 at Palmer Motorsports Park in Palmer, MA for a two-day DE event. About an hour from Boston, this track is even closer than NHMS for many of us. Seven miles off I-90 is Palmer Motorsports Park (PMP), the first true road course in Massachusetts. PMP Whiskey Hill Raceway is 2.3 miles long, 40-feet wide, and has over 190 feet of elevation change. Designed by grassroots racers and professional track designers and carved out of Whiskey Hill granite the road course is a 14-turn rollercoaster ride around a scenic and secluded alpine wilderness.

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

There will be a Wine, Beer and Soda Social when the track day ends on Saturday, followed by a catered dinner (menu TBA). Tickets for the dinner must be purchased from the track. Pricing and a link to purchase will be provided as soon as they are available. Drivers can purchase tickets for family and guests.

Registration for this event will be handled by NER through clubregistration.net and full DE info is available at [www.porschenet.com](http://www.porschenet.com).

Students (Green & Yellow run groups): \$570

Solo Drivers: \$500

Instructors (Red run group): \$260

Directions to the track and further details will be included in Track Rats message and at <http://www.porschenet.com/events/ner-de-event-at-palmer-motorsports-park/>. Please make sure your email address is current in your clubregistration.net profile. Palmer's sound limit is 95 decibels on the A scale, as measured at 50 feet from the track edge by track management. This limit will be strictly enforced.

Garage Reservations are made directly through PMP... details will be on the event web page.

Registration questions? Contact Mark Keefe, Registrar at [TCReg@PorscheNet.com](mailto:TCReg@PorscheNet.com); or 508-529-6127 before 8 PM.

Event questions? Contact Stan Corbett, Track Chair, [trackchair@porschenet.com](mailto:trackchair@porschenet.com); or 774-275-1621 before 9 PM.

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# Fall Tour

October 9th

The fall foliage tour will start at Alpha Cars on Route 111 in Boxboro. (Its about a mile inside Route 495)  
Plan to arrive at 9:30 A.M. to sign in and collect your clues before the briefing.

Alpha Cars services high-end foreign cars and is also the largest Russian motorcycle dealer in the U.S. They would like to have us take a look around.

The route will be approximately 50 miles long through Metro West and will end up at Fireflies on Route 20 in Marlboro where a Sunday barbeque buffet will be available for \$18.95 per person.

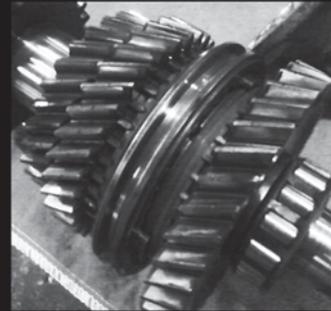
Please register on line so we can get a count of who is coming so Alpha Cars and Fireflies will be able to prepare for us. There is no entry fee for the event.

Any questions - call Charlie Dow at 978-443-2672 or e-mail [crd968@Verizon.net](mailto:crd968@Verizon.net)



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# Board of Directors - 2017

We are starting the search for open positions on  
Northeast's Board of Directors for 2017

## Open Positions are:

**Treasurer** – handle all money in and out.

Accounting experience preferred

**VP Admin** – build a team to manage tech sessions,  
socials, including the Annual Dinner

**Membership** – be the first reach out to new  
members and manage Noreaster subscription list

For anyone interested, please reach out to Kristin  
Larson, 2017 Nominating Chair at  
[klarson41@gmail.com](mailto:klarson41@gmail.com) or 978-302-3634

# NER at LCMT



Sunday morning I met Dick and Ann Anderson, our DE Chief Instructor and Chief of Instructor Development respectively, at the Hooksett rest area to caravan to Mont-Tremblant. I arrived a bit early and, while there, it seemed like all the usual attendees were parading through the parking area. The Kelliher's, Martorana's, John Gralton, Ian Krane and several other folks all made an appearance and headed out just in front of us. The drive to the track was uneventful, about 45 minutes at the border crossing this year, and the usual construction and traffic mess around Montreal. We arrived at the track late afternoon, went straight into the paddock (this is the second year we have been able to go directly to the paddock, avoiding the congestion of parking in the spectator area then moving, en-masse, to the paddock Sunday afternoon), found a parking spot near the control tower, and unloaded the car. I finished the day with a traditional meeting with friends at La Pizzeria for supper.

