



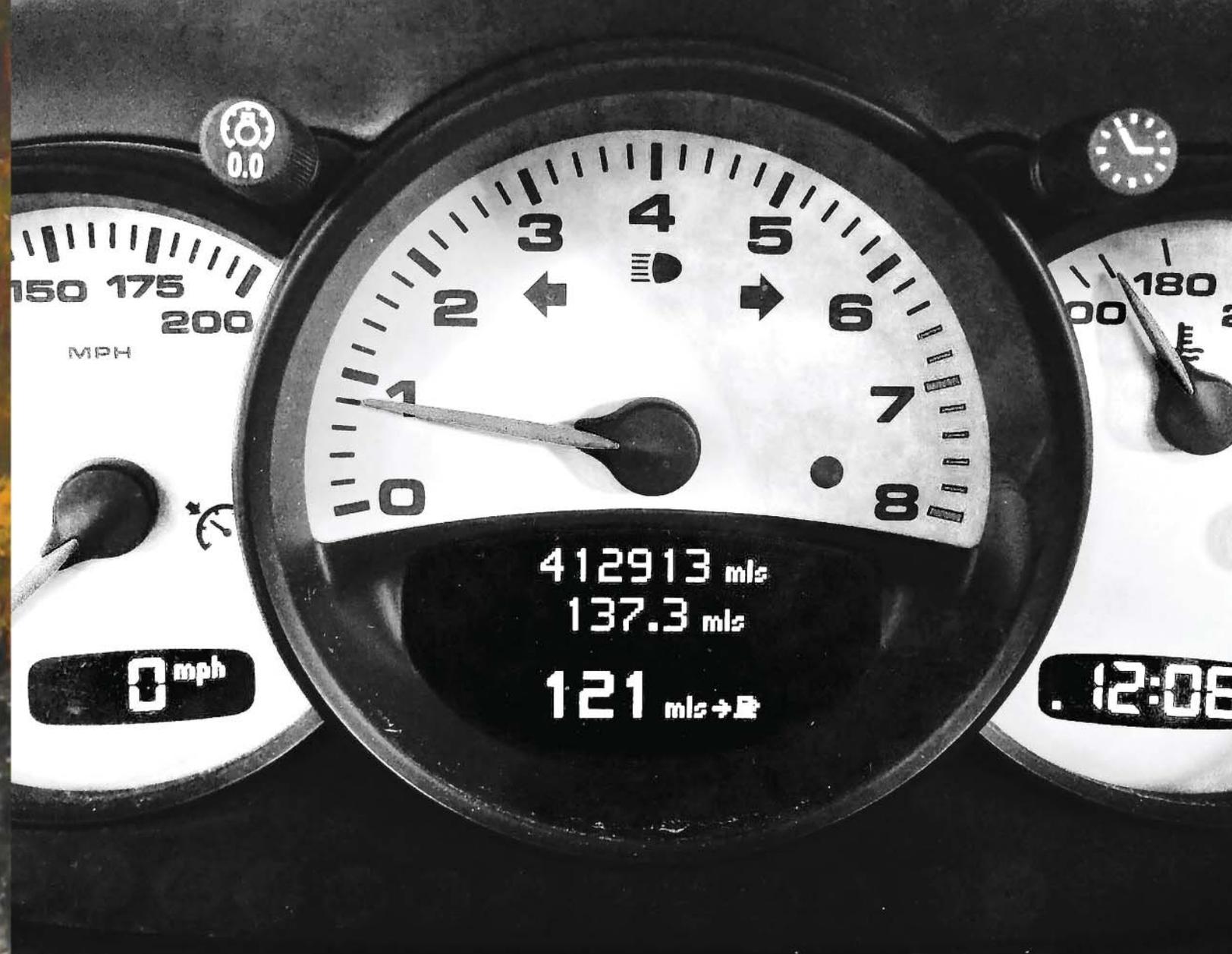
THE NOR'EASTER

BER2016 OCTOBER2016 OCTOBER2016 OCTOBER2016 OCTOBER2016 OCTOBER2016 OCTOBER2016

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



DAW



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

The above photograph was taken while Tom's 2003 911 turbo was in for routine maintenance. European Performance Engineering has been caring for Tom's cars since 2009... oh, by the way, Tom's wife's vehicle, a 2004 Cayenne turbo has traveled 310,000 miles... so far. So, the next time your Porsche, car or truck needs maintenance be sure and give us a call. We'll be happy to go "the extra mile" with you.



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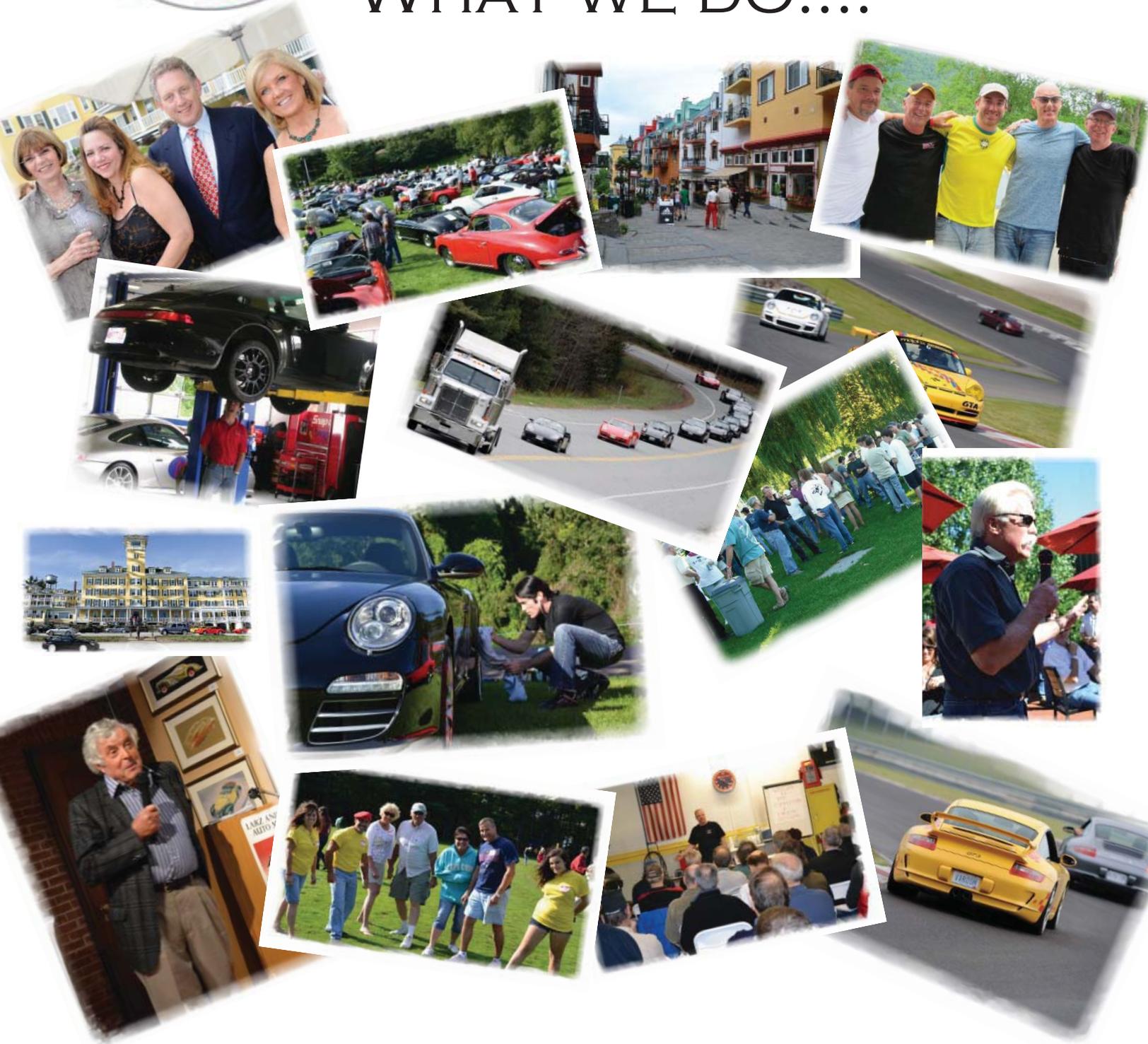
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WHO WE ARE....

PORSCHE



WHAT WE DO....



On the Edge

of Survival



Adrienne Ross

First and foremost - My apologies to South Shore Autoworks for failing to highlight them as the sponsor of our September Palmer event. They were awesome to do so, and I'm sorry I screwed that up! Thanks Justin!!!



Yeah no, the battery was dead. Dead dead, like no hope dead.

After 5 weeks of pneumonia, and 5 weekends of doing absolutely nothing (because I couldn't), NASCAR weekend presented itself, and I was looking forward to it this time. Mostly because I so desperately needed to get the hell out of my house, but also Chris and I had found a stride of sorts at this event. This time we were going up a day early (Thursday) and we were going to bring his 14 year old son, who had never been to a car race before.

I made my usual lists, but work has been crazy lately and I may have missed a thing or 20. I was also a little worried about my illness relapsing. But the camper had heat, Chris had gotten more propane to make sure that didn't happen. Now, perhaps as described before, we were off to camp in a pop-up camper, so a tent with a floor. That'll be important later, remember that.

Day/Night 1: The day started out at about 70 degrees. We had a great laid back day, breakfast at a diner, packing up what we needed at home, and a nice drive to NH. Once at the site, we fluffed up the camper, went to the grocery store, loaded the cooler, and headed out to a bar in Concord to watch the Pat's game.

By the time we got back, it was dark, really, really dark and we were tired, really, really tired. So heat didn't happen Thursday night. We talked about it a little, and since the predicted low was 58 degrees, I figured I could probably stand it, since I keep my house that low in the winter. Besides, if it was ugly, I could crank the heat tomorrow night, right?

Friday dawned early, and with it the track became a hive of activity. Chris started the generator at 7am, and we limped 2 cups of coffee out of the Keurig with it. But no more. The generator died. Damn.

We decided to go out to breakfast before he drove back to Malden to pick up his son.

It was a beautiful day trackside. The track was hot with practice sessions almost constantly and 20 feet from our front door. The sun was out, and it was a lovely 69 degrees or so

The boys arrived, with a new generator and set to work setting it up, filled it with fuel and started it up. It was refreshingly quiet, and Chris was quite pleased. I needed a cuppa, so I plugged in the Keurig. This caused the generator to show a red light, and cough a bit. Uh oh...

Next was the heat. We'll just plug in the generator to the camper, and feed the battery, and flip the.... Yeah no, the battery was dead. Dead dead, like no hope dead.

"Well I guess I'm going back to Concord." Chris grumbled

I started the grill while I waited. The grill was a little sputterey, and sad, but it lit, despite the now howling wind and I felt accomplished. Darkness began to fall, and I put on some burgers and hot dogs and set about the accoutrements.

I checked on the burgers, it must have been time to flip them. I picked one up with a spatula, and it was ummmmm raw, completely raw. But it had those nice black lines on it! So that was something! The dogs were actually still cold - but had those cool char lines. It was like

some freaky Burger King nightmare.

