A painting of a winter landscape. The sky is a mix of warm, muted colors like orange, pink, and light brown, suggesting a low sun or sunset. The ground is covered in snow, with some dark patches and shadows. In the middle ground, there are several dark, rounded shapes that could be trees or bushes. The overall style is impressionistic with visible brushstrokes.

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

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

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

- CHANGE THE OIL AND FILTER**
- FILL THE FUEL TANK AND TOP OFF ALL OTHER FLUIDS**
- CHECK THE COOLANT FOR PROTECTION LEVEL IN WATER COOLED CARS**
- OVERINFLATE THE TIRES TO 50%**
- LEAVE THE WINDOWS OPEN 1 INCH**
- INSTALL BAGS OF DRYING AGENT IN THE TRUNK AS WELL AS THE PASSENGER CABIN**
- LEAVE MOTH BALLS UNDER AND AROUND THE CAR TO PREVENT MICE FROM NESTING IN THE CAR**
- WASH AND DRY THE CAR**
- APPLY A FRESH COAT OF WAX**
- REMOVE ALL FLOOR MATS AND CARPETS WHERE POSSIBLE**
- MOVE THE CAR TO A DRY LOCATION FOR STORAGE**

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

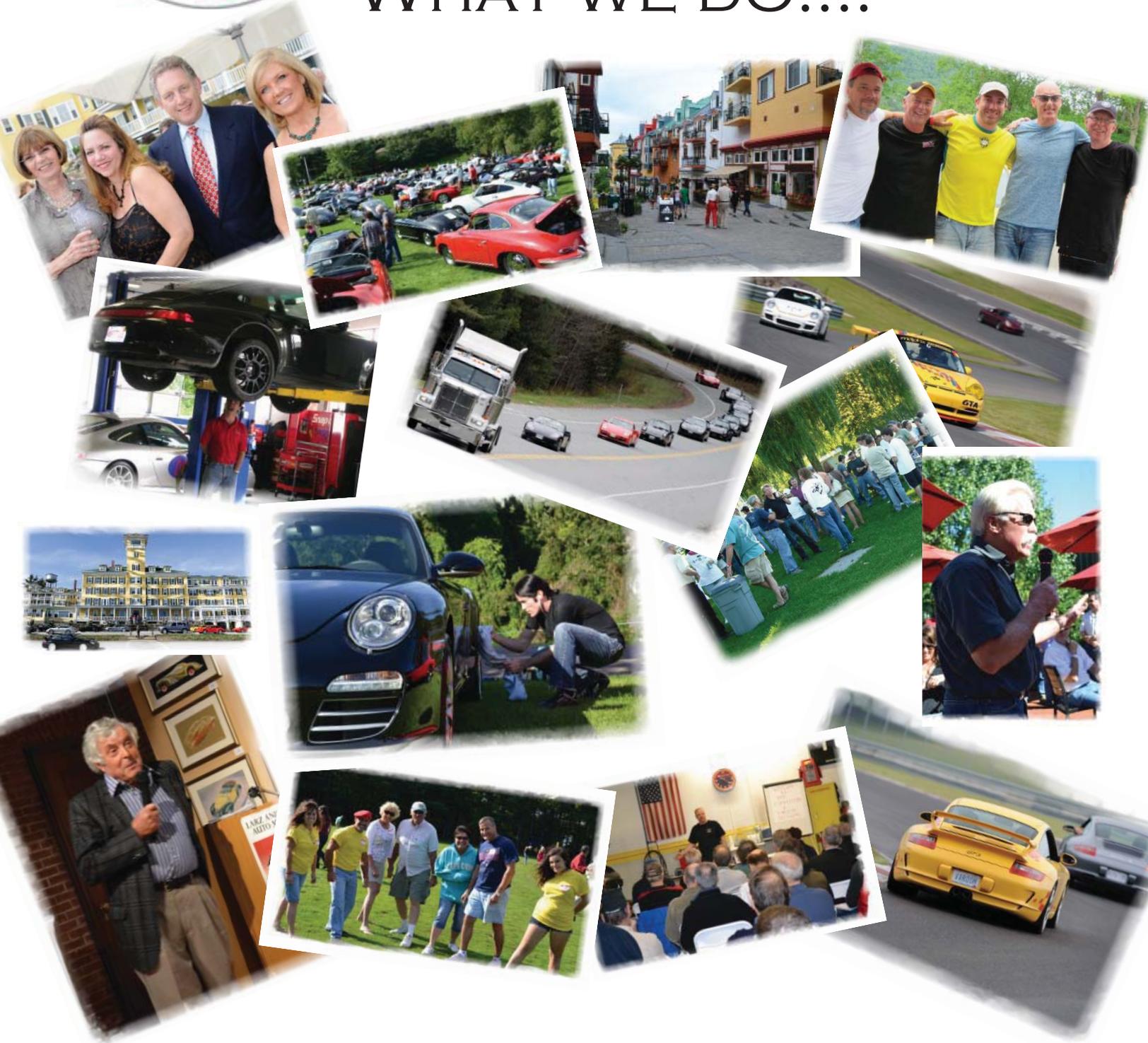


WHO WE ARE....

PORSCHE



WHAT WE DO....



INSIDE THE NOR'EASTER

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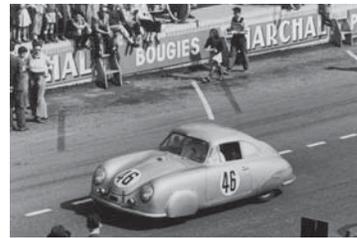
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Check in often for
new features, updates and
changes in schedules.

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On the Edge

of Travel



Adrienne Ross

In October our adventures took us to Maine for a week of vacation. Chris and I both love a good road trip, and I thought it would be fun to spend some time at the grand seashore hotels of old.

We packed our bags and headed North, arriving at the Union Bluff hotel in time to watch the Patriot's play a game. The hotel was a beautiful structure, with a long and storied past. It had once been one of the more grand hotels in Maine, but like many, had fallen into disrepair in hard economic times, and eventually became more-or-less a boarding house.

The whole Bar Harbor trip went like that. Everyone was closing up in 48 hours. Everyone was headed to Florida. Everyone had one foot out the door.

In the 90's a new owner took over, and was looking to renovate both the hotel, and its reputation. A disgruntled guest, angry that the hotel wouldn't let him keep a cat, decided the best thing to do was burn it to the ground. So he did.

Undaunted, the new owners collected an insurance check, and rebuilt the hotel in the same footprint, with much the same design, but with some modifications, and modernizations that make this hotel on the sea a gem. The food was excellent, the staff attentive and lovely.

York on the other hand, was closed. Not a soul on the beaches, and one little breakfast place that we weren't quite sure would be open, and were elated when at 7AM a little old man painstakingly dragged a sandwich board in front of the diner declaring it open.

Chris and I went in and were the only people there the whole time. The staff joked about being open that late in the season as it was, and that they were all headed to Florida for the winter on Tuesday.

The rest of York was what you'd imagine it to be, a closed down, boarded up boardwalk, and wasn't eerie in the least.

Just sort of peaceful. You could imagine the crowds and the noise, and be almost grateful to have it to yourself.

Our next stop was Bar Harbor. Now I'm sure there are lots of you out there that love it, maybe have a home there for the summer, but I found it a little weird.

Bar Harbor also rolls its sidewalks up for the winter. It's got 5000 or so registered residents, and over the summer it sees northwards of 3 MILLION tourists. That is a lot of passing through.

Our hotel overlooked Frenchman's Bay. It wasn't quite what I'd pictured. I was hoping for beach front, but there doesn't actually seem to be a beach in Bar Harbor.

The hotel, was top rate, in 1996, it was also last decorated in that year. There was this huge open space of a lounge, closed during the day, but with a small bar that sat maybe 6 people against a wall. The overall impression was that of the Overlook Hotel in the Shining. Big, grand in its heyday, and empty.

The first night we joined the (mostly) elderly group in the lounge to listen to the featured pianist. It turned out this had been his steady gig for about, oh... 27 years or so.

Chris and I approached the bar, and ordered drinks. I particularly like Malibu rum, so I ordered some.

"We're out." Declared the bartender. I blinked a few times. "And we're not restocking it."

"OoooooK." I asked for a prosecco. "We don't have that either."

I turned to Chris, who ordered a Heineken. She came back with the beer, put it on the bar, and looked at me again.

"I'm good." I waved her off.

"It's just that we're closing on Saturday, so we don't restock the bar." She reasoned.

This seemed pretty damn silly to me. Booze keeps. It doesn't freeze, it doesn't go bad, and we're talking about a few months here. I sighed and went to look for a seat in the lounge.

The whole Bar Harbor trip went like that. Everyone was closing up in 48 hours. Everyone was headed to Florida. Everyone had one foot out the door.

We headed to Portsmouth.

Our last stop was to be the Wentworth-by-the-Sea. If you don't know this hotel, you should, because it's an experience.

The Wentworth also has a past. Closed, condemned, and hopeless; a small band of believers raised money, petitioned, and kept it from being demolished, and then, an angel landed.

A local hotel company Ocean Properties Hotels, Resorts & Affiliates rescued the hotel from the wrecking ball and its place on the National Trust's "Most Endangered Sites" list. Marriott Corporation who owned Ocean Properties put up the money to completely restore the hotel, and the Wentworth re-opened in 2003.

This hotel is really quite wonderful in the quiet of fall. The staff is attentive and kind, the restaurant was top notch, and the heated bathroom flows were a nice touch.

continued on page 38

In This Issue...

Happy December! Sometimes we have a lot to say, and sometimes we have a lot to see. This month will be a more visual issue.