Monday morning the paddock was busy but, thanks to the low turn-out, was less crowded than usual. We set up registration in the control tower and Norbert Martel and the tech crew

set up the tech line by the tower. The Driver and Instructor Meetings scheduled for 8 started a few minutes late (local rule – can't use the PA system to announce anything until 8 AM and we wanted to get tech finished before the meetings started). The drivers' meeting was handled by me as Track Chair, Adam Schwartz as Track Operations and Marcus Collins as Control Chief, providing all the info our drivers need and worker assignments. The Instructors' Meeting was run by the Northeast Region's Chief Instructor, Dick Anderson, who also had a few words for the drivers' meeting. These were followed by the Novice Meeting for Green and Yellow run group drivers run by Peter Tracy, a former NER Chief Instructor who is our Chief of Novice Development this year.

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

Tuesday was another good track day. Due to the low turn-out, and some fast work by Adam Schwartz and me on Monday evening, we were able to adjust the schedule by combining the White and Black run groups. The result was almost two hours of track time for every driver instead of the 90 minutes originally scheduled. While we all enjoyed the extra track time I hope our turn-out in 2017 returns to break-even levels or better. Also on Tuesday we ran Parade Laps at lunchtime, raising \$120 for our new charity Homes for Our Troops.

We again held two of our signature 60-minute DE Enduros with a simulated race start, one for the Black (Advanced) and one for the Red (Instructor) run group drivers. This year we repeated last year's format; holding the Enduros the last two hours of the track day on Tuesday afternoon to avoid having drivers in the rest of the run groups sit around for two hours waiting for their next run. Drivers not eligible for the

enduros were free to enjoy an afternoon on the mountain or whatever other activity they chose, or they were welcome to stay at the track and cheer on the enduro participants. This also avoided Enduro participants that wanted to pack up and start back Wednesday afternoon having to decide between running their Enduro or packing up. During the Enduro meeting we discussed further changes to the enduro format which we may implement next year and possibly even this year at Watkins Glen. Since the White run group drivers had been running successfully with Black on Tuesday we invited them to participate in the Black enduro.

Wednesday, our last of three days, again saw good track weather. We again combined the White and Black run groups affording everyone at least two hours of track time. Space in run groups was never an issue during this event and, as the last track day went on and some folks packed up to leave early, it became even less of an issue. In fact, for those that enjoy running with other drivers, it was almost necessary to plan ahead and go out with a partner. If you went out alone you stood the chance of being alone for the whole session.

At Wednesday morning's drivers' meeting Bob Kelliher, in his Instructor Development role, announced three newly minted instructors; Zoe Kelliher, Dave Kuchrawy, and Sara Kuchrawy. Congratulations to each of our newest instructor development program graduates and I'm looking forward to you signing up and instructing at the rest of this year's events.

There were several check rides given during this event. Congratulations to the following drivers who received promotions during the event. Promoted from White to Black – Jon Malcolmson; Blue to White – Jean Yves Dube and Peter Gehring; Yellow to Blue – Merit (Buzz) Bean and Mark Gravina; and from Green to Yellow – Sam Curley, Tim Lai and Brett Miner.

The trip home on Thursday went smoothly. A quick stop at the duty free store to score an inexpensive case of beer (thanks, favorable exchange rate) and then through the border crossing, second vehicle in line! Only hitch was a stop a few miles from home for a splash

of gas to make sure I didn't run out before I got there. I might have been okay but the traffic on 495 was crawling and the last thing I needed after a great event would have been to run out and get stuck on the highway.

The mix of driver home regions at LCMT was widely distributed with NCR the second largest group and then onesy-twosies from Downeast, Rennsport, UCR, Niagara, CVR, Carolinas, Space Coast and Hudson Champlain regions. Almost everyone drove their favorite Porsche for the event with a handful of other marques including BMW (M3s and M4), Corvettes, Mazda MX-5s and an Audi R8 joining in the fun.

If you are interested in getting pictures of you and your car from Mont Tremblant, and didn't leave your contact info for the photographer, please contact Jean-Francois Leclerc at [leclercjf@cgocable.ca](mailto:leclercjf@cgocable.ca). Provide him with your run group and car number so he can send you a link to review your pictures which are available for purchase.