Now the wind was really singing, and the temp had dropped. Twenty minutes passed in the dark, and I was getting colder. I checked on the burgers. They were that cooked beef grey, so I flipped them. They HAD to be almost hockey pucks by now.

The boys returned, victorious from their mission, but my mood was foul. No light, cold wind, food iffy. I was sure the burger was going to be so over cooked it would almost be inedible, but it was all we had.

I served the burgers. They'd been on about ½ an hour by then. I added a few pickles, some ketchup, and mustard, and bit in.

Raw, they were completely raw.

I'll leave out my small hissy fit.

Ok no dinner, so now I'm tired, cranky and cold. Can we start the heat in the camper please? I'm freezing. The prediction was for the low to be in the low 40's overnight. (It turned out it was 39.)

Chris and his son headed for the propane tanks, and set to work to turn on the heat. The new battery was installed, and the gen-

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In This Issue...

Welcome!
I apologize for the lateness of the issue. Surprisingly this isn't my full time gig. Instead I chase very slippery goldfish around a bowl... I mean, I manage software development, and the software I manage is for schools. This is of course back to school time, and so millions of student pounding on my software means Adrienne doesn't sleep...

Anyway, here we go! The Board is up for re-election, and the details as well as bios for each member are included.

The final SoBo of the season is all wrapped up and reported on thanks to Roger Slocum. and AX4 is reviewed by a new author!

We have a new Track Chair! Not that I don't love Stan - But John is pretty awesome too! Check out his column "Off Line!"

Enjoy the Issue!

One Track Mind

What Would You Like to Do?



Dick Anderson

Not to belabor the point, but my opening theme this month is much the same as the prior two, i.e., we are a very friendly club. Case in point, Donato DeNovellis, a 25+ year member of PCA, wrote eloquently in the September Nor'easter about Jeff Leeds, a long lost friend recently rediscovered. They shared rides in Jeff's cherished 356 and Donato's Tesla S, thanks to another longtime member who put the two of them in touch, Tom Tate. It's a great letter and if you missed it, I encourage you to go back and read it.

Speaking of letters to the editor, at our

The good news is, 1) I have a trailer with tandem wheels so I was able to drive to the next exit and 2) I had a spare tire.

most recent Board of Directors meeting, I was reminded that NER is committed to organizing one "Stationary" event (non-driving, i.e., DE or A/X) per month. We discussed the challenges in keeping these events new and fresh rather than recycling the same ones. So, carrying this theme forward, I'm asking you, our loyal membership, what kinds of things you'd like to do. Obviously, we'll continue to do tech sessions at local garages, cars and coffees etc., but what else would you like to do? Are there speakers you'd like to come and hear talk? How about activities that you'd like to participate in, for instance we arranged an "off road adventure" for Cayenne drivers last year. Activities don't all have to be Porsche related since we are people of varied interests, and remember "it's not the cars, it's the people." So, what do I want from you? I'd like you to write a letter to the editor suggesting what you would like us to look into. If you're uncomfortable writing a public letter, send me an email with your ideas. I will make sure that they are all considered at our Board and Committee meetings. We are here to serve you so please help us do that. You can reach

me at:

president@porschenet.com
chiefinstructor@porschenet.com
DickAnderson114@gmail.com

I suggest you send your ideas to all three addresses. I promise every idea will be considered by us and every email responded to.

We had a great event this year at Watkins Glen and I wrote about it in last month's column. What I didn't tell you about was the thrill I experienced on the way down when I blew a trailer tire, on the LEFT side and had to change it on the NY Thruway during rush hour. Discretion being the better part of valor, I drove to the next exit, several miles away, where the traffic was daunting but less harrowing. I changed it after using a breaker bar on three stubborn lug nuts, and saying a Hail Mary, as traffic sped by. The good news is, 1) I have a trailer with tandem wheels so I was able to drive to the next exit and 2) I had a spare tire. The even better news is that I was able to buy a replacement Goodyear spare at the WalMart auto store in the town of Watkins Glen. To those of you who have recently bought auto tires, buying trailer tires is pleasant because they are so inexpensive!

The track driving year is done for me and winding down for all of us. We travelled to New Hampshire (NHIS), Thompson, CT (TMP), Mont Tremblant, Canada (LCMT), Watkins Glen, NY (WGI), Lime Rock, CT (LRP) and Palmer, MA (PMP). They are all great tracks and each offers a new challenge. The communities also offer fresh surroundings and new dining adventures usually with some of our track buddies. I encourage all of you to give DE a try at least once. My educated guess is that you'll get hooked and I'll see you at subsequent events!

My dear daughter, Sarah, had the audacity to schedule her wedding on the weekend of our last DE event in Palmer and she insists that I go to her wedding (of course I will!) so I'm afraid I'll miss

NER's final DE of the season. Moreover, once the temperature drops to parka level and the snow starts to fly, DE and A/X will have already called it a season. Keep up with our eBlasts to see what other activities we have planned to tide you over until Spring. One notable event you should definitely put on your calendar is our annual Holiday Party being held this year at – are you ready for this? - the Museum of Science in Boston on January 7 and being catered by none other than Wolfgang Puck catering. No longer any need to travel to L.A. to go to Spago!

Additionally, for Fall enjoyment, don't forget our New England Patriots. Jimmy G. is off to an impressive start by handling the Arizona Cardinals and with any kind of luck will do similar damage to the Dolphins this week (as of my writing). There is a good chance, according to some pundits, that we could begin the season at 4 – 0, before TB12 rises from the ashes to lead the Pats to another Super Bowl. Stay tuned.

Last month I told you that I'd share our instructor's opinions on the track we tried out in Canaan, NH. Reviews and comments were mixed and there is certainly room to consider other options but for now, our thinking is that we may (emphasis on may) consider an advanced day addition to our DE season calendar for 2017.

Until next month, enjoy the waning weeks of warm weather!

~ Dick

PS - In this issue we also present the 2017 slate of club officers running for election so please read the accompanying candidates bio's to help with your voting – then vote!

Four Speeds & Drum Brakes

Old Cars Racers Edge



Tom Tate

The Zone One Autocross for PCA was to be held in our backyard again this year at Ft Devens in Ayer MA. The announcement last spring gave the Tate family plenty of time to make a reunion of sorts out of the two day event.

Son, Rob, now has two boys that are drivers and one, Louie, was back east this summer to show his skills at the Porsche Parade at Jay Peak. The other, Marc, missed the event due to his work schedule but was quick to reply when asked if he'd like to run the Autocross.

With a few Porsches in the garage the 914 was selected for the grandsons and

A discussion in the ride back to Medfield concluded that we should drive three Porsches to Ft Devens even though we were only entering two in the competition. The logic was that the Martini 911 would be lonely if left in the garage and besides everyone would have a car to drive. The Audi RS4 also made the trip because it was the only car that could carry the pop up tent we needed for shade. So off we went in our own caravan.



. I opened the engine cover to find the pulley nearly sheared in half and the fan belt with a big cut up the side.

Rob and I would drive the 356 Speedster. Classes were tough because the 914 has race tires on it and got put into a class with some real race cars in it. The Speedster was the only 356 that was registered and despite being 58 years old had to compete with mid-engine 914's and 944's on street tires. Of course the street tires were the new Bridgestone R-71s that were used at the Parade and had done a great job but then everyone else in the class had the same rubber.

The gang flew into Boston on the Red Eye out of Phoenix the night before arriving at dawn for a drive to Revere Beach for breakfast. We did a short walking tour on the Freedom Trail and wound up at the Union Oyster House for lunch. The standard tourist tour included Haymarket, where all the vendors were under their tents selling fruits and vegetables and a walk through Faneuil Hall. The boys were seeing it for the first time but Rob remembered most of the city even after 15 years away. Has it really been that long? Time flies.

and that meant that the engine cooling fan had stopped turning. Continuing on, even with only a single high speed run might have cost us an engine right there. I opened the engine cover to find the pulley nearly sheared in half and the fan belt with a big cut up the side.



While a little warm, Saturday was a perfect day to be at an autocross, sunny with a nice breeze. The boys got the hang of the 914 pretty quick and while they couldn't beat the pro, Chris Darminio, who set up the course, they were both close behind him.

I took my runs first in the morning in Blackie and then Rob lined up for his shot at making noise. The first run was smooth and slow as he was learning the course but after getting to the start line to make his second run he suddenly motored back slowly to the pit area. He shouted out that a warning light had come on and he wasn't sure that he should continue. Good call as the generator pulley had come off at what looked like high speed

With old cars part of the routine is to carry spares. These cars are very simple and Porsche included a tool kit in every car that supplies just about everything needed for roadside repairs. The owner only needed to have a few of the wear items like pulleys, spark plugs, a few gaskets, etc. to be able to stay on the road. Of course we had a spare pulley and a spare fan belt. The replacement only took about ½ hour and the Speedster was back in line. And yes,

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The Long and Winding Road

The Lonely Road

Here's another column that doesn't have much to do with Porsches... How are you all enjoying driving around Boston these days? How's your commute going? Well, thankfully for selfish me, I don't have to commute but I do have to drive around eastern Massachusetts and I don't find it a lot of fun. I have a friend who got a 911 Turbo S with his annual bonus and uses it to commute from the western suburbs into Boston. For the love of all things automotive, why? I can almost see getting a Tesla (the S P90 D with Ludicrous mode) so that I can back off the car in front of me, then smoke all four tires for 150 yards

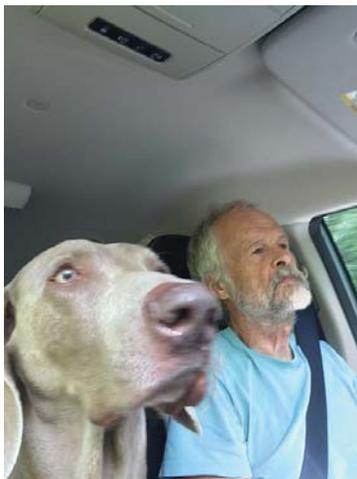
Plus, how fast do you think a minivan will go? Faster than you'd think!

before I have to jam on the brakes to avoid rear-ending it. But no, none of this makes much sense for regular street driving. I'm not railing against 911 Turbo's and the like, I'm railing against the damn congestion. It's terrible and keeps getting worse.

So Rosemary and I were just out west visiting Nora who lives in White Salmon WA (population 1,500). What a breath of fresh driving air! Despite having to pilot a very stripped Dodge mini-van (what doofus manufacturer sells a car that doesn't have Bluetooth these days?) the roads (some straight for miles, others lovely switchbacks) and traffic (lack of) were delightful.

Wait, let's go back to the rental car for a minute. It took us only 27 hours to get from our house to White Salmon. Airlines suck! We spent an unplanned night in Chicago due to "weather." Hello? It was gorgeous weather everywhere we could see according to online weather reports. But that wasn't the worst part.