If you're new to Porsche, or new to the Club, you should know that every Porsche is a race car. They are developed on a track, and everything about them is designed to be fast, tight, and comfortable. This Issue is dedicated to those principles.

We also catch up with our regular contributors. NER's 2017 track schedule is embedded in John Dunkle's column, I love that he released it this early! So make your plans now!

This issue begins my 7th year as your editor. So Happy Anniversary to us, and - Happy Holidays to you all! Enjoy the Issue!

One Track Mind

Minor Inconveniences

Here I sit, leg elevated, watching Cincinnati and Washington play football in Wembley Stadium. Call me a "old fashioned" but it just seems so wrong. The Commissar (not an "auto correct" error) has deemed Europe a target market in his "conquer the world" campaign. Roger, I'd suggest you get your home territory squared away before you execute your grand plan. You've still got lots of work to do here.

Fast forward to November 13, still sitting with my clutch foot elevated (no, I won't consider a PDK) watching the Pats lose to the Seahawks, in spite of some unusual play calling by Pete Carroll. That hurt more

...as a Patriots season ticket holder, its killing me now to sit out the Pat's season.

than the surgery.

I've long avoided this operation (shrewdly postponed to accommodate DE season and Sarah's wedding) and, as a Patriots season ticket holder, its killing me now to sit out the Pat's season. The good/bad news is, there is no shortage of volunteers (friends and family) to help me use those tickets lest they, in their words, "go to waste."

Now all of this whining leads me to the following: as I complain about my minor inconvenience there are countless veterans who have severe and permanent injuries as a consequence of having served our country, many of them 18 to 20 something years old. They may have young spouses, young children or maybe they're furthering their education so that they may move forward with their lives. A significant number of them need housing that will accommodate life with their injuries. Enter, "Homes for Our Troops," NER's signature charity that builds and gifts homes for these deserving men and women. We're in the "season of giving," please remember these heroes with a generous donation. Info on how to donate can be found via the following link: [\[forgood.org/HomesforOurTroops\]\(http://forgood.org/HomesforOurTroops\) or in person at any of our NER events.](http://donatenow.network-</p></div><div data-bbox=)

On to other less important but, none-the-less, close to my heart matters. Recently, I've read a disturbing number of articles explaining the Mustang's significant fall off in sales to "aging baby boomers" changing priorities. The articles often segue into similar observations about Corvettes, Camaros and, get ready, Porsches. Comments like, "as age 70 beckons, folding up like an accordion to get into the front seat of a speedy roadster is hardly the prescription for an aching back," "Boomers are starting to age out of sports cars," and my favorite, "Baby boomers are starting to outgrow their mid-life crisis years" really rankle me. In fact, they downright piss me off. I'm a "leading edge" baby boomer and I've been a gear head since I was 14 years old and I'll continue to be one until someone rips the keys from "my cold dead hands," (apologies to the NRA). Why is it that enjoying a well engineered sports car is frequently equated with immaturity. I hate that. I hate it more than I hate the idea of being behind a knucklehead wrapped in an overstuffed driver's seat in a vast metal land yacht wallowing in its mattress soft suspension, taking up more than its share of the road as it sits on 55MPH in the passing lane refusing to move! Damn, I feel better.

Finally, we've planned a wonderful holiday party at the Museum of Science on January 7, 2017. We'll have a variety of serving stations, a "jumbotron" in the background showing video from a number of our events, you can meet the officers of your club (some of whom are new this year) and, of course, enjoy the wonders of the Museum of Science. I hope to see you there - I'm easy to identify, I'll be the immature, aging baby boomer .

See you next month . . .

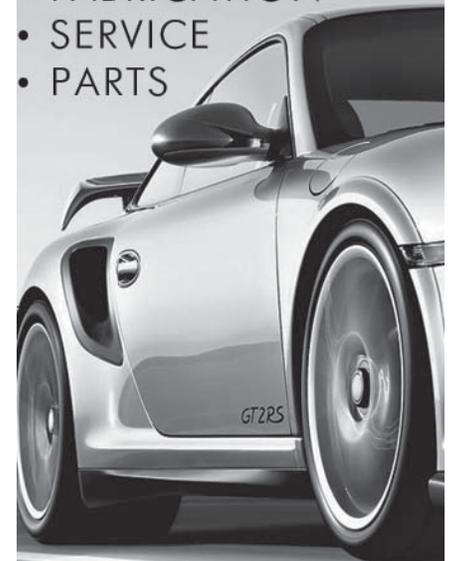


Dick Anderson

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Porsche 928 - The \$500 Race Car



Tom Tate

The sound of race cars called my name again in Oct when the 24 Hours of LeMons threw their Halloween Hoop-tiefest at the track in Loudon, NH. There were 120 on the track to take the green flag and the Punisher GP group brought three cars, the Peugeot 405 (yes the fireball that son, Rob, drove at the Glen last year), a Toyota MR2 called MR2D2 and a Porsche 928. Now before the questions start let me explain how a 928 gets into a race for \$500 cars.

While Porsche values have been launched into space the last couple of years there are a few models that have

The car was so loud that once you got up alongside another car on the track they would instinctively give you plenty of room.

been neglected, the 928 among them. The problem is that there aren't very many shops that can fix them when they break and the parts from Porsche are at Porsche prices. Running, driving cars are worth more than a used Corolla, but not by much. Turns out that one of our team members is an expert in the orphan Porsche and services a few on a regular basis for his customers. Like me he has some that follow him home in various stages of disrepair. The car in question was complete but the engine was not. Someone had started to service the engine, replacing the water pump, drive belt and other routine maintenance items and got stuck putting it back together and gave up. It then got parked and like all projects sat long enough to get in the way.

The LeMons rules state a team must show that the basic car costs \$500 or less before safety items like seat belts, roll cages, brakes, and tires are added. They allow teams to credit the cost with items taken off the car and sold so it's possible to actu-

ally buy a car for \$1000, sell the interior for \$800 and have a \$200 race car. This was part of the approach, as even the original tool kit that came with the 928 brought \$200 on EBay.

The 928 body was in decent shape but the paint was bad and a respray was outside the budget so the car was wrapped by the friend of a friend for short money and it came out great.



A single, very large, exhaust pipe from the middle of the car back turned the V8 noise into high octane music. The car was so loud that once you got up alongside another car on the track they would instinctively give you plenty of room. As I discovered later, you really had to be alongside for that strategy to work.

Saturday's race started in the rain which was heavy at first but was reduced to a New Hampshire mist as the day wore on. A NH mist is where the moisture just hangs in the air and you collect it as you drive through it. Stand still and you're dry, drive through it and get wet. The faster you drive the wetter you get. The conditions made everyone pretty cautious and there was very little contact between cars and just a few black flags.



By the time my turn came up the wipers weren't needed, the track was still damp and cautious drivers were not to be found. Twice within a ten minute span, the same car in the same corner, Turn 9, the downhill lefthander, turned into the right front corner of the Porsche when I was passing. I guess he didn't hear the noise. The first time I didn't give and he put himself off the track with a self-inflicted Pit Maneuver. The second time, I really wanted to avoid contact so, I drove left into the gravel trap.

I'd never driven into a gravel trap before and boy was it exciting. I've seen that emergency gravel trap for runaway trucks on the east bound lane of the Mass Pike this side of exit 3 and always wondered what it would be like to drive into it. Given the size of some of the current trucks on

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The Long and Winding Road

Racing News...

Team Jamaican Bakin' (officially changed from Bacon now) ended its third season with a 9th place finish at the NHMS 24 Hours of Lemons race. There were 120 cars entered although probably only 100 did meaningful laps and at any point in time there were usually 80 cars in action. We have shown steady progress (14th then 10th in the two previous years) but had hoped for better. The advance weather forecast was horrible. We weren't sure if rain would help or hurt our cause and there was lots of negotiation over who would drive when. As it turned out the weather wasn't too bad with only about 3 hours

There is, of course, no rest for such a serious race team and we are looking forward to a busy winter season.

of rain on Saturday. Chip had the worst driving shift with quite heavy rain and fogging problems (no defrosters in \$500 race cars) while Dennis got the really ugly job of sitting at the top of the stands on radio duty during that time.

The Grand Marshall for the event was Vermin Supreme (see picture)



who came in 4th in the 2015 NH Democratic Primary running on a platform of mandatory tooth brushing and a free pony for everyone. Look him up on Wikipedia. He had a microphone for quite a

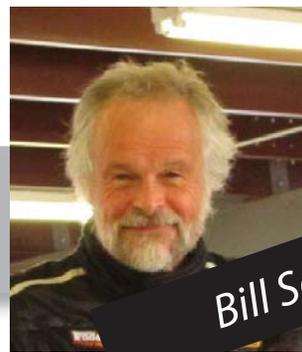
while on Saturday. He was entertaining until he wasn't.

So on Saturday we settled into about 20th place once the random starting positions sorted themselves out. The Lemons Day One start involves getting all the cars on the track (which completely fills it) and then randomly turning on the green. We got lucky and were just in front of the start line when they pushed the button so we were in 4th after the first lap. We then gradually fell back as the faster cars passed us but then began to pick up spots as our usual reliability leapfrogged us over others. I had the last shift which started pretty wet but was almost dry by the end and I gained a few spots to end the day in 10th. This is important because the Day Two start has the top ten cars lining up first and having an actual racing start.