An interesting note for next year: Touchette Tire has been supporting us with tires and related services for several years. Each of the past three years we have sent them a check for \$1000 to cover the minimum they needed to make to support our event. Our agreement is that for each \$1000 of business they do at the track they refund \$100 of the retainer. Each of the past three years we have done enough business with them that they have returned the entire \$1000. Because of the level of business we have provided we won't have to send a retainer in 2017. So, Touchette Tire will be supporting our Mont-Tremblant event again in 2017. If the exchange rate is in our favor you might be able to save money by ordering a set of tires from them for delivery at the track. The contact info for Manuel Solis of Touchette Tire will be on our website's LCMT DE event page early in 2017.

Hope to see many of you at Palmer (NCR event) August 6-7th, WGI (NER event) August 12-14th, Palmer (NER event) September 23-25th and at NHMS (NCR event) October 15-16th!



Photos are courtesy of Le Circuit Mont Tremblant's track photographer, [atleclercjf@cgocable.ca](mailto:atleclercjf@cgocable.ca).



Jean-Francois Leclerc. Copies are available by contacting him by e-mail



The July 4th Holiday weekend saw a slightly smaller than usual crowd for the second autocross event of the season with 66 drivers participating. The weather was sunny but a little breezy – good for keeping the courseworkers cool in the but not so great for the timing tent crew having to hold down the tent and some of the gear at times. For the day's event, coursemeister Scruffy laid out a particularly technical course that many people I spoke to found quite challenging, finding it difficult to get a good rhythm going. But what would an autocross event be without a new challenge? People stuck with it, and many saw their times improve throughout the course of the day.

For those familiar with our Devens autocross events, to give you an idea of how much of a challenge the course was, FTD, posted by Scruffy, was a 72.728. In fact, only 19 of the 66 drivers managed to post a time faster than 80 seconds. Usually, the faster drivers are posting times in the mid- 60's, and most of the regulars are posting times in the low to mid 70's. Unfortunately, along with the slower times, the course also featured more than the usual amount of cone carnage, slowing things down somewhat while the course workers had a hard time keeping the track cleaned up and resulting in a higher than usual amount of reruns. So while hoping for a few more, we managed 5 runs in the morning heat and 4 in the afternoon.

Once again, Class 3S had a good turnout with 10 entries, 7 of which were 80's 911's. Bob Canter put up a good effort for the torsion bar team posting an 81.338, but was edged out by a nice run by Nick Durham in his 964 cab at 80.195. The Cayman S class 6S was also popular with 9 entries; and saw "Novice" Lex Kirichek (this was not his first autocross, just his first NER AX) taking first in the class ahead of the ever-speedy Rachel Baker by posting a 75.370 vs her 76.434. Class 10s featured another close race with Ed Moschella (75.095) edging out Alan Davis (75.943) by less than a second.

The other class winners included Jack Goudreau (1979 914), Neil Halbert ( 1990 944), Alan Donkin (2003 Boxter S), Bill Aubin (1984 944), Noah Eckhouse (2007 Cayman), Jeremy Mazziarello (2012 Cayman R), Andrew Tibma (2004 996), Aaron Walker (2004 GT3), and Will Koscielny (2010 GT3). Scruffy edged out Mark Scala in improved class 11, and Rob McAlpine was the winner in the non-Porsche class 13.

We still have 3 more Autocross events scheduled this summer, along with 3 by sister region NCR . Hope to see you there!



# AUTOCROSS #2

# THE REPORT

Copy by Chris Ryan and Photos by Alan Donkin







The July 4th Holiday weekend saw a slightly smaller than usual crowd for the second autocross event of the season with 66 drivers participating. The weather was sunny but a little breezy – good for keeping the courseworkers cool in the but not so great for the timing tent crew having to hold down the tent and some of the gear at times. For the day's event, coursemeister Scruffy laid out a particularly technical course that many people I spoke to found quite challenging, finding it difficult to get a good rhythm going. But what would an autocross event be without a new challenge? People stuck with it, and many saw their times improve throughout the course of the day.



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Copy by Andrew E. Murphy and Photos by Alan Donkin

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## AUTOCROSS #2

# THE (OTHER) REPORT



July 17th, 2016  
South Of Boston  
(SoBo)  
Porsches and Coffee



*Dave & Shelia Ward's 2015 Panamera*



*Gary & Ellen Cooper's 03 Boxster*



*Ginny Young's 2010 997*

**W**ith the high humidity and temperatures I decided to wash my Porsche and Rosemary's Volvo early Sunday morning before our coffee; the Porsche had not been washed since we left the Porsche Parade. Awake by 5 AM, I had breakfast, and completed the two cars before 8 AM. Rosemary and I arrived at Sweet Berry Farm by 9:30 AM.