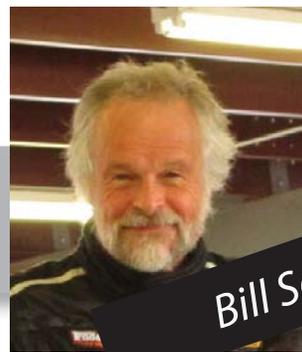
I had secured a very good rate for our rental car (\$280 for 11 days) but we arrived a day late and, despite having called multiple times to inform Dollar of our plight, when we finally arrived they wanted \$480 for 10 days. (I didn't even bother answering their customer satisfaction survey – it would make no difference.) So to heck with Dollar. Enterprise's cheapest car was a minivan (\$430) and since we were using it, as it turned out, for 4+ people and 2 loaner dogs, that worked out for the better.



Plus, how fast do you think a minivan will go? Faster than you'd think!



Back to the roads. Our activity for most days was to go on a gorgeous hike. Many required a considerable



Bill Seymour

drive to get to the trailhead. And a typical ride would be as follows: within a half mile you are out of town and on a nice two-lane road, speed limit 55, gorgeous views (Columbia River or mountains or whatever) with cars usually within site but nice passing zones as required. Do that for 40 minutes. Then we are onto a smaller two lane road, still mostly good pavement (vegetation encroaching onto the road and occasional whoops from frost heaves but no broken asphalt), speed limit 45, serious twisties and elevation change and maybe you see a car every two or three minutes. Do that for 20 minutes. Then turn onto a dirt road (serious washboard – hey it's not my car!) that is one lane, speed limit = common sense, dense woods, saw a moose and NO CARS AT ALL. Do that for 4 miles. Get to the trailhead parking lot, still no cars. Hike for 3 hours, return, drive out, still no cars. You gotta love it.

The DE season is coming to a close and so, of course, is the Lemons/Chumps racing season. The last event of the year is the NHMS Lemons race October 22nd-23rd. In preparation for this the Miata got all new bushings (what a tedious job that is!) and we put the original taillights back in, replacing the silly bug-eye things we had mounted on the trunk (what were we thinking?) – that should give us a big aero improvement (not). Last year we were 10th but have finished 6th at the NJ Lemons race and would love to make top 5 or even podium. We are all improving as wheel-to-wheel racers and our pit management continues to improve. But we have been very lucky with our reliability so there certainly are no guarantees. One of the potential problems is that we are going to go with the stickier tires (BFG Rival S – and if you believe they really deserve a 200 treadwear index I have a bridge for sale)

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Minutes of the Board

August Meeting

The August board meeting was kindly hosted by Ann and Dick Anderson at their home in Andover on August 25th, 2016. Other attending board and chair members were Bill Seymour, Steve Ross, Steven and Laurie James, Kristin Larson, Stan Corbett, John Dunkle, and me. The meeting was brought to order at 7:57 p.m.

Steve kicked off the evening's discussion with the NER Concours d'Elegance slated for October 2nd at the Endicott Estate. We discussed the need for additional member involvement as volunteers. NER has been approached by PCA National about hosting the Zone 1 Concours for 2017. After a fair amount of dialog and consideration, this topic was tabled for the September Board meeting. Award possibilities for this year's NER Concours were also discussed with some very nice art pieces presented by club member Bob Voskian. A good amount of time was spent discussing how to avoid posting date and time errors on our website, in our eblasts, and in the Nor'easter. Unfortunately, errors have recently slipped through and we are taking strides to remedy this from happening in the future.

Bill reported that the 2017 Ramble appears to be on track as Dennis Friedman has taken over the reins from Bill Hauben and Joyce Brinton. Dennis is planning driving routes in Vermont and is well into the planning stages of this fun event to held at the Equinox Resort. Bill also mentioned the Autocross Party he is planning following the final NER AX event of the season October 15th. Signup will be on MotorsportReg.com.

Stan gave us an update on Driver's Education events for the remainder of the season. There was some discussion of trying to coax some local Porsche dealer involvement in the post-event dinners the club puts on for DE drivers. Various ideas for instructor development

and instructor early sign-up for our DE events were also explored. We always are generating wait lists for our DE events as we are forced to hold out for a sufficient number of instructors to cover the entry list. This topic will be a primary concern for the DE Committee headed up by Stan. Our new charity "Homes for our Troops" plans to have a booth set up at our September 23rd-25th event at Palmer and the club will provide NER T-shirts to the drivers that attend. John, who is transitioning to DE Chair suggested the idea of presenting the morning drivers meeting for each DE event online which would save valuable time at the track. Bill and I considered doing the same for AX. The DE and AX committees will be presented with this option and their respective chairs will report back to the Board with their determinations. The new track at Canaan, NH has been driven by a select pack of DE instructors and their feedback is being evaluated.

Steven and Laurie presented membership numbers and to date, they are as follows: primary members – 1717, affiliate members 954 for a total of 2,671. This month we have 22 new members with 1 transfer in and 4 transfers out. Nor'easter subscriptions renewals will resume in November and all renewals will be online. Those folks with memberships that appear to be expiring will be contacted with friendly reminders that letting that lapse would not be good for their general well-being. Steven is also attempting to reach out to area Porsche dealers to encourage them to promote the PCA and the NER region in particular to car owners to enhance the Porsche experience.

Kristin reported on her continuing work with Bill and Ann on the annual holiday party to be held at the Museum of Science in January 2017 and new candidates were discussed regarding board positions being vacated in 2017. The



Alan Donkin

next board meeting will be at Stan Corbett's place in North Grafton on the 14th of September.

Happy PCA Anniversary!

Forty Years

William F. Vargus

Thirty-Five Years

Frank S. Hyer

Fifteen Years

Brian Hilliard

Kenneth A. Barton

Five Years

Richard S. Drapkin

Bruce R. Depper

Edmund J. Burke

Walter M. Dzialo

Ivan R. Burns

Daniel P. Buonagurio

Alejandro Sarmiento

Sign Me Up

Remembrance



Steven and Laurie James

For my September rant, I would normally take a few observations gleaned from the past month, tune them for a public narrative and fire away. This month I have a nice list of topics; post event news from Watkins Glen, Laurie's first drive, member observations from conversations at the new comers summer BQ. With this outline and a schedule of upcoming club activities, I am taking a turn, a real reflective look at moment that changed my visualization of a simple set of numbers. 911.

The numbers 911 in a Porsche club magazine are automatically associated

I am taking a turn, a real reflective look at moment that changed my visualization of a simple set of numbers. 911.

with the iconic symbol of my favorite car, a German engineering masterpiece, a bucket list for dreamers, a reality and a passion for many club members for years to come. Fifteen years ago I found the will and the means to join PCA and pursue this passion for all the right reasons.

Every September, and often during the course of the year I will glance down and see a set of 9-1-1 numbers on a clock, a timer and my thoughts will disconnect from the symbol of my favorite car, to where I was on September 11, 2001. Many of us share this 911 moment. Where we were, what was happening that day, when the news came, and kept coming from the attacks in NYC, the pentagon and events that happened on flight 93 that crashed in Shanksville, Penn.

I was presenting monthly financials in an office, 85 miles from home when the first report was delivered; our CEO pressed on with a meeting not aware of the event's impact until a wave of interruptions forced a delay. Staff assembled

at screens and conference areas. I stood and watched in horror as the second plane hit the tower. I will never forget that moment.

Then, for well over an hour we watched, my mind raced; based on previous experience in steel frame fireproofing, every fire test, and steel building limitation was playing out on live TV. For many viewers; the World Trade Center didn't convey the grand scale of these sites. I had just been there the month prior, and the immensity of these buildings was hard to appreciate.

While, the world watched, my family on the west coast did as well; since they knew I traveled frequently to NYC and flights down were common. I was confirmed safe, while families waited news; for thousands, their worst fears would be confirmed. Over the years, my parents still reflect on the few hours of not knowing, "where is Steve today"; and the frantic calls.

In the weeks that followed the 911 attacks the human toll was continually reported, families searched and videos replayed confirming the world had changed. The lucky ones had schedule disruptions while thousands of others, lost friends and relatives and suffered searching for the missing.

In Acton where I reside, there were two residents lost on American Airlines Flight 11, a local hero, Madeline Amy Sweeney, 34, a flight attendant, and Philip Rosenzweig, 47, a passenger on the same flight. Madeline called in and reported hijackers had gotten into the cockpit and attacked the crew, her report was one of the first chilling reports that helped identify the attackers.

Then the stories, heart breaking last goodbyes, phone calls and lives cut short. Hard to put this into words and while I can't speak of the pain of losing a family

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Off Line

New Track Chair!



John Dunkle

Here I sit - looking at a blank white screen, wondering what in the world I'm going to write? Well, let's see if I can't get my fingers moving and just start typing. I have no idea where it will lead me, but it ought to be somewhat interesting. Besides, I can always make liberal use of the "DELETE" key.

So, earlier this season, I was attending one of the Northeast Region DE Events. Great events, by the way, and if you haven't been to one recently, you should sign-up and see what's going on. They've changed a bit. Not too much - I mean

Right about EXACTLY then, huge warning bells should have been going off, but I missed them entirely, being without coffee and all.

we still drive around on a track and stuff - but it's as much about the fun, camaraderie and friendship as it is learning how to drive your car at speed in a very safe and controlled fashion. But, what has changed and will continue to evolve is the program itself. We are constantly striving to improve "what is" and take the program to the next level. Well, that's the lofty goal, as it were. Anyway - I'm rambling a bit, so back on topic.

As I said, I was innocently attending an NER DE Event earlier this season, and it was early morning on the first day. There was a nip in the air and I had yet to consume my daily required allotment of coffee, and in that state, I'm the first to admit that my mind is somewhat handicapped. In fact, I'm downright lethargic (comatose?) before my coffee fix. So, up saunter Stan Corbett and Dick Anderson - bright, cheery and with huge smiles planted on their face. That should have been my first warning something was about to go terribly wrong. Stan

starts out with something like "Hi John! Dick and I were just chatting...". Right about EXACTLY then, huge warning bells should have been going off, but I missed them entirely, being without coffee and all. Dick braved on with a subtle quip about the NER DE Program and would I like to play a small role in the future? Sure - I figured I could help out behind the scenes in some way, maybe arranging for coffee in the morning or doing the flag session in the drivers meeting or. Well - something to give back to the program?

Was I ever wrong.

So, here I am as the NER Track Chair. I apologize right up front, for now going forward - you'll be subjected to articles just like this each and every month. And, as you've probably already discovered if you've actually made it this far into this monthly article - I'm not much of a writer. But, I guess it could be worse, and when I think of exactly how it possibly might be worse, I'll let you know. In the meantime - here's what I know is exactly right!

The Driver's Education Committee is "rockin'." Stan Corbett has moved into Registrar and is also a bit of my wingman as I learn, and try to comprehend, all he's personally done in this position for five amazing years serving as Track Chair. So Stan remains an essential part of NER DE, and we are incredibly fortunate to have him both as Registrar and assisting in all aspects of the DE Program! As well, Dick Anderson will continue on as Chief Instructor (yea!) and Ann Anderson will take on the role of Instructor Development (woo-hoo!). Actually, Ann has already assumed that role, and by the time you read this, will have had several months in that position - and I'm remain in awe of her organizational and teaching skills. I'll be talking about her role and the Instructor Development Program in future columns - so, please stay tuned.