I drew the winning straw and drove first on Day Two but the "racing start" is short lived: you are immediately in traffic since there are so many cars on the track that you are lapping the tail-enders before you even complete one lap. We soldiered on throughout Day Two, getting as high as 7th but ultimately finishing 9th due to some black flags



(passing under yellow and going too fast past a wrecker) and one contact. Had we run an error free race we might have been as high as 6th but our top 5 goal was not reasonable – there were too many cars that were just faster than us.

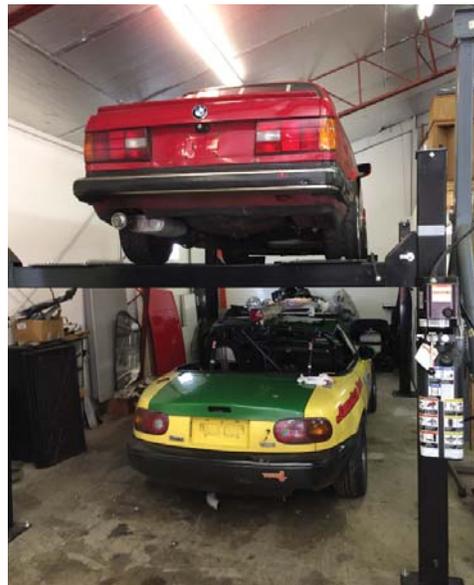


Bill Seymour

It is interesting that we do relatively better at New Jersey (a 7th and a 6th) where a longer and faster track thins out traffic and helps our "momentum" car while at NHMS we more often get stuck behind slower cars without the power to get past. But note that (touch wood) this was the 9th race where we had no mechanical issues with the Miata – the little sweetie just goes and goes and goes.

There is, of course, no rest for such a serious race team and we are looking forward to a busy winter season. First up is deciding where to campaign. There is a bit of the "been there, done that" with the Lemons races so we may focus more heavily on Chumps and American Endurance races. This would allow us to try new tracks like Mid-Ohio, Summit Point and VIR. With these series we will need to use the BMW so the main winter agenda item is likely to be installing a 3.0 liter engine which will give us a 25% power boost. The E30 is also in line for a new differential (better limited slip with a higher ratio), transmission repair

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Minutes of the Board

November Meeting

The November board meeting for the Northeast Region was kindly hosted by Ann and Dick Anderson at their home in Andover MA on November 9th, 2016. As Dick was recovering from foot surgery, he suggested that I give up my hosting slot so he wouldn't have to travel. I had no trouble agreeing to this! Other attending board and chair members were Bill Seymour, Steve Ross, Steven James, Kristin Larson, Adrienne Ross, Stan Corbett, and me. Missing were Bob Cohen and Laurie James. Members Glenn Champagne, Robert Jacobsen attended as candidates in training and John Dunkle joined us as DE Track Chair. We welcome aboard both Glenn and Robert as they have taken a keen interest in assuming their new positions as Administrative VP and Treasurer respectively. The meeting was brought to order at 7:42 p.m.

The first thing on the slate was to approve the October Treasurer's report previously submitted by Bob. The board voted to accept it as submitted and then move on to other business. Dick raised the issue again of the woeful problems with the Porschenet.com email system and John presented a few remedial ideas and volunteered to look into things. Dick also reported that he would be attending the next President's meeting and would report about it at the next board gathering.

Bill began his update on activities with his concern with the costs associated with the annual Ramble. There is a general consensus that the Ramble should cost less for members which should help in promoting more robust attendance and make it more appealing for the average member. These issues concerning the Ramble costs were tabled for email discussion in the coming weeks. Bill also provided us with the current status of the Zone 1 Concours that the Northeast Region will host in 2017. NER is trying to coordinate efforts with Zone 1 regional

members but the venue and date are now in question. NER's Tom Tate will act as Concours Chair and Bill has volunteered to work on securing a venue and organizing the Friday night dinner/reception but this will be a multi day event including, the concours for Saturday, and a TSD (Time Speed Distance) or gimmick rally on Sunday. We are looking for a volunteers to help organize and run the rally. Bill previously submitted a budget report by email on this year's Concours which ended up a rain-out with a subsequent financial loss of just shy of \$1500 for NER. We will try to recoup some of that loss through the sale of discounted Concours T-shirts and offering the beautiful Concours prizes for sale at the silent auction to be held at the annual Gala. Bill gave us an update on AX activities and mentioned that both rookie and worker of the year have been selected as well as the awards for season championships in each of the AX classes. Dennis Friedman has been busy visiting the Equinox in Vermont and Saratoga Springs in New York organizing the NER Ramble for next spring. He's also researching new venues for the Rambles of 2018 and 2019. Possible candidates are Saratoga and Newport, Rhode Island. In closing, Bill mentioned his desire for more help in finding and encouraging sponsorship and advertising support for our autocross and high performance driver's education events.

John and Stan circulated their preliminary DE report for 2017. Agreements with Thompson, Palmer, Watkins Glen, New Hampshire, and Mont Tremblant have been made and a number of dates have been confirmed. The DE ground school is in the planning stages with a date and location soon to be announced. The track committee is discussing plans for some new track locations for the DE roster including Canaan and Tamworth, both in New Hampshire and they are



Alan Donkin

considering adding Calabogie once again for the 2017 season to sister in with trip into Canada for Mont Tremblant. As I reported last month, part of the Watkins Glen package includes complimentary tickets to some seasonal racing events at the Glen. For 2017, 10 IMSA and 20 NASCAR tickets will be auctioned off to those lucky bidders that win them at our planned silent auction. John is planning a track committee meeting for sometime in the first half of December and the committee will meet online and conduct their meeting electronically. John is also excited about distributing driver's meeting instructions electronically before each DE event to cut

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Happy PCA Anniversary!

Thirty-Five Years

George W. Pirie

Twenty-Five Years

Scott Astrofsky
Caryl S. Brensinger

Fifteen Years

David Caponera
Ron Mann
Kevin E. Brosmith
Gregory A. Jones
Winfield B. Perry
David H. Keane

Ten Years

John E. Bishop
Leor Zolman
Richard C. Noonan
Arthur A. Spengler

Five Years

Deborah J. Guillet
Bill Fitzgerald
Richard Semerjian
James M. Ready
Ann Irving
Kathryn DeGraaf
Kristian L. Bae

Sign Me Up

Just Drive



Steven and Laurie James

If you were of driving age 20 years ago, and stepped into a Porsche, Mercedes or BMW, you would notice the designers were building cars are for drivers, yes designed for the engaged and attentive to the task at hand.

Even in our family Mercedes, no drink holders, feedback in the suspension, and steering...the driver's position in the car was for driving, not checking text messages, reading e-mails, or managing back seat passengers watching a movie.

One of the reasons we love Porsche is their history of building cars that are for the joy of driving. If you have an air

Trying to solve drivers distraction with some tech intervention may have the opposite effect;

cooled 911 or any of the earlier models, you love the sound, the simplicity and the enjoyment of just driving from point A to point B. I am that person; I have my parade lap around Acton, Concord and Carlisle, a scenic 15 miles on two lane country roads, lots of turns and hills, the only objective is to drive and enjoy the car.

In NER many of the events include a fun drive...cars and coffee, The Ramble, Drivers Education and Auto Cross, social events or more intense training; however all offer opportunities to drive. If you have ventured onto the track, or attended Auto Cross you are well aware that driving skills are taught and practiced. From my experience, every attendee of the Auto Cross School comes away with a better appreciation of their car's capability and the skills you need to master a 1+ mile course. If you're driving a model with PSM, or PASM, your instructor will ask you to turn off the nanny tech for the day to experience the feedback from the course and the car.

I just read in an article today that made me realize that we are moving away from a focus on improving the driver's skill, to cars loaded with alerts, warnings and outright driver overrides. The article stated that Insurance companies reacting to the uptick in accidents by distracted drivers will be supporting technology that can take over for you....

Back to my point that driving was assumed to be the reason you were sitting in the seat. With phones, apps and media streaming, drivers with nanny technologies will be even more distracted and attempting even more multi tasking...

Trying to solve drivers distraction with some tech intervention may have the opposite effect; by protecting distracted drivers their driving skills will likely further diminish until there is a total reliance on nanny technology.

Insurance companies tracking fatalities caused by inattentive drivers may claim cars not equipped with the latest accident prevention technology are high risk and unwilling to insure them.

I can see the joy being drained out of the road trip, with automation of braking, turning and speed control. If you want to go rouge in an older vehicle you may be compelled to add mandatory technol-

ogy to record every mile. What fun.... For me, I just want to drive....

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Off Line

2017 Driver Education Schedule – keep reading!



John Dunkle

Well – it’s difficult to break habits – good or bad? Yep – I’m late again with this column. I was reminded by Adrienne Ross a few moments ago that I had forgotten to send it along– And Adrienne rules this publication with an iron fist – just ask her.. ;) Seriously, however – writing this is actually quite a bit of fun, but don’t quote me on that..!

Since my previous article, a lot has happened! For example, we’ve had our first dusting of snow, the roads were given a skimming of salt (really? Who decided on

...those who are planning next year’s track events have come up with the following schedule, and it’s awesome.

THAT?!), my 1988 930 is getting its last wash today as it’s warmed up a bit, all the way up 39 degrees so far – perfect washing weather (if you are an Eskimo). And more importantly, the Pats play this afternoon. All of these events are a keen reminder that the 2016 Drivers Education Season is a distant, yet fond, memory.

For that, the Drivers Education Committee (aka: “Track Committee” – right Adrienne? Hmmm – remember that “iron fist” analogy I made.. ;) Hehe!) – anyway, those who are planning next year’s track events have come up with the following schedule, and it’s awesome. Really... Some of the dates are swizzled from previous years, and we are trying some other things, like co-promoting with other regions and organizations, and.. Let’s take a look....