We were quite fortunate to have two Class Rank #1 2016 Porsche Parade concours winners in attendance today: Paul Wooten: Class PP04F, Full 911/912, model years 1974-1989, Rank: #1, Score 293.9. Paul's white gold metallic 86 Turbo is still sparkling from the concours showing. Also, Tom Tate: Class PP01T, Touring 356, 1958-356, Class Rank: #1, Score 209.6, was a first time attendee.

Additionally, for those not familiar with concours preparation "full" means that the exterior, interior, as well as the engine and associated running gear are all scrutinized requiring extreme cleaning preparation. Rosemary and I arrived at 4 PM at Jay Peak, staying in one of the two bedroom condos at slope side, a very good location close to all the events. As I walked around the grounds that Sunday afternoon I saw many preparing their Porsches for show. It takes a great deal of focus and drive to prepare your car; I give Tom and Paul much respect for letting us enjoy the results of their efforts.

Sweet Berry's mowed grass parking area was bounded on the south side by growing corn, a great backdrop for the 40-parked Porsches. Rosemary and I were most surprised by the turnout, a real beach and sailing day and, in spite of the heat, many stayed beyond noon. However, Rosemary and I packed up our stuff and departed shortly after noon because of the intense sun and lack of cooling breezes.

Tom Tate was an early arrival, parking one of his numerous Porsches, today it was a very eye-catching white 1972 911 with Martini badging. Admiring the black

*Copy and Photos by  
Roger SLocum*

and white check upholstery, Tom said that he bought, and then sold another Porsche just for those seats, making the interior pop.

Virginia Young replaced her 2000 996 with the recent purchase of a 2010 artic silver 997. Ginny must be most happy, she e-mailed today's photo at Sweet Berry Farm of her standing next to Ansel, a nice paring.

Newcomers Rob & Sue Vincent, summer residents of Jamestown, RI have two Porsches, a Cayman Turbo and the 2002 seal grey Boxster S they arrived in. The Boxster was their first Porsche that they bought new, then shortly after, traded the Boxster for a 911. Interestingly, they realized that they enjoyed the Boxster more than the 911 (the top-down driving experience?) and returned to the dealer, found the current owner of the Boxster, who accepted their offer.

Dave & Shelia Ward arrived and parked their first Porsche, a 2015 Panamera (the first ever at a SoBo gathering), trading up from a 06 Mercedes CL5 500; they love it. Dave said that the seating is more spacious and comfortable and as a new Porsche owner, they have discovered the joy of the drive.

Gary and Ellen Cooper, additional first-timers, parked their 03 Boxster, just returning from a driving adventure with the "Blue Ridge Boxster Summit" group, see: <http://www.brbs.org>. The BRBS was started when the Internet was young and Porsche began to market the Boxster. While waiting for deliveries, some started communicating via the net and a few became a group. That group formed the BRBS. Focused on drives through the Blue Ridge, it is said that they offer one of the best top-down driving experiences. And, now it's open to other Porsches as well.

Ted Christenson's red 93 968 cab is truly an eye pleaser. Purchased in 2013 with 40k miles, Ted must enjoy the drive because the 968 now has 57K miles. This is Ted's second Porsche; he owned a



Paul Whooten's 1986 911 Turbo



Rob & Sue Vincent's 02 Boxster S



Rows 1&2

356C for ten years.

It was a family affair for the Melchars, Dave and Roberta arrived in his 05 911, and their son-in law enthusiastically drove Dave's 84 911 cab, along with Dave and Roberta's daughter and grandson who were visiting from London, England.

The following are our observations and comments regarding the 2016 Porsche Parade at Jay Peak, which for the most part we really enjoyed: We unpacked our stuff at the condo and walked down to the Ice House and got our goodie package and registration material on Sunday at about 4 PM. Unfortunately, the car wash volunteer meeting was at 3 PM, one of the volunteer activities I had signed up for. The car wash issue had to be redirected to the Fire Station for environmental reasons (water recapture), so I guess there was a scramble to set that up. From my experience at Monterey, I think the car wash is one of the most enjoyable volunteer tasks. You see and meet many Porsche owners and sometimes luck out when being told a great Porsche story.