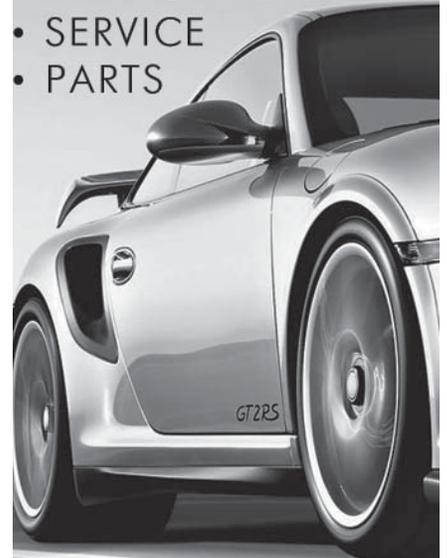
Other Members of the DE Team, in

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Minutes of the Board

September Meeting



Alan Donkin

Just in case you didn't have enough Board Minutes to slog through from our August meeting, here is another dose that I'm sure you are just chomping at the bit to tear into.

The September board meeting for the North East Region was graciously hosted by Carrie and Stan Corbett at their home in North Grafton MA on September 14th, 2016. Attending members were Bill Seymour, Ann and Dick Anderson, Steve Ross, Steven and Laurie James, Kristin Larson, Adrienne Ross, Bob Cohen, and me. The meeting was brought to order at 7:30 p.m.

Dick started the evening's discussion with a consideration of the request from PCA National about hosting the Zone 1 Concours for 2017. It was agreed by all that it would be in the best interest of the club to support this effort by National. NER will be making the appropriate arrangements to coordinate this and our own Tom Tate has volunteered to chair this event. Whether or not NER will run its own separate Concours is yet to be determined.

Steve reported on the final details of this year's Concours slated for Oct. 2nd and the issue of flying arial video drones over the Endicott Estate venue for was discussed. Kristin pointed out that the PCA would not cover any type of hazard insurance for this and the Board came to the conclusion that we could not sanction it. The trophies created by Bob Vosian, that the board agreed to commission, are nearly completed and the folks at Endicott have been extremely helpful in creating this event. This year we will have a "Replica" class for those cars where this is appropriate (i.e. replica 356s, 904s, etc.). The rain-out go/no-go decision will be determined Oct 1st and only forecasts for heavy rain will cancel the event. There is no alternate rain date.

Bill reported on driving activities which includes the fall tour to be run by Charlie Dow and next spring's Ramble to be run

by Dennis Friedman. The fall tour currently has 17 cars (27 people) signed up for this fun event on Sunday, October 9th and Dennis has been hard at work with various driving routes and lunch possibilities to and in Saratoga Springs, NY. Dennis is also working on a number of possible venues for the 2018 event we expect to have a contract signed by early October of this year. Bill also reported on the looming changes to be made in the Autocross management group for next year where he will be stepping down as Autocross Chair. Going forward, AX will be run by Chris Ryan, Jeff Johnson, Nick Durham, and myself. We are currently working on the division of labor and should have that sorted going in to the new year. Bill will remain with the AX committee to guide us with his humor and sage advise. The "Autocross Party" after the final NER AX event of the season October 15th is now available for signup on MotorsportReg.com and we encourage everyone even if your not involved with AX to come out for this very social event. There will be good food and great people to have a beer with so "come on down" to the Billiards Cafe for one of the last social events of the season. Bill again raised the subject of contributing to an Ayer, MA specific charity in appreciation for the use of the Moore Airfield at Devens. We have decided that this is a worthy cause but will make our decision final before the 2017 season and start contributions then.

Stan gave us an update on final Driver's Education events for 2016 and reported that we had a very successful year. The final DE at Palmer had 118 confirmed drivers and 13 students on the wait list as of mid September. We thank South Shore Autoworks for sponsoring with Fireflies Restaurant catering a BBQ on Friday afternoon. Stan also presented a detailed drivers report of the new track at Canaan, NH and the track committed has decided to run one event there next

year for advanced drivers only.

Kristin brought up her concern about the challenges of providing at least one non-driving activity per month for our membership as spelled out in our bylaws and how we may be falling short. The board is working hard to ensure we are providing sufficient participatory activities with this in mind. Kristin also requested short bios from all members of the board to be included in a future Nor'Easter to help membership decide who to elect or reject from next year's board. Kristin has compiled a list of candidates for the 2017 board and she circulated that to all of us via email. She also reported on the great success of the "New Membership" cookout hosted by Dani Fleming and Marcus Collins at their home in Lexington. A huge thanks go out to them for their huge effort in providing this for our members.

Steven and Laurie present membership numbers and to date, they are as follows: primary members – 1735, affiliate members 956 for a total of 2,691. This month we have 19 new members with 2 transfers in and 2 transfers out. Nor'Easter subscriptions renewals will resume in November and all renewals will be online. Steven's work is continuing with reaching out to area Porsche Dealers for sponsorship opportunities and encouraging customers to get involved with the PCA.

Bob Cohen previously contacted members of the board by email about disposition of old treasurer's reports dating back 20 years. The board agreed to hire a commercial shredding company to securely destroy all of the old records. No one felt a need to keep these any longer and it will

continued on page 40

2016 Fall Tour

October 9th

2016 Calendar At-A-Glance

October

2 - Concours D'Elegance
8 - NCR AX #5
9 - Fall Tour
9 - Porsche Day at LAAM
12 - Board Meeting
13 - Cruise Night @ Gillette
15 - NER AX #5
15-16 - DE @ NHMS (NCR)

November

9 - Board Meeting

December

14 - Board Meeting



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

With teamwork comes great results

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

by Marcus Collins

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Last Autocross!!!

Saturday Oct. 15th

Sponsored by



AUTO ENGINEERING

The last Autocross of the season and the Annual Autocross Party will take place in Ayer on **Saturday October 15th**. As usual the cone punters will gather at Moore Air Field (gates open at 7am) to compete for bragging rights and beer mugs. For this last event, time allowing, we will have some special fun and games to make sure we are occupied until 5pm.

And then, after the autocross – ASSUMING THAT WE GET AT LEAST 30 SIGN-UPS IN ADVANCE - there will be a party and dinner at a local restaurant starting at 5:30pm and going until thirsts are slaked.

Remember, we need to get at least 30 sign-ups to make this work by Sep. 30th. The sign-up for the Party is a separate event on motorsportreg.com.

To sum up...

- If you are an autocrosser, this is your last chance this year. And, of course, you'll want to come to the party.
- If you are considering autocross, come on down. If you really just want to test the waters we have a Ride Program where you can get multiple turns as a passenger for a \$20 donation to our region's charity: Homes for Our Troops (www.hfotusa.org). And then go to the Party.
- If you have no interest in autocross but want to hang out with the demented crew that practices this arcane sport (or perform psychological tests on them) then sign up for the Party/Dinner and at least get a good meal for cheap.

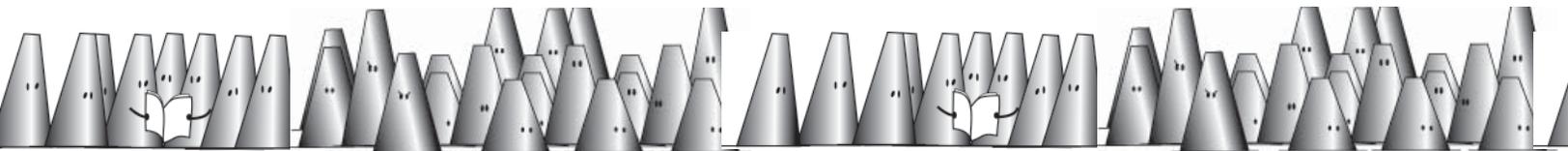
Register online at pcaner.motorsportreg.com. There are separate sign-ups for the autocross and for the Party. You must register for the autocross by **midnight Wednesday October 12th**.

[Teenage children of PCA members who are under 18 but have a full license (not a learner's permit) are able to participate via the PCA Junior Participation program. This requires that a waiver be signed by both parents and one parent must attend the event. Contact the Registrar for further details.]

We look forward to seeing you at these events. Questions: contact AX Chair Bill Seymour (autocrosschair@porschenet.com). For registration information, contact Autocross Registrar Dave Berman (autocrossreg@porschenet.com).

Directions

From I495 or Rt. 128 take Route 2 West. After you leave/go under Route 495, travel another 3.6 miles. Take Route 111 North for 2 miles. At the rotary, take Route 2A (Main St.) west toward Ayer. The Billiards Café is at 39 Main St. in the center of Ayer. To continue to the Autocross site, stay on 2A as it turns right in downtown Ayer. After the right turn stay on Route 2A by bearing left at the fork. After the strip of stores, the entrance gate will be on your left after crossing the railway lines. The google maps address is 90 Fitchburg Rd. Ayer MA



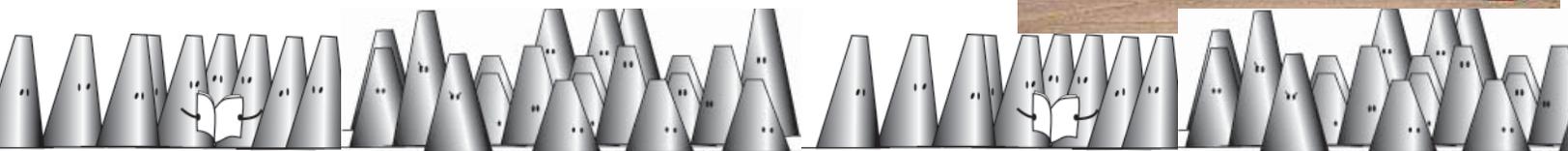
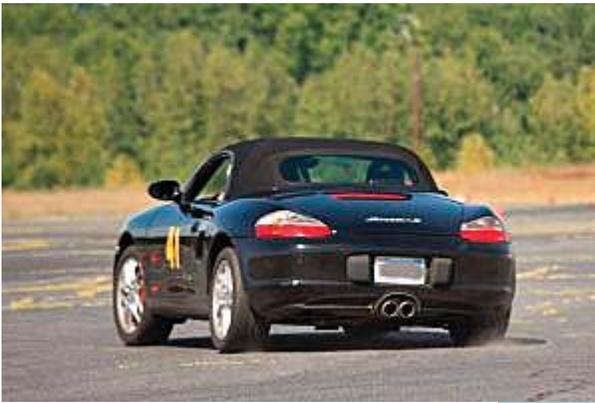
New Member and Autocross Party

Saturday Oct. 15th

If you are an autocrosser you probably already know about this. If you are not – and particularly if you are thinking of doing it – here's a great opportunity to meet the crew, have a beer and a nice dinner and do some serious car talk. This party is NOT just for the autocrossers – it's for one who wants to spend a fun evening talking about their favorite car marque...

We are having an end-of-season party at our usual watering hole. Come to the Billiards Cafe and have a buffet dinner and drinks while we announce winners for the season series. There will also be special awards and maybe even some roasting to go with the toasting. We will have a great slide show that allows everyone to see an action shot of themselves. The pictures will be carefully edited to make sure that a perfect line is always shown and we assure you that there will be no pictures of poor driving, spins or dirt farming that would embarrass anyone (unless we can find some).