Memorial Weekend Event – Thompson. Yes, you read it right – we have the PREMIER dates in May for our first event of the season. It will be May 26th, 27th and 28th – Friday through Sunday. During the first day (Friday), NER will be

using a similar Car Control classroom and format for those who want to try out a skidpad, understand the limits of threshold braking and other car dynamics. Additionally, we will be welcoming members of one of the local region BMW organizations as preferred guests to this event, and are planning a terrific social event on Friday evening...

NER Event #2 – Palmer Motorsports. Yes – one of our favorite tracks as well is confirmed for another three day event June 6th, 7th and 8th, another three day event (Friday – Sunday). Since we last hosted an event at this track, the team at PMS have continued to update and improve the track – yes, including having the showers, restrooms opened (YEA! ;)). Look for more information about this event, as we might repeat our incredibly popular Advanced Day during the Friday – but, more on that later.

NER Event #3. What would the NER Season be without an event at Circuit Mont-Tremblant? Of course, we will be going there again in July, but have yet to nail down the exact date. Our intent is secure a date that works for as many as possible – including another local region who might possibly be joining us for our annual pilgrimage north of the border, but for now – I can’t confirm the exact timeframe. So, please stay tuned..

NER Event #4. The NER Watkins Glen event, which has become one of our “signature events”. The dates for 2017 are August 11th, 12th and 13th – and again, a full three day event on a Friday through Sunday. This is a “must do” event – and NER would like to welcome all

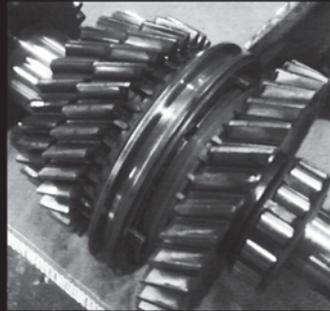
veterans and newcomers to The Glen for an incredible time.

NER Event #5 – we return for the season finale to our friends at Palmer Motorsports September 22nd, 23rd and 24th – again, a three day Friday through Sunday event. And this year, Dick and Ann Anderson will be in attendance rather than attending another daughters wedding. Frankly – I think Dick is somewhat afraid to leave Stan Corbett and myself in charge of another event – and frankly – I have no idea why, but – that’s the rumor..?

And one more thing. We are currently scheduling our Northeast Region “Driver Education Ground School” to be held well

continued on page 38

MY 911SC
*Soon after purchasing my 1979 Porsche 911 wide body Targa,
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CAN-AM 50TH ANNIVERSARY BOOK REVIEW

Everything is connected, and it's never more clear when you enter the world of racing. In Can-Am 50th Anniversary: Flat Out Racing with America's Greatest Race Series, it becomes abundantly evident.

Filled, and I mean FILLED with amazing photographs, personal stories, tidbits you never knew, and layers and layers of information, this book is the ideal gift for the racing enthusiast. It's kind of ideal for the up-and-coming enthusiast! With stories like:

"Brian Redman had retired from racing at the end of the previous season precisely because of the dangers, and started selling passenger cars and Johnesburg. But now, six months later, he came to the conclusion that dying in a racecar might not be the worst of the two choices and promptly unretired. Taylor signed him to drive the BRM in Interserie races in Imola and Hockenheim. Redman won both and credits the BRM with recess attaining his professional

career."

'Off we shoot to Imola,' Redmond recalls. 'Well, it rained. And it was a Tony Southgate design. All his cars were great in the rain. And I managed to lap the field! And amongst the field was a factory Ferrari.'

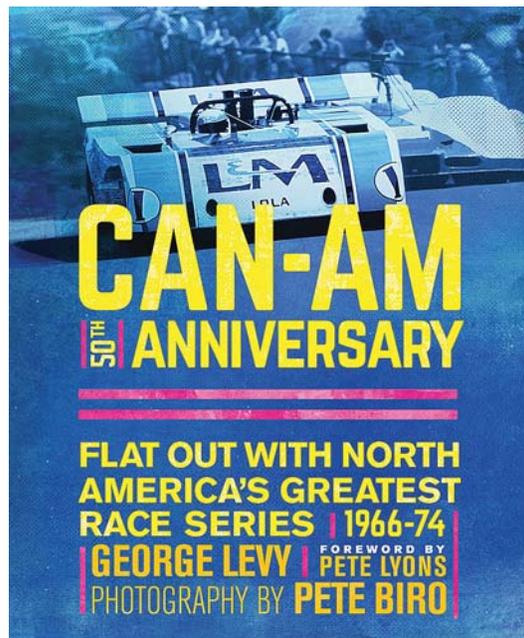
Afterwards Ferrari boss Ing. Mauro Forghier I came up to me and said, 'Brian what are you doing next year?'"

"Jochen Rindt 1970 world champion, never raced in the Can-Am, but his death at the Italian Grand Prix in 1970 prompts Jackie Stewart to insist the new Lola T2 60 be converted to outboard brakes a week before the start of the '71 season."

Hundreds of stories, that if you are remotely interested in racing will grab you by the collar, and make you want to just spend hours with this book.

Sold by Motorbooks Publishing, and available everywhere.

Hardcover: 256 pages
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by Marcus Collins

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Newsweek Top High Schools 2014
AMERICA'S TOP HIGH SCHOOLS
• 2014 •

Newsweek magazine recently published a ranking of the top high schools in the nation. The list is based on a variety of factors including standardized test scores, graduation rates, and other metrics. The top schools are listed in descending order of ranking.

Newsweek Top High Schools

Number of Schools in Top 100

RE/MAX Leading Edge
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2016 PCANNER Annual Dinner

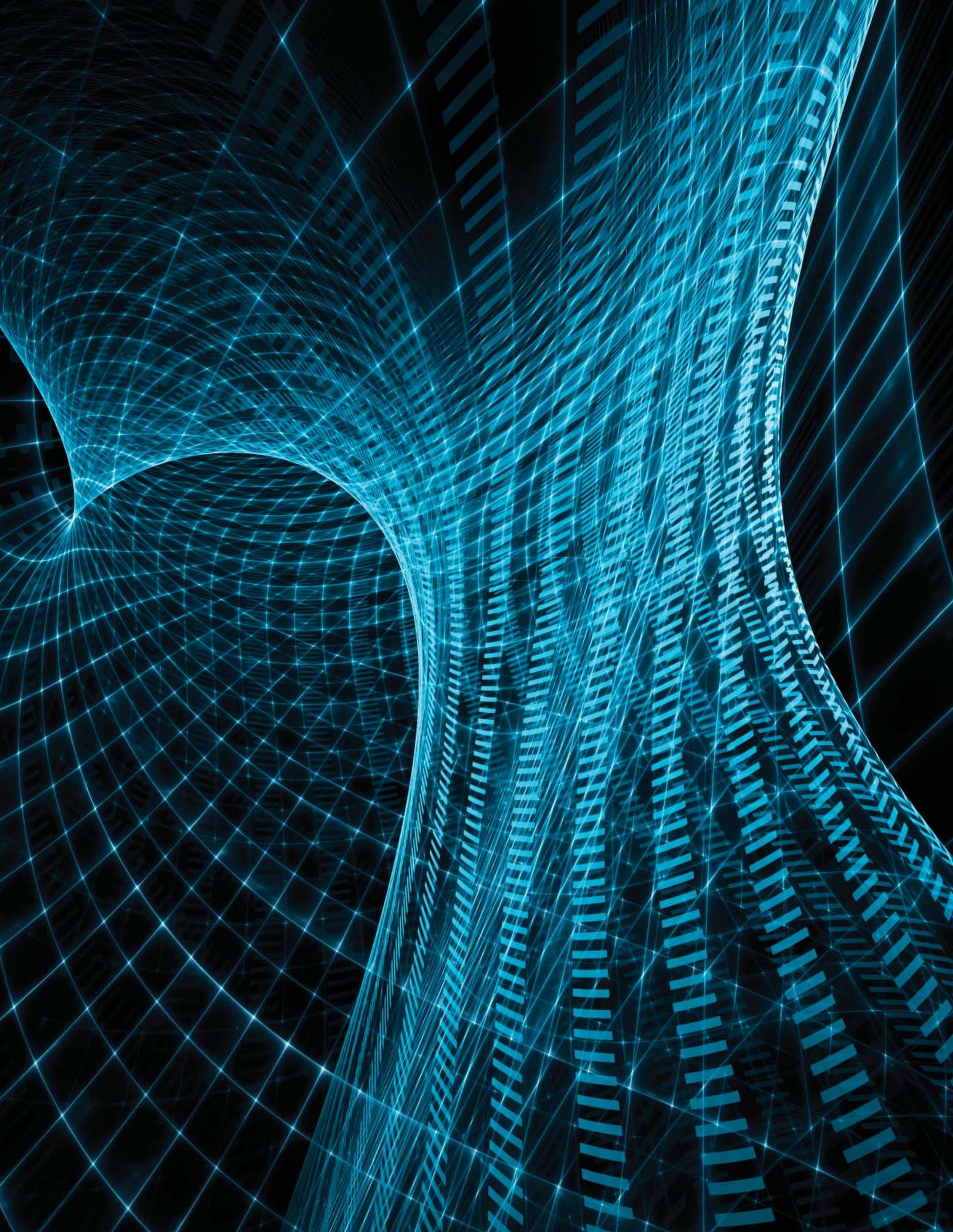
To be held at the Museum of Science, Boston
Saturday January 7, 2017 7pm -11pm

January is the perfect time to "dress up", visit a cool museum and celebrate with your New England Region PCA friends. Join us for a fun-filled evening of cocktails and dining in the Museum of Science's Blue Wing amongst the dinosaurs and other interesting exhibits.