Some are book-worthy, like the faded red 911 with the blue duct tape along its lower flanks; they attended all of the Parades for some years and hail from Alaska, often receiving the free set of tires for driving the furthest.

Regarding the car wash: Because the facility's roads were unpaved and covered in stone dust, the car wash was a very busy place. The acceptable behavior is to wash the car then move out of the area for drying and detailing, cutting down on the waiting time for those in line. Unfortunately, we had space hogs; one guy actually hooked up a 12v blower to remove much of the water, and then had special cloths to buff dry, spending more than half an hour on the rims. Maybe he was hard of hearing, more than a few confronted him regarding their displeasure.

The drives, we did three, were too constrained. Having a lead car obeying the posted speed limits is not a bad idea, but it restricts the opportunity for doing spirited, but safe driving, such as what is experienced during our region's spring Rambles.

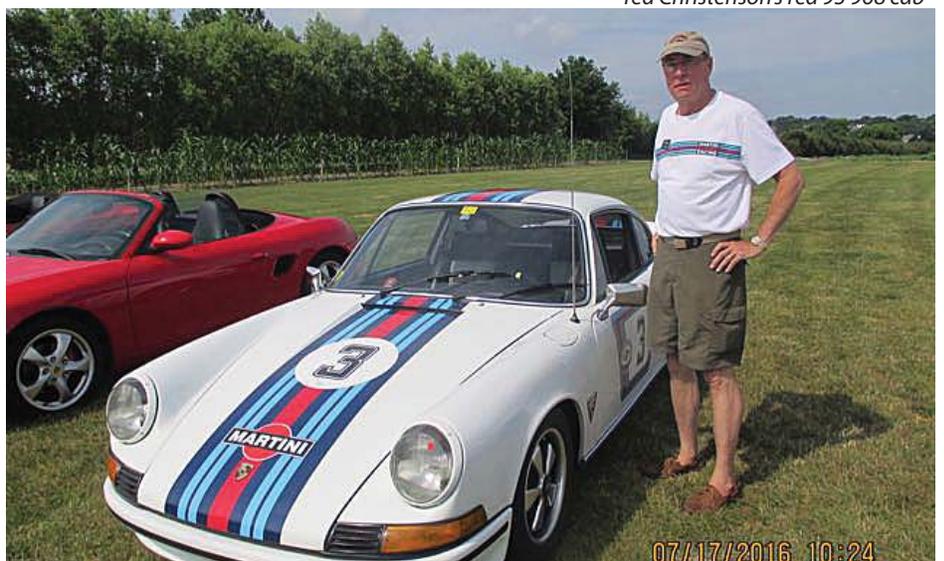
The Goodie store had sparse offering and was out of average sizes for most items by the second day. This was Rosemary's first Parade, and with my prodding, worked in the Goodie store as a volunteer. Like



Rows 2&3



Ted Christenson's red 93 968 cab



Tom Tate's 72 911

the car wash, the Goodie store offered Rosemary conversations with Porsche enthusiasts.

A Jay Peak plus was their water park. My daughter arrived on Thursday with our two grandsons (ages 10 & 14), sharing our condo until we all left on Sunday. Most days were fairly hot so each day the boys and my daughter would spend at least part of the day in the water. Also, my oldest grandson Bryce was my navigator during the Porsche Parade into town.

Rosemary and I enjoyed meeting new friends, especially our neighbors in Connecticut. Next week Rosemary and I plan on taking our Porsche Carrera4 to Mystic, CT for a drive into RI. For those living not too far away from CT take a look at their website <http://www.cvrpca.org> for many Porsche related events.

The next SoBo will be on Sunday, August 21st, 10AM – noon at Sweet Berry Farm, 915 Mitchell's Lane, Middletown, RI 02842. A Porsche logo sign should be in place directing you to the parking area. Sweet Berry Farm is child friendly, encouraging small children to enjoy a working farm, so when entering and exiting, drive carefully, and, as always, for any SoBo related questions, please email me at: [rr356c@aol.com](mailto:rr356c@aol.com)