The cost is \$29 per person. This includes appetizers, a buffet dinner, desert and coffee. Location is the Billiards Café, 39 Main St. Ayer MA. The event will take place immediately after Autocross #5. And for those who haven't autocrossed, go over to Moore AirField a little early and see what it is all about! Signup is done at pcaner.motorsportreg.com.



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.



Marcus and Dani go to Monza



Copy and Photos by
Marcus Collins

Oops. Action from the GP2 race

Monza - where do you start: longest running Grand Prix (first run in 1950 - although the track is considerably older than that), highest average speed (Monza and Spa Francorchamps share this honor), the famed Tiffosi (Italian for fan, but the term has now become synonymous with the fanatical Ferrari fans at Monza) and multi-

Monza winners include Nuvolari, Ascari, Fangio, Hamilton and Schumacher (a winner five times). Given this, Monza is a must see destination for any F1 fan. And so, Dani and I set off for a long weekend in Monza for the 2016 Italian Grand Prix.

The Monza circuit is set in a royal park about 10 miles north of Milan. We decided to take the non-stop Swiss flight to Zurich and then travel through the

Alps to Milan. The picturesque four-hour train journey travels, with legendary Swiss timeliness, through the lakes and foothills of the Alps; through the recently opened (new) Gottard tunnel and finally the vineyards of northern Italy.

We decided to stay in the center of Milan and take the train to the circuit

each day. We found a great small hotel (Hotel Berna) 5 minutes from the main station with plenty of restaurants nearby.

Top Tips - the bus from Monza station drops you in the park but it's still a long walk to the circuit. This is OK if you are in the stands around the south of the circuit (Parabolica, Ascari Chicane and the main straight). If you are in the stands on the north of the circuit (Lesmo, Roggia, and Rettifilio) then take the train to Biassono-Lesmo - it's still a 30-min walk but far shorter than walking from Monza. A couple of other options you might want to consider - stay in Como and travel by train to Monza or drive to Monza (there was plenty of parking at the north of the circuit).

Where to sit - our advice is always on a corner and, as we do in Canada, in Monza we went for the first one after the start/finish straight. In Monza this is the Stand 8 (sometimes called the First Variante or Rettifilio). The most expensive seats are always in the main straight but in Monza, they are doing over 200mph at this point and you'll

View from the train from Zurich to Milan



quickly get a sore neck trying to watch them go by.

The Monza circuit was originally a banked oval. This is not your average NASCAR oval - it still exists and is frighteningly steep with no barrier at the top. Not surprisingly this claimed many lives over the years it was used. By the 1930's even it was considered too dangerous and the circuit that we have today began to take shape. It's still one of the fastest circuits on the F1 calendar. With only 11 corners, two of which can be driven flat (Curva Grande and Parabolica), and so all the cars run with a low down force configuration. Which is better Monza or Spa Francorchamps? Spa has the length, elevation change and (of course) Eau Rouge - Monza has Parabolica, Lesmo and the Tiffosi. Why choose - do both, they are normally on consecutive weekends in late summer and it's only 500 miles between them.

If you've read my column before you'll know that the support races are often as interesting as the F1 race itself. Monza was no exception - we had GP2, GP3 and Porsche Supercup. GP2 and GP3 are the feeder series for drivers looking for a drive in F1. The GP series race on the same weekend as F1 only three times and so the drivers are all trying to impress their potential employers - the F1 team bosses. All the cars are identical



The old banked track at Monza

metal - during the race a loss of control at the Parabolica sent three cars off the track and one car somersaulting into the barrier. After they cleared the wreck-

age and the safety car came in a loss of control at the Ascari Chicane on the very next lap sent another car somersaulting across the circuit. I always thought the Ferrari Challenge drivers were the craziest, but I think the Porsche drivers are in their slipstream.

The 2016 F1 season has again been dominated by Mercedes with Lewis Hamilton and Nico Rosberg sharing the honors at most of the races. The exception was Spain when (breaking all the rules of F1 team management) they took each other out in a spectacular first corner



Action from the Porsche Supercup race

in each series so the only way to overtake is bravery and/or late braking - so contact often ensues.

The Porsche race yielded the most bent

crash. Monza was no exception. The speed of the circuit means it a power (not aero) circuit and the dominance of the Mercedes power unit prevailed. Fiat, the owners Ferrari, are beginning to lose patience with the poor performance of the prancing horse and the team have responded with numerous upgrades. This weekend it was a power unit upgrade and it paid dividends with them 3 and 4 in qualifying. Qualifying was dominated

by Hamilton, over half a second ahead of Rosberg. It seemed the race order was pre-ordained.

Race day - we had heard that most fans

only turn up for Sunday's race, and so it was. They run dedicated train from Milan's central station to Biassono-Lesmo on race day and they were crowded from early morning. After the somersaulting Porsche's we had the usual drivers parade and flyover as the stands started to fill up. So, how fanatical are the Tiffosi? Every race has its fair share of Ferrari fans but in Monza they dominate. We should not be that surprised because Maranello, the undisputed mecca of supercars (and the home of Ferrari), is only 100 miles from Monza. A bigger surprise is that for all the passion of the fans there is no Italian driver in F1. Thinking about it - given the quality of the driving we saw in Milan and the number of dented bumpers - I'm not surprised there are no Italians driving. Also, the pressure on an Italian driver driving for Ferrari would be huge.

OK what happened in the race? Well, Hamilton completely blew it on the



Hamilton - first on the pole but only second on the podium

start. First on the starting grid became sixth after the first chicane. The two Ferraris, a Williams and a Red Bull flew by him while he sauntered off the grid. The cynics say he spends too much time partying and not enough time on the simulator practicing starts. He blamed the car - a likely story! The start is the only time F1 drivers have to use the steering-wheel mounted clutch and so I guess, like new drivers, finding that all-important clutch point is always a challenge. Hamilton soon passed Bottas and Ricciardo but the Ferrari's (with their upgraded power unit) were more difficult. In the end the two-stop strategy of Mercedes against the three-stop for Ferrari made the difference. So, Rosberg came in first and Hamilton sec-

ond. As for Ferrari, Vettel took the third podium place and Raikkonen fourth. A Ferrari on the podium was all the Tiffosi needed to invade the track and gather in



Massa - Massa and Button will retired after this season

force by the podium celebrations.

Getting away from the circuit was surprisingly easy with the direct trains back to Milan. The biggest disappointment (not really) of the weekend was the weather - we did not go to Montreal for the Canadian F1 this year and missed sitting in the stands cold and wet from the rain and cold wind - it was 90 degrees and sunny all weekend in Monza. Actually it was a little too hot - some breeze would have helped. Let's hope Dani doesn't post on Facebook that picture of me with my shirt off, Brit's don't do that sort of thing in public.

On Monday, after all the excitement, it was the reverse train journey through the Alps - in the rain this time - to Zurich and the flight home.

Both the financial and motorsports press are reporting that F1 has been sold



What's faster an F1 car on the high-speed train Swiss trains

to a media/entertainment company. It's clearly not a done deal - with much financial and political uncertainty hanging over any deal of such magnitude - but let's hope the sport improves.

Many fans have been highly critical of F1's head honcho, Bernie Ecclestone, with a feeling that whilst he has increased the popularity of the sport he has been more concerned with making money for himself. I have some sympathy with this view - there is definitely have and have-nots when it comes to the teams. The constructors are awarded points based on their finish position and the more successful a team is the more money they are allocated from the TV revenue. The more money they have for development the more successful they are - and so the cycle continues. It's the same in many sports but a fairer allocation of monies would bring more teams into the sport and make for more competitive racing.

The potential sale raises one interesting "what if" - a rumor that has been doing the rounds for years is that Porsche management have been considering entering the sport but dislike Ecclestone. With the possibility of him

no longer being in charge maybe they will leverage their clear technology prowess in WEC and enter F1.

We normally go to a race late in the season - Abu Dhabi or Austin but this year we have planned an RV trip instead. After the race weekend in Austin was washed out last year the organizers have pulled out all the stops to get fans to the race this year. They have a money back guarantee if the weather is again wet and windy and have Taylor Swift concert on the Saturday evening - apparently the only concert she will perform in 2016. So, if you like country music and are free the weekend of October 21-23 then we recommend Stand 15 in Austin for a great view of the race.



Rosberg - second on the grid, first on the podium



Vettel - Ferrari claimed the third podium, to the delight of the Tiffosi

SEPTEMBER 18TH, 2016 SOUTH OF BOSTON (SOBO) PORSCHES AND COFFEE

*Copy and Photos by
Roger Slocum*



Room with a view



Trish&Bob Ventura

Although the skies were threatening rain, September's South Of Boston (SoBo) had a very good turnout of more than thirty Porsches. There were numerous first timers to our event, as well as recent Porsche owners. This was a busy day because I try to link new Porsche owners to current owners of the same model; therefore I couldn't get a firm count of cars.

A bit of advice: for any recent car purchase get to know it before you decide on modifications, and that includes speaking with other Porsche owners. There is a tendency to start implementing changes before you really know the car and what you want it to do. People set up their car for track performance then realize the ride becomes harsh as a daily driver; exhaust upgrades become a rude awakening for the neighborhood. Remember, a stock Porsche, whatever the year and model, can get you in trouble. Before you really go fast, take your Porsche on a sanctioned track to get the feel of the car.

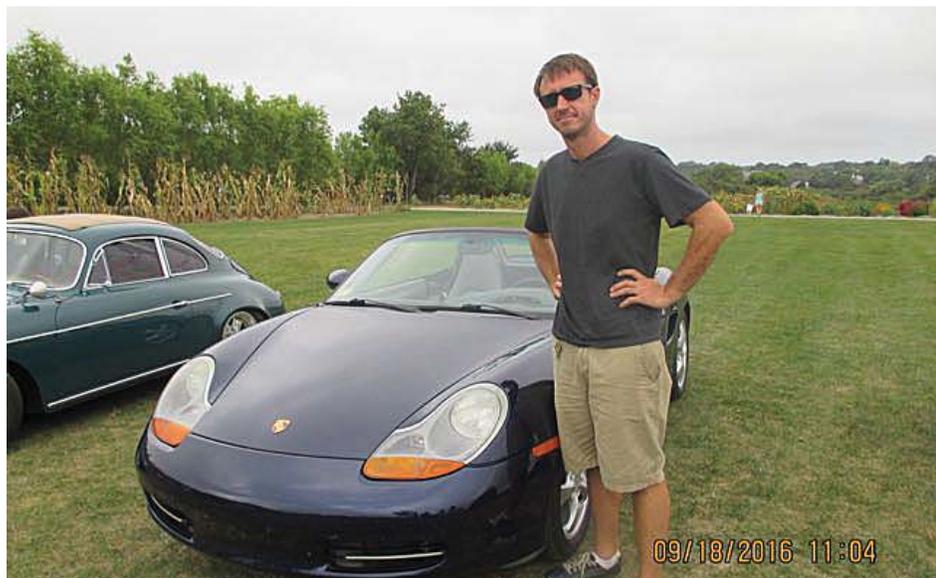
A dynamic duo was Trish and Bob Ventura. She joined up with her husband Bob with her black 2013 911 cab and Bob parked his blue 2013 Boxster alongside. Be-