Price is \$75 per person. This features 2 drinks, passed hors d'oeuvres, a buffet dinner featuring beef, chicken and a pasta station and free parking. Dessert and coffee are included. Catering by Wolfgang Puck.

Any questions, including special diet requests, can be directed to Kristin Larson at klarson41@gmail.com

Registration will be handled through Motorsportsreg at <http://pcaner.motorsportreg.com> and closes on Friday December 30, 2016.



2016 LOS ANGELES AUTO SHOW

Copy and Photos by Porsche AG



Porsche at the Los Angeles Auto Show 2016: Panamera Executive and 911 RSR

At the Los Angeles Auto Show (November 18 to 27),

Porsche is presenting not one but two long-distance sportscars to the world for the very first time, though both have very different characters. This will be the first global unveiling of the Executive versions of the Panamera and the completely redeveloped 911 RSR. With its extended wheelbase, the Gran Turismo presents itself as a four-seater touring vehicle with further enhanced levels of comfort in the rear seats. The 911 RSR, on the other hand, is designed for endurance races on the track. This aerodynamically refined machine represents the greatest evolution in the history of Porsche's GT top model for the world of motorsport.

Long version with sporty comfort: global debut of Panamera Executive

The new Panamera Executive models are highly luxurious versions of the Gran Turismo with a longer wheelbase, combining dynamic performance with outstanding comfort. With this long version, Porsche is satisfying the needs of customers who demand maximum space in the rear. Four different versions are available: the Panamera Turbo Executive (404 kW/550 hp), the Panamera 4S Executive (324 kW/440 hp), the Panamera 4 E-Hybrid Executive with a plug-in hybrid drive (340 kW/462 hp) and the Porsche Panamera 4 Executive with a new three-litre V6 turbo engine (243

kW/330 hp), which is also celebrating its world première in Los Angeles.

All four models share the same body that has been extended by 150 millimetres to benefit the rear passengers in particular. The added space provides extra legroom for even greater levels of comfort. In addition, all Executive models feature enhanced equipment levels. The standard equipment includes features such as adaptive air suspension, a panoramic roof system, electric comfort seats with comfort headrests in the rear, heated seats at the front and rear as well as rear roll-up sunblinds. The Panamera 4S Executive adds further refinements such as rear-axle steering with Power Steering Plus, a reversing camera and soft-close doors. As the top model in the range, the Porsche Panamera Turbo Executive benefits from the most comprehensive standard equipment, which includes a four-zone air-conditioning system, LED main headlights with Porsche Dynamic Light System (PDL) and ambient lighting.

A winner for the future: the new long-distance race car 911 RSR

The new 911 RSR is a complete redevelopment: The chassis, body structure, engine and transmission have been redesigned from scratch. The aerodynamic concept of a 911 has never been so radical. The car features a hanging rear wing, like that of the 919 Hybrid. Combined with the large rear diffuser, this improves downforce and aerodynamic efficiency significantly. The most spectacular in-

novation under the carbon fibre shell is the six-cylinder flat engine, which is now located in front of the rear axle. With this new race car, Porsche is re-inventing the successful concept of the 911 GT1 which, in 1998, delivered the company's 16th overall victory at the 24 Hours of Le Mans. After the 911 GT3 R and the 911 GT3 Cup, the spearhead of Porsche's GT race cars now also uses the same, state-of-the-art six-cylinder flat engine range. All cars now feature a four-litre, naturally aspirated engine with direct petrol injection and rigid valve drive. In the new 911 RSR, the engine delivers around 510 hp.

The first public appearance in Los Angeles forms part of the double world première of the 911 RSR in the USA. The new long-distance race car will contest its first race at the 24 Hours of Daytona, on America's East Coast.

The USA remains one of Porsche's main sales markets. Up to and including October 2016, the sportscar manufacturer delivered 178,314 vehicles around the world, representing a three percent increase over the same period in the previous year. This success can be attributed to the excellent reputation the company enjoys among its customers: In 2016, Porsche once again triumphed in the overall classification of the renowned J.D. Power APEAL study conducted by the US market research institute J.D. Power. In addition, the Porsche 911, Boxster and Macan achieved first place in their respective categories.





356 SL 1100 in Le Mans 23/24.6.1951

FROM THE RACE TRACK TO THE ROAD
THERE'S A RACE CAR IN EVERY PORSCHE



Porsche 911 GT1 (1998)

The "Number One" had it all: it was a sports car for the road and the circuit, the giver and receiver of both everyday and racing technology. The pre-war Berlin-Rome car gave the inspiration for the aerodynamic shape of the Porsche Prototype 356 No. 1. At the same time, the 1948 Gmünd-Roadster was a rolling lab for the development of its successors. The technology transfer enjoyed a flying start at Porsche.

From the very beginning, Porsche used motor racing as a testing ground. Shortly after the delivery of the first 356 standard models, sports drivers gave their feedback. One criticism was the loss of time in gear changing. Transplanted from the Volkswagen, the gearbox of the 356 featured no synchronisation whatsoever, and double de-clutching was imperative. Technical solutions existed, but they required many additional elements, they were complicated and susceptible to hitches. In typical company style, Porsche came up with a simple and robust solution: The synchronizing rings were patented on 11 January 1951. Gear shifting in the 356 was now more comfortable in everyday life, and quicker than the opposition on the race track.



Porsche 356 SL Coupé

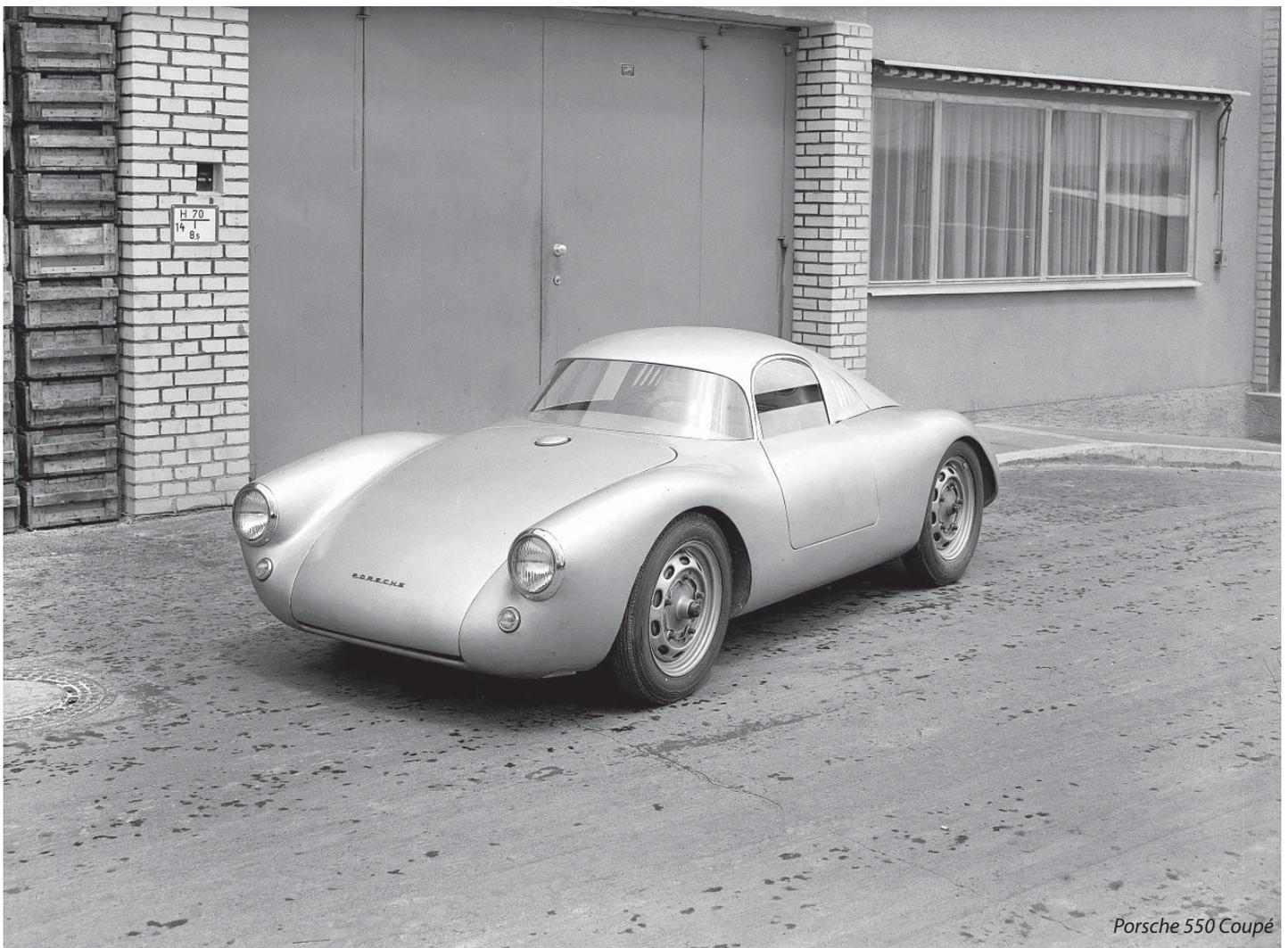
**The first major technology pioneer:
Porsche 550**

The successful engagement of private drivers spurred plans at Porsche to compete with a works-entry. The Porsche 550 was created and triumphed at its very first outing in 1953 on the Nürburgring. This marked the beginning of an era of purebred race cars at Porsche. And the 550 became the first major technological pioneer for production development. Since then, in every Porsche there's a race car. The factory placed the four-cylinder boxer engine of the 550 directly in front of the rear axle, which made the Spyder particularly nimble. The Porsche Boxster took

up this mid-engine concept in 1996. In 1963, the five-speed gearbox with Porsche synchronisation was introduced in a similar design into series production in the new 901/911. And finally the race engineers modified the cylinder heads in order to place two spark plugs on each combustion chamber. The faster and more complete combustion yielded more thrust and efficiency. The 911 Carrera of 1988 (Type 964) was the first standard Porsche to feature dual ignition.