Rows 3&4



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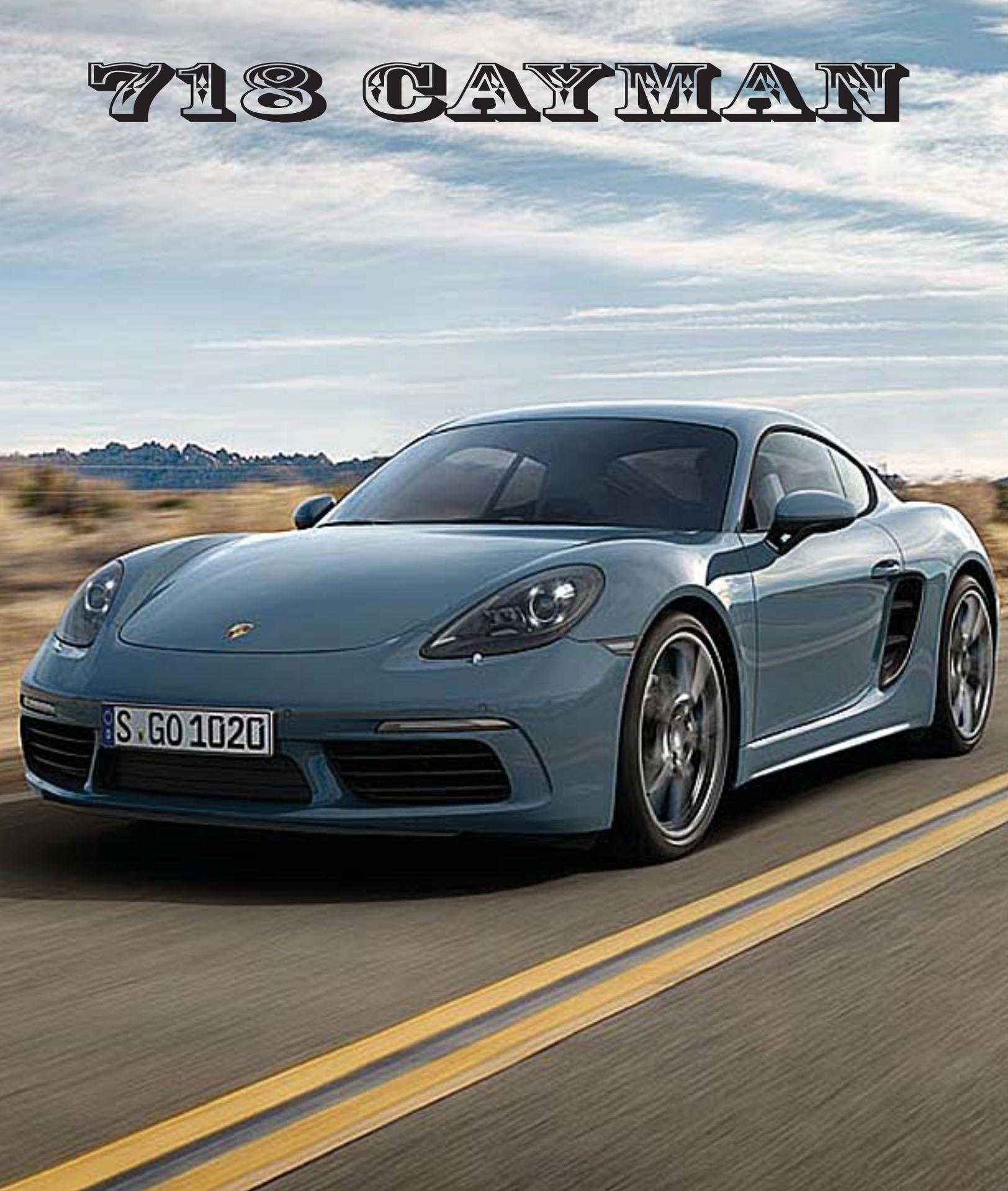
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# 718 CAYMAN