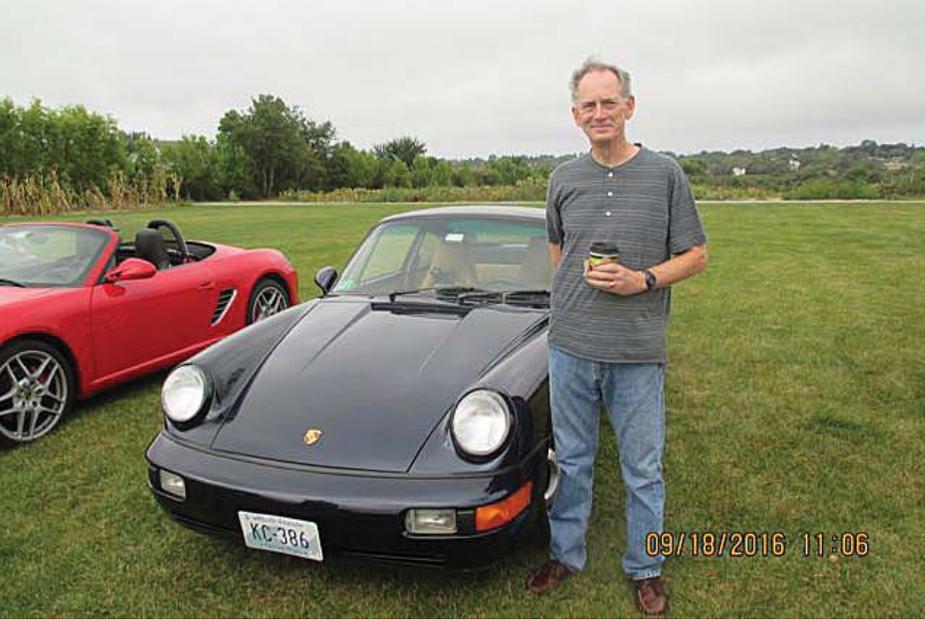
Todd Jaren

tween the two of them they have owned eight Porsches and this was their first SoBo Porsches and Coffee.

Todd Jaren returned to attend this month's SoBo driving his blue 2001 Boxster. This is Todd's first Porsche and has owned it for a couple of years. His Porsche has had services that include: IMS bearing, clutch, swirl pot (primarily plastic piping for routing oil sump vapors back into the fuel injectors), and main seal. You may notice LED light strips on the air intakes. With a bit of Todd's clever mount modifications, the installation looks good. Todd thinks that the LED kit was from LED Concepts.

Mike Hollinger showed up for the first time parking his Midnight Blue 1992 911 C2 (964). Previously Mike owned a 914. Mike found the car in February 2014 in Atlanta. I would say that his Porsche is a "keeper". Scott Macdonald, a Newport summer resident hailing from Ontario arrived for the second time this year to our coffee; Scott parked his black 2013 Cayenne on the grass. Scott is a longtime Porsche owner, beginning with a 1954 pre A coupe in the 80s. In addition to the





Mike Hollinger

Cayenne, Scott has a 1980 911SC, and a 1998 993 cab back in Ontario. Hopefully we will meet again and I can find out what happened with the 54 Porsche.

First timer Jonathon Enright drove in with his first Porsche, a Basalt Black 99 Carrera. The Porsche was somewhat of a wedding gift from his dad that he received after his honeymoon. I spent a bit of time with Jonathon sharing my Porsche maintenance history because I have basically the same model as his.

We had one unique arrival, and that was Meg Jackowitz. Meg ran from downtown Newport (Brick Market area) to Sweet Berry Farm in Middletown, selecting a route that took her on a hilly fourteen mile run. Also first timers, Meg and Kevin Jackowitz made the drive from Connecticut in their silver 2016 Turbo S cab. This is their sixth Porsche; previously they drove a 2003 Turbo.

The next SoBo will be on Sunday, October 16th, 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.



Scott Macdonald



Jonathon Earight



09/18/2016 12:19

Kevin&Meg Jackowitz



09/18/2016 12:00

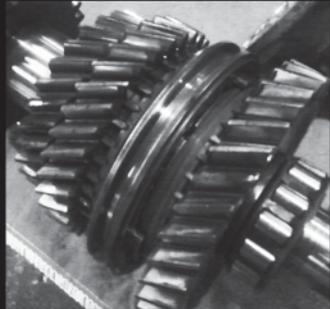
Parked Porsches



09/18/2016 12:00

Porsche Talk

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



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AUTOX #4 INCLEMENT, BECOMING CLOUDY WITH SOME SUN AND ADRENALINE

Sponsored by

AUTOBAHN PERFORMANCE, INC.



Copy by Nigel Fenwick, Photos by Richard Viard

Welcome to New England Autocross where you can test your driving skills and your car over three seasons in a single day. Packing the car in preparation for NER Autocross #4 the night before, my wife Sue and I notice that registration for this event is relatively light (54), which means we have the prospect of a lot of runs.

Getting out of bed at 5.20am always feels like the hardest part of our Autocross day. Even Sassy, our Border Collie, grumbles as I try to step around her slumbering outline. But since we packed the car already all we have to do is shower, check the weather forecast, grab the drinks from the fridge and head out.

Stopping at Dunkies for breakfast – our AutoX runs on Dunkin – we’re on the road by 6.00am. I love heading up Route 3 and I95 at 6.00am on a Sunday, it’s peaceful and often we get to watch the sunrise. But today, dark clouds loom overhead. It looks ominously like rain.

We arrive at Moore Airfield around 7.15am. By now, a light rain is falling. The course

designers and early work crew have already been out setting up the course for over an hour by now. Around 30 drivers arrived before us and cars are beginning to line up for tech inspection. After a few minutes, we’ve unloaded our 08 Boxster RS60 Spyder and I pull her into the tech line. Tech at any PCA autocross is quite a sight: Two long lines of gorgeous cars from across the decades all lined up, their drivers eagerly anticipating a great day of driving ahead. I post a quick photo of the cars on Facebook, a friend comments back “Car porn!” That just about sums it up.

At the drivers meeting, autocross Chairman Bill Seymour announces that we may try for a record number of runs today! A “woohoo” goes up from the gathered drivers. At a typical autocross, we’ll get in a total of eight runs around the 1 mile circuit. Today, we’re shooting for 16 runs! This reminds me of another recent event that Scruffy (aka Stephen Lefebvre) described as “the autocross of Bataan”.

By the time we’re ready for the course walk, the rain has eased off. It’s just grey and damp now. And no matter how much I try to focus on the course during this precious time, I always seem to end up deep in conversation and realize too late that I just walked through half the course without knowing the line I hope to drive. No matter, with so many runs, the first run through will be given over to getting to know the course.

Running in Group 6S, Sue and I are dual driving in run group two, which means we’ll be driving second, working first. Each driver will complete eight timed runs in the morning. At the start of the runs a light rain is falling, making driving conditions more

challenging, especially with traction control off (experienced autocross drivers always turn off all traction control, even in the rain). Fast run times in the rain are in the mid-70 seconds.

By the time run group two is ready to run, the rain has stopped, but with clouds overhead and high humidity the track isn’t drying very quickly. As usual in the AM session, Sue takes the first run in our car but the conditions are so damp our tires have no chance to get any heat in them before my run. Bridgestone RE71Rs are incredibly grippy when they are hot and the track is dry, but cold and in the wet, it feels like driving on ice. But the damp also helps get a feel for the car as it hits the limits of grip, making for some fun and exciting runs. Each tap on the gas pedal risks sliding the back end past the limits of my control.

Eventually the sun begins to break through the clouds in patches and the track dries out. We decide on six runs in the afternoon – no records will be broken today. Everyone’s afternoon runs speed up and we’re seeing fast times in the mid-sixty seconds.

With all the runs complete, cars packed and the cones picked up, we gather around for the trophy presentations. Jack Goudreau, takes first (and last) place as the only driver in Group 1S with a time of 76.39. Less than half a second separates the top three drivers in group 2S, Justin Chen (68.384) narrowly beats Adam Blauer (68.494) in Adam’s own 1994 968 and Georges Rouhart (68.681) in his 1993 968 Cabriolet.

Nick Durham (1991 Carrera 4 Cab) takes first in group 3S with a time of 68.46, 1.27 seconds ahead of second place Rob Canter (69.733 1984 Carrera). In 4S, Kristin Larson beat Alan Donkin by 1.6 seconds to win with a time of 69.82 driving a 2003 Boxster S. Bill Aubin (70.824) took first and last in



group 4R in his 1984 944 and Noah Eckhouse (73.153) wins 5S in his 2007 Cayman ahead of Robert Mullins (74.337) in his 05 Boxster. My group (6S) is particularly tough as the largest group with nine drivers including reigning SCCA National Champion, Rachel Baker in her almost stock 08 Cayman S. {Congratulations on your second championship win Rachel!} And of course Rachel (65.926) wins the group beating the indomitable Ollie Lucier (67.031) in his 2010 Boxster S by over a second, who in turn beats my best time of 68.084 by over a second.

Jeremy Mazzariello took first in 7S in his 2012 Cayman R, beating Robert Galejs by 7.9 seconds with a time of 66.586, and Lev Tabenkin (67.271) won 8S in his 1996 993, 1.7 seconds ahead of James Fox (68.98).

Aaron Walker (65.57) handily took group 9S in his 2004 GT3, more than ten seconds ahead of Rod Egger (76.387). Meanwhile less than a second separated the top three finishers in group 10S. Walter Lunsmann, driving his 2015 GT3 finished first and also took fastest recorded time of the day (64.519), closely followed by Ed Moschella (65.181 2016 GT4) and Alan Davis (66.077 2015 GT3).

In 10R, Suzy Kelley (2007 997 C2S) finished top with 68.711 following a rare morning that saw Suzy and Scruffy co-driving in the rain. Meanwhile in group 11 Scruffy finished top with 64.533 running solo in the afternoon on slicks in Kermit (2007 GT3 RS). And in the non-Porsche group, Rob MacAlpine skillfully steered his modified 1999 Miata through the finish with a blazing 64.804, followed by Jeff Bakken (66.211) in his 2009 Miata.

With the trophies presented, a group of us adjourn to the Billiards Café for some serious bench racing. While we didn't manage a record number of runs, we did manage a total of 14 runs and 14 adrenaline filled minutes spread throughout the day. And that pretty much sums up Autocross ... a long day's work for 14 incredible minutes of adrenaline packed driving. Brilliant! Let's do it again soon!



AUTOBAHN PERFORMANCE, INC.