In 1957, the 550 Spyder was succeeded by the 718 Spyder, which turned out to be an excellent competition car for privateers. To maintain its competitive edge, many improvements were incorporated over

its life span: more powerful engines, more efficient brakes – and in 1961 a completely new rear axle with double wishbones and a lower trailing arm. This design improved the handling considerably and was less sensitive to load changes. Porsche continued to develop this suspension over the following decades, and crowned it in 1977 with the “Weissach-Axle” of the 928. The rear axle of this Grand Touring car was based on the multi-link principle and supplemented by an intelligent elasto-kinematics solution that offered a totally new level of stability and precision for cornering at the limit.



Porsche 550 Coupé

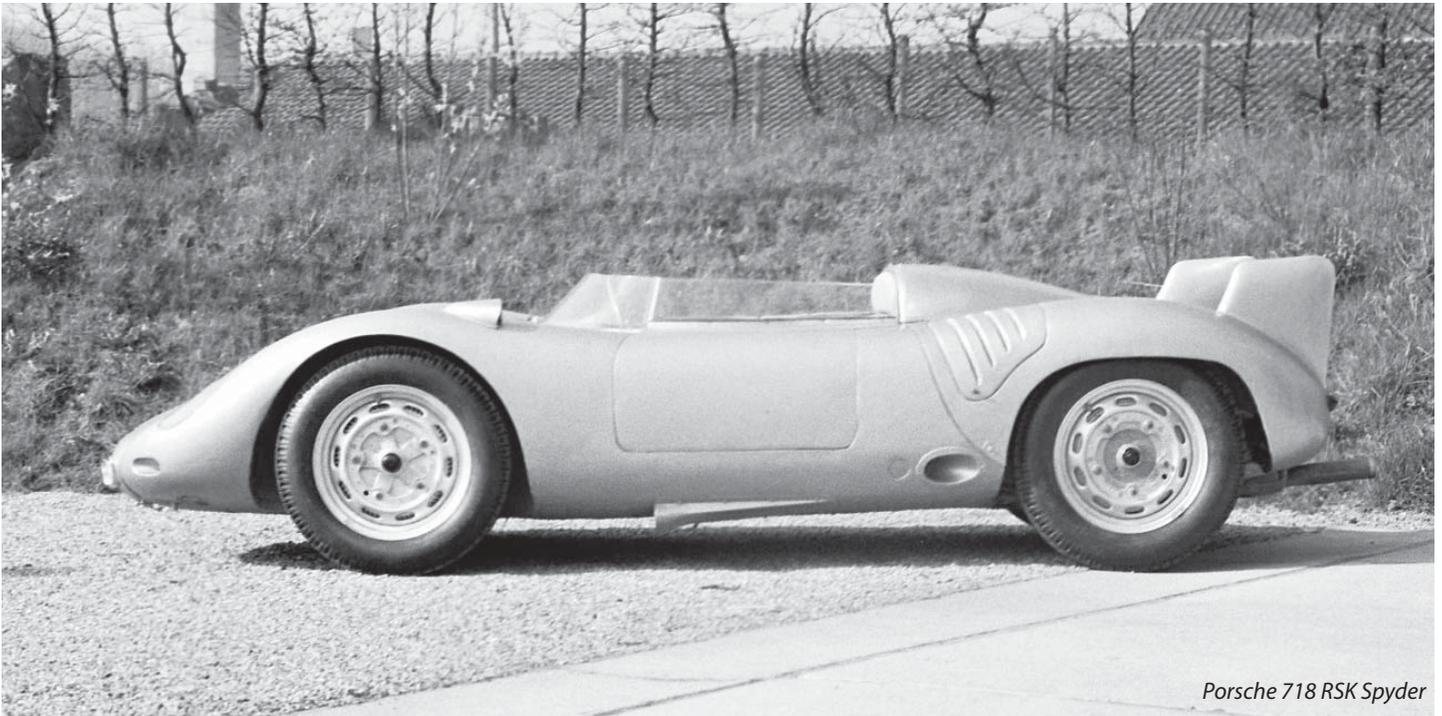
Brake development: First Porsche disc brake as early as 1959

The rapidly growing performance of the Porsche race cars demanded a corresponding braking performance improvement. However, the growth of the Duplex drum brake was limited by the wheel size, moreover, the finned cast drums were weighty with adverse effects on the unsprung weight. With the emerging disc brakes of the time, Porsche initiated an in-house research project to develop a larger effective braking surface: the solution resembled an open brake drum with

the calliper in-board and close to the axle. Porsche tested the brake in the 804 type Formula 1 Monoposto in 1962 and ran it from April 1962 in a small series of 356 B 2000 GS Carrera 2 sports cars.

The design proved to be extremely strong and durable under racing conditions – yet it was never produced in great numbers: As convincing as the disk brake was in principle, the Porsche brake was too complex. So in 1963, the production 356 C was fitted with a brake disc featuring out-board callipers as they are still used in every Porsche today. In 1965, Porsche tested

inner-vented brake discs for improved heat dissipation in the 906-8 Bergspyder. Just a year later, the 911 S was the first road-going sports car to feature this technical solution. The next level of brake development came in 1970, when the 908/03 won three out of four races with inner-vented and perforated brake discs – another improvement in heat removal. Four years later, the 911 Carrera RS 3.0 arrived on the streets featuring inner-vented, perforated brake discs.



Porsche 718 RSK Spyder



Porsche 904 Carrera GT

The sixties: Rear and front spoilers improve the aerodynamics

With ongoing improvements made to the aerodynamics, Porsche race vehicles were fitted with the first front and rear spoilers in the sixties. Ferdinand Alexander Porsche – the father of the 911 design – sketched the 904 Carrera GTS Coupé of 1963 with an outline edge at the rear end. A year later, a hand-width spoiler edge graced the second generation 906/8 Bergspyder under the nose. Based on this experience, Porsche introduced the first front spoiler in the 911 S in 1971. It accelerated the airflow under the vehicle, redirected part of the air out to the sides and thus reduced lift at the front of the vehicle. The resulting advantages were better directional stability and easier handling. 1972 heralded a milestone in aerodynamic development with the Carrera RS 2.7 designed for motorsport: It was not only fitted with a substantially lowered front apron but also sported a distinctive spoiler on the engine hood – the legendary 'duck tail'. Both devices improved the airflow around the 911 and reduced lift and drag. The result: the Carrera RS 2.7 was particularly swift, efficient and also offered exceptional road holding at high speeds. One year later the prototype of the first 911 Turbo gave fresh impetus to the aerodynamics development of the 911 body through a larger, fixed rear spoiler.



Porsche 911 Carrera RSR Turbo 2.1



Porsche 935



Porsche 935/78 Moby Dick

Technological pioneer of the 1970s:

Turbo-powered Porsche 917 victorious

The outstanding technological pioneer of the 1970s was, of course, the Porsche 917: The legendary racer wrote completely new chapters in the field of aerodynamics, drive and brake technology which Porsche then further developed for production. When the twelve-cylinder race car made its debut in 1969, Porsche launched two versions: With the short tail and high downforce for twisty race tracks, and with a long, drag-optimised rear for high-speed circuits, especially the Circuit de la Sarthe at Le Mans. However, to increase downforce in the corners, movable flaps were mounted at the rear, which were connected to the suspension via a linkage. When turning into a corner, the flap on the inside came up to increase wind pressure on the inside rear wheel. Hence, the first step towards active aerodynamics was taken, that Porsche introduced into the production vehicles in 1988 with the automatically-retractable rear spoiler of the 911 Carrera.

For the highly-competitive American Can-Am Series, open to two-seater race

cars with engines of all sizes and varieties, Porsche developed the 917 Coupé into an open Spyder.

However, the 4.5-litre twelve-cylinder engine with 560 hp was hammered by the 750 hp monsters that were fielded by the opposition in the US. Porsche answered by developing a turbocharged twelve-cylinder power unit.

The challenge lay in the boost control for the highly-dynamic load cycle and speed changes of a racing engine. To solve this problem, Porsche engineers struck out in a new direction: Instead of the conventional control on the intake side they developed an exhaust-induced control of the charge-air pressure. Unwanted pressure was rerouted via a bypass valve around the turbocharger.

Right from the outset, the 917/10, initially with 12-cylinder, 850 hp, was the dominating force in the Can-Am. The introduction of turbo-technology in Porsche standard sports cars is now legendary: In 1973, the prototype of the 911 Turbo caused a sensation at the IAA; a year later it went into production. At this time, the turbo technology planted in the 917/10

had indeed taken another development step: The intercooler reduced the volume of the compressed air and lowered the temperature by almost 100 degrees. The cylinder charge and hence the performance improved. In 1977, the 911 Turbo 3.3 benefited from this technology.