**P**oised for precision: The new 2017 Porsche 718 Cayman Mid-engine sports coupe with new turbocharged flat-four cylinder engines and enhanced suspension. Today Porsche announces the new 718 Cayman models. Following the debut of the new 718 Boxster, the new 718 Cayman complements the roadster in the midengine model line-up. This third generation of the mid-engine sports coupe has a more striking and athletic appearance, and for the first time, the coupe is priced below the roadster. The new turbocharged flat-four cylinder engines from the 718 Boxster power the 718 Cayman, making the power output identical for both models. The 2.5 liter powerplant in the S model produces 350 horsepower, while the 2.0 liter engine in the 718 Cayman delivers 300 horsepower. Both models make 25 more horsepower than their respective predecessors. The abundant torque produced by the new engines yields driving pleasure and agility even at low revs. The 2.0 liter engine of the 718 Cayman delivers up to 280 lb.-ft., which is available between 1,950 rpm and 4,500 rpm. This represents a 67 lb.-ft. increase over the previous Cayman. The 2.5 liter engine in the 718 Cayman S features a turbocharger with variable turbine geometry (VTG), technology previously utilized in the 911 Turbo. That engine delivers up to 309 lb.-ft. of torque (37 lb.-ft. more than the previous Cayman S) to the crankshaft between 1,900 and 4,500 rpm. Both engines used in the 718 Cayman models are equipped with an integrated wastegate to optimize boost pressure across driving scenarios. The result: confidence inspiring passing power and superior drivability in any situation. The 718 Cayman with PDK and optional Sport Chrono Package reaches 60 miles per hour in 4.5 seconds. The 718 Cayman S is able to accelerate from 0 to 60 in just 4.0 seconds. The top track speed of the 718 Cayman is 170 miles per hour, and the 718 Cayman S can reach a top track speed of 177 miles per hour. New chassis tuning for greater cornering precision and more lateral grip. With their superb driving dynamics, the new 718 Cayman models follow in the footsteps of the legendary 718 race cars. Thanks to their outstanding agility,

the historic mid-engine sports cars won numerous races including Le Mans and the Targa Florio in the late 1950s and early 1960s. Firmer springs and sway bars as well as retuned shock absorbers improve lateral grip and tracking stability. The steering rack with a 10 percent quicker on-center ratio compared to the previous model has been adapted from the 911 Turbo and enhances agility as well as driving pleasure. The rear wheels, which are one-half inch wider, and a new generation of tires increase lateral grip to allow for even better cornering. Performance enhancing options such as the Sport Chrono Package and Porsche Torque Vectoring (PTV) sharpen the sporty character of the 718 Cayman even further. Porsche Active Suspension Management (PASM) with a 10 millimeter reduction in ride height is also optionally available. Furthermore, the S model can be ordered with the PASM Sport suspension for the first time, which lowers the car by 20 millimeters. As in other Porsche sports cars, the Sport Chrono Package can now be adjusted using the Mode Switch on the steering wheel. Supplementing the previous settings of "Normal," "Sport," and "Sport Plus" is the "Individual" program, which can store and call up the driver's preferred settings. Due to the car's increased performance, uprated brake systems with 330 mm brake rotors at the front and 299 mm rear rotors are now standard. The 718 Cayman uses the brakes from the previous Cayman S, while the 718 Cayman S is equipped with the four-piston calipers of the 911 Carrera combined with six millimeter thicker front brake rotors. Distinctive design for a more muscular appearance. The new 718 Cayman has been enhanced as comprehensively in its design as it has in its technology. The taut proportions, prominent air intakes on the sides and at the front, as well as the low side profile underscore the uprated dynamics. The front fascia has a sharper profile, which gives the front of the car a wider and more muscular appearance. The ultra-slim front lights above the air intakes, which house the positioning lights and indicators, reinforce this impression. Significantly larger cooling air intakes and Bi-Xenon™ headlights with integrated LED daytime running lights

also characterize the new 718 Cayman. LED headlights with fourpoint daytime running lights are available as a new option. The redesigned rear fascia appears wider than before due to the high-gloss black accent strip with integrated Porsche logotype. The taillights have been completely redesigned and are distinguished by the three-dimensional look and four-point brake lights that appear to float freely. Redesigned interior with standard PCM Inside, revisions are visible for both the 718 Cayman and the 718 Boxster. The upper part of the dashboard and the air vents are new. The new 918 Spyder design sport steering wheel and extensive connectivity options have now been added to the 718 cockpit. Porsche Communication Management (PCM) and the eight speaker Sound Package Plus audio system are standard. The capabilities of the PCM can be extended with options such as the Connect module. It includes special extensions for smartphones, such as the USB port, Apple CarPlay and Porsche Car Connect. Another available option is the navigation module with voice control, which makes it easy to enter driving destinations. The Connect Plus module offers real-time traffic information, Apple CarPlay, Google Earth, Google Street View, and WiFi connectivity. Drivers can also make use of additional comprehensive services via their smartphone, which include the Porsche Connect App and Porsche Car Connect. The 718 Cayman and 718 Cayman S are on sale now and will reach U.S. dealers in late November, 2016. The 718 Cayman has a starting MSRP of \$53,900, and the 718 Cayman S starts at \$66,300, excluding the \$1,050 delivery, processing and handling fee.