Pos.	Class	#	Rc Driver	Car Model	Total	Diff.	From 1st
1S - '924(all), 914-4, 944' Total Entries: 1							
1T		98A	Goudreau, Jack	1979 Porsche 914	76.39	-	-
2S - '944S,S2, Turbo, 968' Total Entries: 5							
1T		2B	Chen, Justin	1994 Porsche 968	68.384	[-]0.110	-
2T		2A	Blauer, Adam	1994 Porsche 968	68.494	0.11	0.11
	3	69A	Rouhart, Georges	1993 Porsche 968	68.681	0.187	0.297
	4	58A	Halbert, Neil	1990 Porsche 944 S2	69.121	0.44	0.737
	5	713A	Trenz, James	1993 Porsche 968 Cab	74.572	5.451	6.188
3S - '911 1965-1994, 930, 928' Total Entries: 6							
1T		770A	Durham, Nick	1991 Porsche Carrera 4	68.46	[-]1.273	-
2T		22A	Canter, Robert	1984 Porsche 911	69.733	1.273	1.273
	3	244A	James, Steven	1988 Porsche 911	70.161	0.428	1.701
	4	156A	Ryan, Chris	1984 Porsche 911	72.013	1.852	3.553
	5	770B	Nguyen, Natalie	1991 Porsche 964 C4 Cab	73.838	1.825	5.378
	6	917A	Murphy, Andrew	1990 Porsche 964 C2	77.423	3.585	8.963
4S - '986 Boxster and Boxster S up to 2004, 914-6' Total Entries: 3							
1T		41B	Larson, Kristin	2004 Porsche Boxster S	69.82	[-]1.608	-
	2	59A	Donkin, Alan	2003 Porsche Boxster S	71.428	1.608	1.608
	3	41A	Berman, David	Boxster S	DNS		
4R - 'Class 1-4 on R compound tires' Total Entries: 1							
1T		61A	Aubin, Bill	1984 Porsche 944	70.824	-	-
5S - '987 Boxster and Cayman (Not S or R)' Total Entries: 2							
1T		80A	Eckhouse, Noah	2007 Porsche Cayman	73.153	[-]1.184	-
	2	606A	Mullins, Robert	2005 Porsche Boxster	74.337	1.184	1.184
6S - '987 Boxster S, Cayman S, 981 Boxster (not S) and Cayman(not S)' Total Entries: 9							
1T		531B	Baker, Rachel	2008 Porsche Cayman S	65.926	[-]1.105	-
2T		1A	Lucier, Ollie	2010 Porsche Boxster S	67.031	1.105	1.105
3T		969A	Fenwick, Nigel	2008 Porsche Boxster S	68.084	1.053	2.158
	4	20A	Seymour, William	2010 Cayman S	70.223	2.139	4.297
	5	49A	Johnson, Jeff	2009 Porsche Cayman S	70.578	0.355	4.652
	6	696A	Fenwick, Susan	2008 Porsche Boxster S	72.177	1.599	6.251
	7	701B	Wall, Christopher	2014 Porsche Cayman S	73.298	1.121	7.372
	8	1B	Jolly, Elizabeth	2010 Porsche Boxster S	74.016	0.718	8.09
	9	701A	Wall, Kevin	2014 Porsche Cayman S	77.53	3.514	11.604

AX 4 Results

7S - 'Boxster Spydr,Cayman R,981 Boxster S/GTS,Cayman S/GTS' Total Entries: 5

1T	25A	Mazzariello, Jeremy	2012 Porsche Cayman R	66.586	[-]7.942	-	
2T	809A	Galejs, Robert	2014 Porsche Cayman S	74.528	7.942	7.942	
	3	6A	Migliore, Joe	2013 Porsche Boxster S	74.715	0.187	8.129
	4	209B	Viard, Richard	2014 Porsche Cayman S	75.319	0.604	8.733
	5	209A	Hollis, Robert	2014 Porsche Cayman S	85.7	10.381	19.114

8S - 'Normally Aspirated 993, 996 (Except GT3), 991 (Except 997S and GT3)' Total Entries: 4

1T	31A	Tabenkin, Lev	1996 Porsche 993	67.271	[-]1.709	-	
2T	124A	Fox, James	1997 Porsche 911 C2S	68.98	1.709	1.709	
	3	951A	Bahlke, Matthias	1999 Porsche Carrera 4	81.934	12.954	14.663
	4	952A	Coverstone, Troy	1999 Porsche Carrera 4	88.658	6.724	21.387

9S - 'Turbocharged 911 (993, 996, 997); 997 S/GTS/Speedster; 996 GT3, 991 Base, 996 GT2' TE:4

1T	563A	Walker, Aaron	2004 Porsche GT3	65.57	[-]10.817	-	
2T	196A	Egger, Rod	2012 Porsche 911 C4 GTS	76.387	10.817	10.817	
	3	163A	Buckley, John	2007 Porsche 911 Turbo	84.896	8.509	19.326
	4	975A	Gallinaro, Andrew	2005 Porsche 997 S	DNS		

10S - '997GT3, 991S/GT3/Turbo, Carrera GT, 997 GT2, Cayman GT4' Total Entries: 4

1T	880A	Lunsmann, Walter	2015 Porsche GT3	64.519	[-]0.662	-	
2T	10A	Moschella, Ed	2016 Porsche GT4	65.181	0.662	0.662	
	3	360A	Davis, Alan	2015 Porsche GT3	66.077	0.896	1.558
	4	360B	Davis, Lisa	2015 Porsche GT3	80.345	14.268	15.826

10R - 'Class 5-10 on R-Compount tires' Total Entries: 3

1T	104A	Kelley, Susan	2007 Porsche 997 C2S	68.711	[-]0.752	-	
	2	54A	Grasso, Ernest	2006 Porsche Cayman S	69.463	0.752	0.752
	3	707A	Stroymeyer, Charles	2010 Porsche GT3 RS	71.254	1.791	2.543

11 - 'Race and Improved (All Porshces not conforming to Free Modifications)' Total Entries: 3

1T	887A	Lefebvre, Stephen	2016 Porsche GT4	64.533	[-]6.810	-	
	2	108A	Barron, David	2011 Porsche 911 GTS	71.343	6.81	6.81
	3	904A	Mochimaru, Akira	2009 Porsche 904 Replica	71.358	0.015	6.825

13 - 'Non-Porsche' Total Entries: 3

1T	55A	MacAlpine, Rob	1999 Mazda Miata	64.804	[-]1.407	-	
	2	817A	Bakken, Jeff	2009 Mazda Miata	66.211	1.407	1.407
	3	415A	Egger, Ryan	1997 BMW M3	77.916	11.705	13.112

Top Time Of Day

Raw time: 64.519 10S 880A Lunsmann, Walter

* Note: Times include penalty counts - 2 secs/pylon

2017 Election of Officers

The Election Process

OFFICERS 5.2(a) The officers of the Club shall be President, Immediate Past President, Administrative Vice-President, Activities Vice-President, Secretary, Treasurer, Membership Secretary, and Newsletter Editor.

5.2(b) The President shall be the principal executive officer of the Club, and with the support and assistance of the other officers shall be responsible for implementing the policies established by the Board of Directors.

5.2(c) The Immediate Past President shall assume the duties of the President in the absence of the latter, and shall undertake such other duties as the President may assign.

5.2(d) The Administrative Vice-President shall be responsible for overseeing those activities of the Club which do not fall within the assigned duties of the other officers, including but not limited to monthly events (such as the Annual Dinner, a newcomers meeting, technical sessions, and service reports), as well as the "Goodie store".

5.2(e) The Activities Vice-President shall be responsible for all activities involved in driving events, such as rallies and autocrosses, including planning, scheduling, rules, publicity, registration, safety, awards, stewards committees, and other related items.

5.2(f) The Secretary shall be responsible for the preparation of the minutes of the Board meetings, any Club correspondence and the maintenance of the Club's nonfinancial records.

5.2(g) The Membership Secretary shall be responsible for the handling of all matters relating to membership in the Club and shall be responsible for dealer liaison activities.

5.2(h) The Treasurer shall be the custodian of the Club's funds, shall handle all billings, receipts, disbursements, mailing permits, federal and state tax matters, and shall maintain all necessary records in connection therewith. At the June meeting of the Board of Directors, the

Treasurer shall provide to the Board, copies of the following relating to the previous year: a) Statement of receipts and disbursements; b) Federal Tax Return, or copy of IRS regulation waiving such requirement; c) Massachusetts Tax Return, or copy of regulation waiving such requirement; d) Annual Report, to be filed with the Secretary of State; e) Change of address form, to be filed with the Secretary of State, if necessary. The Treasurer shall file necessary tax returns and corporation statements in a timely manner. The Treasurer shall appoint an Advertising Manager to assist in soliciting newsletter advertisements and collecting advertising revenue. The Advertising Manager shall report administratively to the Newsletter Editor and financially to the Treasurer.

5.2(i) The Newsletter Editor shall be responsible for the preparation and distribution of the monthly publication of the Club.

5.2(j) The Immediate Past President shall be the chairperson of the Parliamentarian Committee, and may appoint such other members as he/she may decide, at least one of whom shall not be a member of the Board of Directors. At least one member of this committee shall be present at all meetings of the members or the Board to advise the President on points of law. This committee shall be responsible for constant review of these bylaws and shall recommend to the Board such amendments as may be needed. It shall formulate and present to the Board any amendments that may be requested by any substantial group of the membership of the Club.

5.3 The term of office for all officers shall be the calendar year. In the event that a currently serving Board member resigns or is otherwise unable to serve prior to December 1, the President shall, within one month, nominate a successor to fill the remaining term. The successor shall be confirmed by a majority vote of the Board. If a successor starts on or

before July 1st, he/she will be considered as serving a full term. Vacancies occurring after December 1st may remain empty until the incoming Board takes over. An officer may succeed him/herself, but not more than once in any office, and shall not serve more than four consecutive terms on the Board of Directors, with the exception that the Immediate Past President shall be eligible to serve as an ex-officio member of the Board without regard to the limitation to four consecutive terms. Notwithstanding any of the above, the Newsletter Editor may serve indefinitely.

President: Dick Anderson
VP Activities: Bill Seymour
Secretary: Alan Donkin
Newsletter: Adrienne Ross
Treasurer: Robert Jacobsen
Membership: Sterling Vernon
VP Admin: Glenn Champagne

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

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

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

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

6.4 The final ballot, including the nomi-

continued on page 36

2017 Election of Officers

President



Dick Anderson has been a member of the Porsche Club for over ten years and is currently President of the Northeast Region as well as Chief Instructor for the DE program. He's completed a couple of Skip Barber Driving Schools (Lime Rock and Laguna Seca), as well as, the Porsche Sport Driving School in Birmingham, Alabama. He's been a "car guy" since he was a kid, converting his '57 Chevy convertible's Powerglide transmission to a standard shift transmission (three on the floor with a Hurst shifter), graduating to muscle cars (Corvette) to British cars (Triumph TR6) to Porsches. He's now on his fifth Porsche - a "speed yellow" GT3, #249.

His enthusiasm for cars and track driving was apparently infectious because his wife Ann, son Adam and daughter Sarah have also followed him into this hobby. Ann is also an instructor and Chief of the Instructor Development Program.

Dick and Ann reside in Andover but during the "non-driving" season, they are avid travelers to far flung places, often visiting (or accompanied by) their five children and six grandchildren who are spread all over the U.S.

Dick is retired from Putnam Investments where he was a Managing Director.