Of course, the brake development kept pace with the increase in performance. In order to enlarge the operative brake pad surface, but to keep the calipers as compact as possible, the engineers simply doubled the number of brake pistons: In 1973, Porsche fitted the 917/30 with the first four-piston aluminum brake calipers which were also particularly light thanks to the materials used. In 1977, the 911 Turbo also featured the new calipers. But it wasn't enough: In order to further increase the braking stability and to give drivers the chance to brake into corners, after initial trials in the 908/02 with an early anti-blocking system, Porsche resumed ABS testing in the 917/30. Even though the system was not used in competition, the production sports cars from 1983 benefitted from the knowledge gained with the 917/30.



Porsche 917 Short Tail

Most successful race car with Porsche Doppelkupplung: Porsche 956/962

In June 1981, the Porsche board gave the green light for a new design of a two-seater racing sports car to comply with Group C regulations. One year later, the engineers had put the 956 on its wheels – the next milestone in the history of racing technology from Porsche. The Group C regulations restricted the fuel consumption, at the same time downforce was a major topic, with the aerodynamics influencing the design more than ever before. Cutting-edge electronic injection/ignition systems allowed the 2.6-litre Turbo performances of 640 hp with fuel consumption at 50 litres per 100 kilometres – extremely economical for racing conditions. In the 911 Carrera

3.2, designated as DME, mapping-controlled ignition was used from 1983 and significantly helped in making the 911 engines the model of efficiency they still are today.

Thanks to a specially-formed air ducting, the 956 developed a negative pressure on the car's underbody, the so-called "ground effect". Although lateral "skirts" that prevented air from flowing in from the sides like in Formula 1 were banned for Group C vehicles, the new Porsche achieved cornering speeds that were virtually unheard of for sports cars. While growing knowledge with the electronic engine management was constantly applied to the Motronics of production vehicles, the first underbody panels on a 911 Carrera appeared in

1989, applying 956 experiences. The 956 was the first Porsche to feature an aluminum monocoque chassis – the starting point of a development that would ultimately lead to the Carrera GT as the first production Porsche with a race car-like monocoque. The brakes worked with monobloc-aluminium calipers, which were manufactured from a solid light alloy block and particularly stable and light. In 1996, the Boxster was fitted out with brake calipers precisely like these.

Over the course of further developments from the 956 to the 962, Porsche engineers revived the idea of gear shifting without interrupting the flow of power. As early as 1964, Porsche had worked on a power shift dual clutch gearbox. Four years later followed experiments



Porsche 956

with an automatic four-speed gearbox following the dual-clutch principle. As part of the 1979 Type 995 future sports car development, various versions of dual-clutch gearboxes were designed.

On this basis, the Porsche Doppelkupplungsgetriebe PDK was created in 1981, a powershift, electronically-controlled spur gear. Developed for various purposes, it was tested between 1981 and 1986 in Porsche production sports cars parallel to the Group C Porsche 956 racing sports car (as a semi and fully automatic version). Gear shifting without interruption in propulsive power proved particularly interesting for the turbocharged engines, as the driver could remain on the throttle while changing gears and hence avoid

a reduction in boost pressure. The Group C Porsche 956.003 was the first race car to feature PDK for a test run in 1983. In 1986, the 962 C "PDK" scored victory at the world championship round in Monza.

The development for production purposes was not pursued at that time, as the electronics and the computer capacity were not yet sophisticated enough to meet the high standards of comfort for use in a road car. With the advances of control electronics, this changed after the turn of the millennium. Porsche resumed the development and presented the first dual-clutch gearbox in 2008 for production sports cars in the 911 Carrera.



Porsche 962

Progenitor of all-wheel drive: Porsche 959

While the 956/962 was rapidly making a name for itself as the most successful racing sports car of all time, the development of the 959 started with programme-controlled all-wheel drive, damping and level control, plastic bodyshell, turbo engine with sequential turbocharging and intercooling, titanium connecting rods and six-speed gearbox. The all-wheel drive of the 959 had an electronically-controlled infinitely variable longitudinal differential lock, the distribution of the torque to both axles depended on the wheel load and friction coefficient of the wheels. The AWD control proved to be so successful that Porsche developed it further and adapted to the Carrera 4 in 1988. In the Carrera 4 the basic torque distribution via a planetary transfer gear was 31 to 69 percent (front to rear axle). Additionally, a

hydraulically-operated longitudinal and lateral locking differential provided an almost infinitely adjustable distribution of torque to the wheels. The know-how for the electronic controls can be credited to the 959.

The Porsche works team returned to top level racing in 1996 and fielded a spectacular GT race car based on the 911. The 911 GT1 was the first 911 with a water-cooled mid-engine and with a body made of carbon-fibre. After very positive experiences with this first carbon-fibre racer, Porsche went on to build the 1998 Porsche 911 GT1 as the first Porsche racing sports car to feature a carbon-fibre monocoque. Twenty lucky customers acquired one of the 21 limited edition, street-legal 911 GT1 in 1997/98. While the 911 GT1 was too complex and costly for large-scale production, Porsche was able to offer its customers this lightweight technology

from 2003, building 1,270 units of the Carrera GT super sports car.

First step towards hybrid-powered sports cars: 911 GT3 R Hybrid

In 2010 Porsche almost caused a sensation with the then futuristic 911 GT3 R Hybrid race car: Right up until two hours before the chequered flag of the gruelling Nuerburgring 24 hour race, this GT3 vehicle, with its ca. 465 hp four-litre six-cylinder rear engine and two 75 kW electric motors at the front axle, held the lead. The innovative front-wheel drive was also a lab subject: The hybrid concept of the 918 Spyder, which also features electrical front-wheel drive, is a direct evolutionary result of the 911 GT3 R Hybrid - combined with additional technologies from the RS Spyder. They all may well appear in future production sports cars. Racing makes it possible.



Porsche 961

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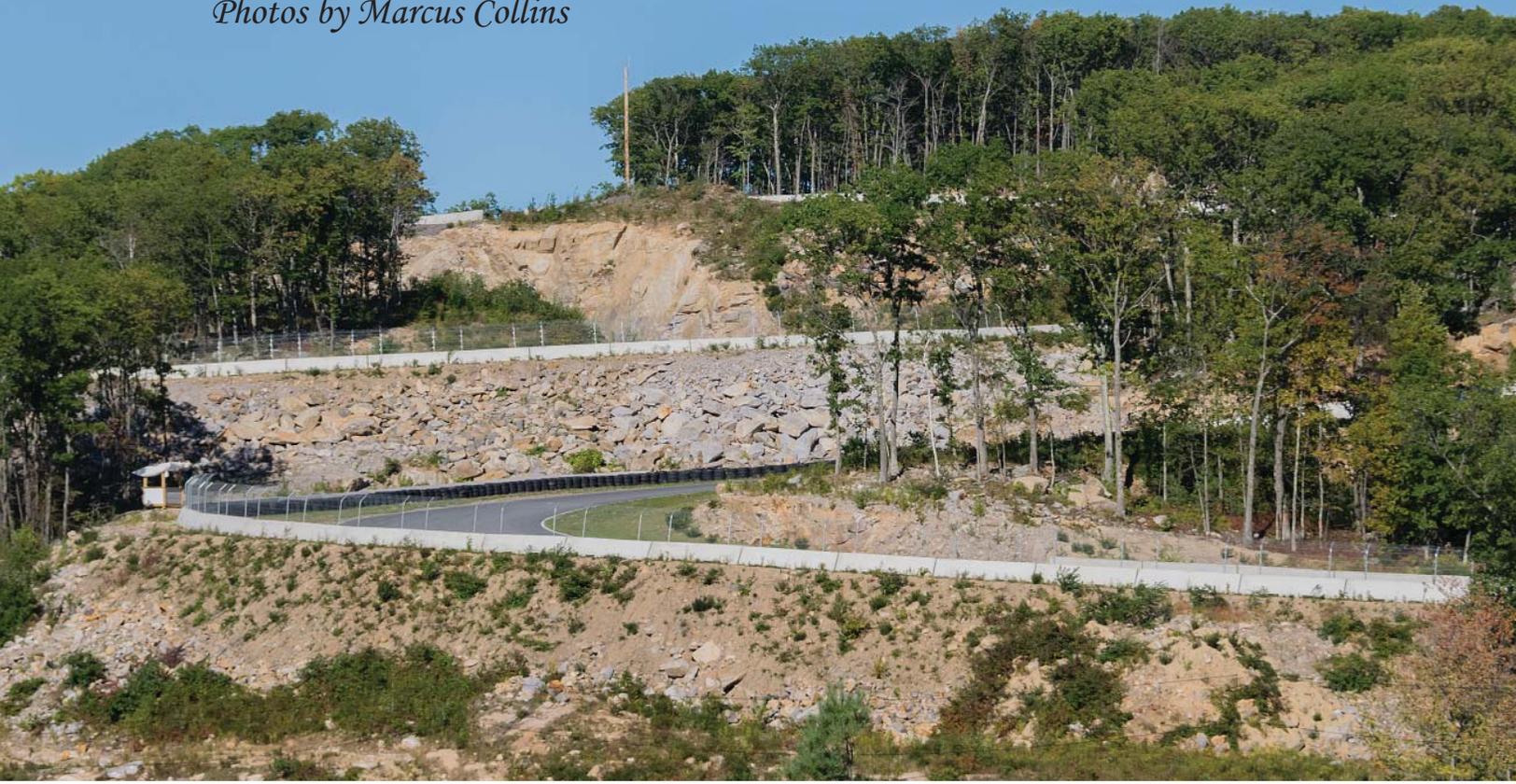
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Palmer - September 2016