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**On the Edge** - continued from page 6

First, I love that it's our spot now, and second it made me smile that he had had such a good time he was looking forward to going back. It could have gone either way. Racing is NOT for everyone. But I love it, and I'm glad he at the very least tolerates it.

The plan is a new camper before the September race. Should be interesting shopping considering I don't camp.

**Sign Me Up** - continued from page 11

between runs to remove the assembly of hoses was no fun....

I hope you also have some NER events planned for August. I will report back on Laurie's WG DE and encourage members to jump in and give one of the driving events it a try.

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The Concours Field



I had a set of Bridgestone R-71 tires mounted on rims for the Autocross that had just arrived on the Thursday before (after waiting 3 months) that we needed to scrub in so after the judging was done we drove back to the house to change over to race tires. The plan was to drive the sticky tires on the Rally the following day so that they would be ready for the Autocross on Thursday.

The Rally was a great time as we ran in the unequipped class and only had to stay on course, no calculations required. I have to admit that it was Louie that kept us on course as I wanted to turn around a couple of times but he insisted that we were on course and we were.

There was one minor glitch on the way to the start on Tuesday morning. That same battery post short that I wrote about (and fixed?) a couple of years ago appeared again. As we turned a corner to start up the mountain Louie pointed under the dash and said that he saw smoke. Sure enough, the battery had moved over and shorted the positive side to ground via the metal spring that held (?) the battery in place. The spring heated up like a light bulb filament and started melting the plastic battery cover producing lots of smoke. Of course the battery was behind the spare tire that was held in place by the correct fabric tire strap which was covered by the tool kit so it took a bit to get to the short and stop the smoke from billowing out. I thought that Louie handled it pretty well as he was calmly standing beside me taking all the parts that I was frantically pulling out of the front compartment. No harm, no foul as there was already a burn mark on the battery cover and the Judges hadn't noticed. With the rubber boot back in place disaster was averted and off to the Rally we went. I really have to come

with a more permanent solution for that problem.

On the Rally route



The following day we drove out to the Autocross site to take a look at the course and give Louie a chance to practice some first to second gear shifts in a 58 year old car with a shift pattern as big as the front page of the Sunday paper. We also had a reservation with the Michelin tire folks to try out some tire combinations on two 2017 911s. Louie jumped into the new Turbos like he done it all his life and got them both sideways, and caught them, on the short course they had set up. The demonstration was to show the evils of mixing different brands on different axles and boy were they a handful when the four corners didn't match. I figured it was good practice for his stint the following day in the Speedster.

We had a chance to walk the Autocross course twice the next morning and our class was first up at 9am. It was a good course but we could've used a taller second gear because the two short straights got that old engine well into the red zone. I was concerned about that new fan belt but it held up OK. I went on to third twice but since Louie hadn't practiced the second to third shift I told him to just use second. Fan belts are cheap. He did a great job, shifted smoothly, never got off course, didn't hit any cones, and had the good sense not to drive faster than his Grandfather. I took the first and Louie got the second in an eight driver field. A great day.

Working on the Autocross course



The Concours and Autocross dinners were held on separate evenings and it was great to see folks from all over the country. It's always nice to go up on stage to pick up a trophy too. I think that it's something that Louie could get used to. He looked right at home next to the Michelin Man.

Winners



We left town on Saturday in order to be in Medfield on Sunday morning for the Elm Bank Car Show that had been moved from Wellesley. After 14 years they had outgrown the space and had discovered the huge open areas known as the old Medfield Hospital. It has been a Hot Rod / Domestic show for the most part, think 8 classes for Corvettes, 6 classes for Mustangs and 3 classes for all Foreign. The import community had spread the word and we were trying get a good number of cars on the grass and I wanted to help out.

After a 280 mile drive on Saturday, Louie and I got to work cleaning the bugs off of Blackie and it paid off as we got another first in class on Sunday. This time it was what we used to call a bowling trophy as the award was almost as tall as the 356. I'm not sure where that will be placed in the garage but I'm told that it's not going in the house.



All in all a terrific week and the summer is only half over. Keep your speed up and KTF

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