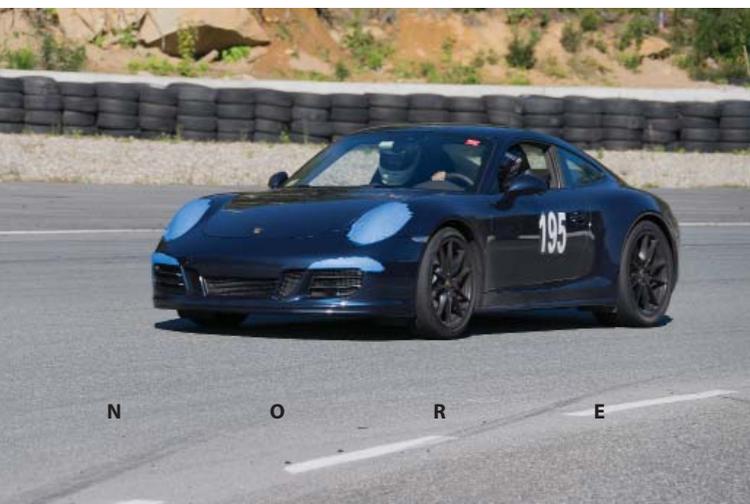
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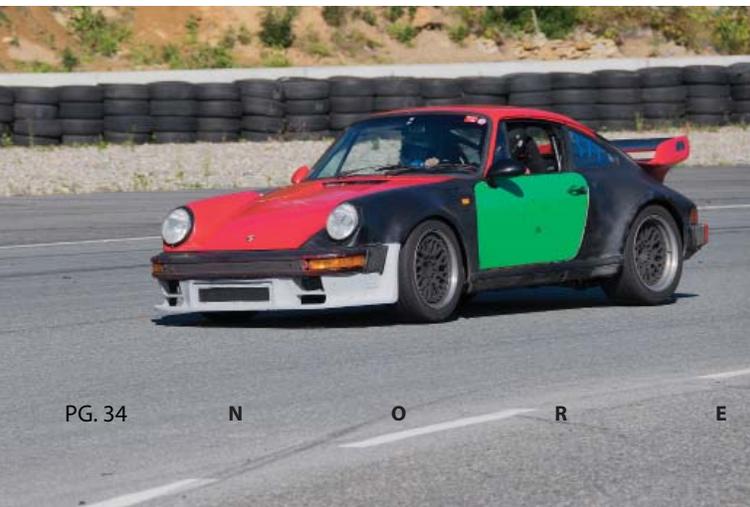
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Four Speeds and Drum Brakes -

continued from page 8

the road that trap always looked a little short to me, but now I know it would be long enough. Picture yourself driving onto a large puddle but instead of water cresting over the nose of the car it's gravel. The bottom of the car prevents it from diving much deeper than the center of the wheels but the drag on all the suspension components slow it faster than the best brakes that Porsche ever made. The openings on the nose of the car scoop up gravel by the bucket load, making it dip like a submarine taking a dive. Picture the 928 rolling off the wooden pier in Risky Business. The trap that I sampled was pretty short and before the car was slowed to a stop I was out on the track again with a wave of stones following to cover the apex of the turn. The offending competitor was long gone but everyone behind us was about to have their own exciting ride. What a mess.

The Porsche wasn't any worse for the trip but with all the gravel up in the front of the car and inside the wheels, it had a really bad shudder at anything over 70 mph, and that was most of the track. There were only 10 minutes remaining for the day, so I figured that I was better off to just circle slowly and pick up an additional 5-6 laps rather than pull in early and not make it out of the pits before the flag dropped. It was tough giving the slower cars a point by after blowing past them for the previous two hours but it turned out to be the right thing as it kept us in the hunt for a decent finish.

Sunday's race was completely dry to start and became a beautiful fall day in New England. The 928 ran great and with the exception of the gearbox acting up at the end of the straight it was a joy to hustle around the track. Because of the horsepower and torque available at low rpm the entire course was just right for 3rd gear except for the front straight when 4th was needed. This was an early 'dogleg' gearbox so 3rd was down and 4th was up and over. Not a problem going up but a big problem going back to third while under hard braking from the fastest point of the track. Coming out of 4th it was either going onto 5th, into 1st or stuck between 3rd and 5th with the engine revving in neutral. Try as I could I was never confident that 3rd was going to be there when I needed it so the entry

into the infield was always done with caution, something that allowed some slower cars to get by me. Of course I could pass them going up the hill so it was part of the fun.

The other two cars had a tough weekend as the Peugeot swallowed a valve guide and the MR2D2 had an alternator bracket fail taking some other parts with it.

The 405 team spent most of Sat. afternoon and night pulling the twin cam head out with the engine still in the car and repairing the guide. With the clearance in the engine compartment, that was similar to building the Titanic in a beer bottle. I can't believe they got it done to take the green flag Sunday and the car ran just fine all day.

The Toyota soldiered on after a lengthy repair and everyone had a great time driving as fast as they could.



All in all it was a terrific weekend of seeing old friends and playing with cars. That's a wrap for the 2016 race season but maybe the next event won't be that far away if we get some solid ice on Newfound Lake in NH this winter. Get those winter tires mounted, I'll keep you posted.

KTF

On the Edge - continued from page 6

The week overall was really what we both needed. We were (mostly) unplugged, and (completely) uninterested with what was happening at work, or the rest of the world.

I hope it's something we do every year. Pick a theme, and a line on the map and just go explore for the sake of exploring.

Happy holiday's to you all. I hate winter, but love this time of year. I hope it's peaceful and bright for each of you.

Off Line - continued from page 12

before our first event. What is a "Ground School"? Well - to leave you hanging for a bit - we'll describe exactly what it is all about next month, as we'd like to personally invite all new folks and those just starting out the DE career to attend.

Anyway - from the entire NER Track Committee to each and all of you reading this? We hope you all have a wonderful, safe, blessed and warm Holiday Season, which will be upon us as you are reading this.

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(second gear synchros are bad), an adjustable rear subframe, perhaps some aero and a few other odds and ends. If time allows we may also do some Miata work but its success may not be rewarded with much winter love.

It's not just the cars, it's the people...

As you know, there is often a "social" when the track goes cold at our DE events. Beer, wine and snacks are provided – sometimes a meal. This has not always been without controversy as, on occasion, the beer selection has been found to be wanting by some drinkers. One beer snob dug herself a fairly big hole when she proclaimed, after reviewing a selection that included Bud Lite, Corona, Blue Moon, etc. but omitted any craft beers, "Looks like they sent a boy to do a man's job" (failing to realize that said man was standing beside her). So I want to encourage the Track Committee to think ahead carefully to 2018 when they begin offering the recreational marijuana that has now been authorized (Palmer only, of course). Recognizing that there will be drivers with different situations and needs, there needs to be a fairly broad menu...

For example, consider a first day Green driver who has just had a stressful day. He might want an indica/sativa blend that worked on anxiety and insomnia but also provided enough

head-high to be energizing and thought provoking – maybe Master Kush or White Rhino.

And how about if you had mechanical issues or, heaven forbid, bent metal? Perhaps some Chem Dawg which is an 80/20 Sativa Dominant – Strong, zesty and sour scent. This potent hybrid provides a strong cerebral high with a solid body high. Good for stress, pain, and depression. Potency 17.08%.

Stuck in White and can't get promoted? You'll probably want a 100% Sativa like Sour Diesel or Train Wreck that give a fast paced head high and those cerebral thoughts that promote creativity and boost imagination.

An instructor who just survived the "Student from Hell"? How about Grape Ape

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Well, anyway, you get the idea. Just make sure you have a designated driver!

a significant amount of time out of each morning startup resulting in more track time. I proposed doing something similar to this for our AX events.

Bob's Treasurers' report was submitted by email on the afternoon of the board meeting and no one present had time to review it prior to our gathering so it was tabled for a vote at a later date via email.

Steven previously circulated his and Laurie's membership report via email. Membership stands at 1755 primary and 956 affiliate members for a total of 2711 including 22 new members with 2 transfers and 4 transfers out. Steven and Laurie have restarted Nor'Easter renewals and signup is through MotorsportReg.com with reminders going out through adds in the newsletter, eblasts and notices on our Facebook page. Steven is working to get a commitment from one of our local Porsche dealers to host the Winter Warmer and Herb Chambers of Boston has agreed to host the event and various dates are now being considered. Steven and Laurie, having put in their two years of service in the position of Membership Chair and now up against term limits, have been working behind the scenes to transition Membership duties to our Membership candidate for 2017, Sterling Vernon. Sterling will have large shoes to fill following the extraordinary service Steven and Laurie have provided to us all for the last two years. A huge thanks goes out to them for their great efforts and amazing accomplishments in this role.

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My turn came next and I updated everyone on my work with the resurrection of the Goodie Store. Several of the Board members previously submitted selections from the available apparel catalogs and we are narrowing down the selection to about a dozen items offered for sale through the PCA national website embroidered with the NER logo. These items will soon be available for the holiday season and continue to be offered year round going forward.

Adrienne in her additional role as social director for track activities has been working on a track related speaker's presentation. She initially proposed inviting Brian Redman to Lars Anderson sometime in mid to late November but the timing didn't work out for this year and we may be able to line up a visit from this racing great sometime next spring. A lot of details need to be worked out but we may sponsor this with help from the BMW club.

Kristin is continuing her hunt for suitable auction items for the Gala and is still searching for donors. We encourage members that are willing to donate time-shares, event tickets, or any other interesting items to support our silent auction and help our charitable cause "Homes for our Troops". Candidates are being considered for special Zone 1 annual awards for service to the club and we welcome all submissions.

The meeting was motioned to be adjourned at 9:40 p.m and all hands were raised to second. Next month's board meeting is scheduled to be hosted by Karen and Bob Cohen at their home in Bolton, MA.

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