Secretary



I've been volunteering for our chapter as Secretary for 9 months now and have been asked to continue my volunteer work in that position for next year. I've been asked by the board to provide a short bio of myself for your consideration.

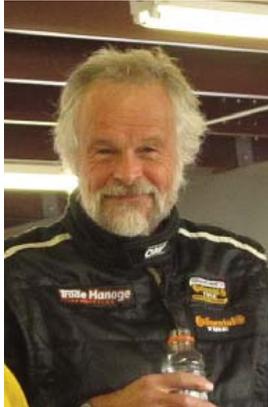
I joined the PCA about a year after I bought my first Boxster in 2008. This was just my second Porsche as my old 914 came to an early demise in its short, 10-year life. The second 914 doesn't really count as it was a junkyard special I personally winched out of the trees for parts, but that's another story. I've had many near Porsche experiences though through the several VW Beetles I charged myself with keeping alive. But I also dabbled with Lotuses, MGs, and a number of sixties American muscle cars and such a numerous string of motorcycles that being my own mechanic was the only logical choice considering each of these vehicles was feeling the tug of the grim reaper by the time I got my hands on them. This lead to about a dozen years twisting wrenches for a living which morphed into automotive parts sales. But all that started to get boring so I decided to pursue an engineering degree and now design and build electronic components and research instruments for the space industry. I'm also an avid

sailor and skier try to find time for both when I get the rare chance to get away.

Although I joined in 2009, I didn't really start getting involved with the club until I met Chris Ryan of Harvard MA answering a classified ad for a lift he had placed on Craigslist. My wife Christine met Chris' wife Lily and we heard great things about the annual Ramble and we were convinced to sign on. Our lives have changed. We have a large group of new friends, got very involved with autocross, have attended three Rambles and Parade this year and have done a number of fun activities with the club. At each event, I'm amazed by the friendliness of PCA members and how helpful and engaging they are toward newcomers. It has been a pleasure to help the club operate as we consist of only volunteers. I have found that the more involved I've become, the more fun my wife and I have had as club members. With your support, I'd be honored to continue working for our chapter as Secretary for 2017.

2017 Election of Officers

VP of Activities



The 2017 nominee for VP Activities (the position responsible for driving events including DE, Autocross, Concoors, Tours and the Ramble) is Bill Seymour.

Bill joined the PCA in 1994 (as the owner of a 1960 Porsche 356 that had previously belonged to his father) in order to attend PCA autocrosses with a Caterham. After some years of active participation, including acting as Autocross Chair, Bill semi-retired temporarily to soccer coaching and daughter management. The purchase of a 2007 Cayman in 2009 brought Bill back into active participation, returning to chair NER Autocross (with wife Rosemary Driscoll as Lunch Lady) and participate in DE (with daughter Nora also enjoying DE and Rosemary, not so much). Bill is a member of the Jamaican Bakin' endurance racecar team along with fellow PCA members Dave Berman (former First Mechanic), Nick Shanny (former VP Activities), Chip Wood (current DE tech line chair) and Dennis Mascetta (NCR DE ops chair).

Bill has previously served 3 years as VP Activities and 2 years as VP Admin (social events). Bill and Rosemary will hand you your nametags when you attend this year's Gala at the Museum of Science.

Treasurer



Robert became a PCA member in 2012 shortly after purchasing his current 993 while living in the greater Washington D.C. area. The future ownership of an air-cooled Porsche was destined to be after riding in a 964 Turbo owned by a family member at the young age of 5. Fast forward to 2012 and a deal was struck to buy a Guards Red 993 the same day Robert planned on proposing to his girlfriend and now wife, Susanna. However, the purchase took much longer than anticipated and resulted in Susanna waiting to be picked up at Reagan National Airport for four and a half hours, dinner reservations cancelled and the plans for the entire evening thrown into disarray. Miraculously she still said "Yes". After purchasing the 993, Robert heard about PCA from a fellow member (Founders' Region) while attending a Cars and Coffee event in Great Falls, VA. While living in the DC area for about three years, Robert attended numerous PCA social events as well as autocrossing and rallies. Originally from central Massachusetts, Robert and his wife moved back to Massachusetts in 2014 changing regions to NER.

Beyond any Porsche-related activities, Robert volunteers on Ranger Patrol at Wachusett Mountain, trains year round for Ironman 70.3 races, and is the Finance

Director for Hope for Worcester a 501(c)3 organization in Worcester, MA.

After starting his career with State Street Corporation in Boston, Robert accepted a position with Cambridge Associates in Arlington, VA and upon moving back to Massachusetts is an investment advisor for an independent registered investment advisory firm, Assabet Advisors, LLC.

2017 Election of Officers

Membership



I'm Sterling and I'm excited to be the next Membership chair for our region. I have been a member of the PCA since 2005, long before I had any time for PCA events. The pesky work thing (technology consulting) kept getting in the way.

My Porsche story goes way back to when, at the ripe old age of six, my grandparents told me I could have any car I wanted if I graduated with honors from college. They weren't really car people, so when I announced, after extensive research into cars that were cool to six-year-olds, that my choice would be a Porsche 911, they kindly chuckled and then promptly forgot all about it. Many years later when I finally did graduate with the aforementioned stipulations met, the "deal" of course was not going to materialize, bless their souls.

But my desire to have a Porsche at some point in my life went undiminished. I saved up for a used Boxster in 2001 and was elated to bring it home! I then traded it for an S model ordered to my specs in 2003. But in 2007, my first kid came along and I needed a "family car." So I went to look for a 911, of course.

My wife encouraged this behavior with one important criteria - I had to be able to fit a rear-facing baby seat in the back (with room for her)! After I salivated over a used 997 Targa 4 in Guard's Red, I

dutifully sped off to Babies-R-U's to find the smallest baby seat that they could legally sell me. Seems they don't get requests for miniature car seats too regularly. Arriving back at the dealership's lot, I jammed and heaved and pushed and wiggled that car seat into place with every fiber of my being. It would not fit while leaving front seat leg room. At all. I squished and squeezed and gyrated. No go. No matter how I angled it, and boy did I angle it - there was zero leg room in the front seat.

I was crushed. During the commotion, I must have gotten something in my eyes as well because droplets of liquid were emanating from them. Some say I was also whimpering. I arrived home to drown my sorrows and count the years until my son graduated from college when the phone rang. My sales person "discovered" that the rear seat bottoms "were just velcro'd in place and come out!" Game on!

I was back in a flash and jammed that seat in place. My wife had 2.3mm of leg room. As she twisted her face to get her lips unglued from the windshield, I gave her my best sad puppy look. And she let the car come home with us! Well, one just like it but in Meteor Gray that was new and had all the gizmo's I wanted!

Sometimes I think it's sad that my life's

ambition was to obtain an object. Then I sit in my car and I can't remember what I was so sad about! I truly love Porsche's and driving/racing them. I currently have my 911 (track-race car, NER #404), two 944's (daily driver, future caged race car), a '73 914 (show car), and a Cayenne (ski/snow car). I am looking to do more W2W racing in coming years.

And as time passes, I'd like to sample every type of Porsche ever made. Clearly, for science. So, you see, my goals have become far more ambitious!

2017 Election of Officers

Newsletter



Adrienne Ross has served as Newsletter Editor since January of 2010. She joined the Club in November of 2009, so it wasn't long before she dove right in.

If you follow her column, you'll know she's an avid (rabid) racing fan, who has even taken it up herself over the last few years.

Adrienne drives a 2009 Cayman, and loves it more than her first Boxster, which she bought for her 39th birthday.

She is a Project Manager at Houghton Mifflin Harcourt, overseeing a SaaS implementation of interventive software that helps school age children catch up with their peers in reading and math skills. Something close to 3 in 5 kids in America do not read to their grade level. This software helps those kids become adaptive, and creative learners.

Education is a passion both internal and external to Adrienne. It is a fundamental tenant of her career, and internally she loves to continue the learning process.

She is an armchair theoretical physicist, theologian, and metaphysicist. Learning is central to almost everything she does. She has a college age daughter, a very fat cat, and a fiancé at home.

She also camps, however misguided. This is something she's taken up recently, and is deeply unsure of.

Vp of Administration



Glenn is a longtime NER member having been active in autocross and many social functions over the years. Joining the club was a great way to learn more about all things Porsche, but quickly realized the great sense of community. His unique zenith blue 996 is the only Porsche he has ever owned, but notices that there are a few pretty sweet looking Carrera S's out there.

Glenn is a business angel investing in early stage high technology companies here in the Boston area, but also enjoys equities and options trading. His software career focused on database management and business intelligence as a technic, sales guy, executive, and always loved the excitement of the start-up.

For seven years, he entertained and hopefully comforted children battling various cancers at Boston Children's Hospital. Played about a thousand video & board games losing consistently. Told stories. Endlessly discussed and debated topics of great import like cars and professional wrestling.

Glenn and Betty (Mosley) live with their two cats Jabba the Hutt, and George of the Jungle. Someday they will spend more time skiing and snowshoeing in Stowe VT, eating more oysters on Martha's Vineyard, auto crossing, tracking the 911 at Le Circuit, and maybe just maybe, The Glen, and Lime Rock.

2017 Statement of Ownership

Statement required by the act of August 24, 1912, as amended by the acts of March 3, 1933, July 2, 1946, and June 11, 1960 (74Stat.208) showing the ownership, management and circulation of: THE NOR'EASTER, Publication No. 0199-4425, at Framingham, MA. Filing date for this notice is October 5, 2016.

Annual subscription price for this publication is currently \$15.00/year for twelve issues. Complete mailing address of known office of publication: Adrienne Ross, 17 Karal Dr. Framingham, MA 01701. Complete mailing address of the headquarters of the general business offices of the publisher: Adrienne Ross, 17 Karal Dr. Framingham, MA 01701. Full name and complete mailing address of the Publisher and Editor: Adrienne Ross, 17 Karal Dr. Framingham, MA 01701. Owner of the publication: Northeast Region, Porsche Club of America, c/o Steve Ross, 49 Village Brook Lane, Natick, MA 01760. Known bondholders, mortgagees, and other security holders owning or holding one percent or more of total amount of bonds, mortgages, or other securities: None. The purpose, function, and non-profit status of this organization and the exempt status for federal income tax purposes has not changed during the preceding twelve months.

Average number of copies of each issue of this publication sold or distributed through the mails or otherwise during the twelvemonths preceding the date shown above on average was as follows: Total number of copies printed 974, paid or requested mail subscriptions 612, free distribution 328, and total distribution 940. Copies not distributed 34. Percent paid or requested circulation 65%. Actual number of copies of single issue published nearest to filling date (October, 2015) equals 950; paid or requested mail subscriptions 623, free distribution 327, and total distribution 955. Copies not distributed 5. Percent paid or requested circulation 66%.

Statement of ownership printed in the October 2016 issue of this publication. I certify that all information furnished on this form is true and complete: Adrienne Ross, Business Manager.

	Paid	Comp	Total	Printed	Not Mailed/New Members
Oct	506	382	888	928	40
Nov	506	382	888	928	40
Dec	510	401	911	951	40
Jan	582	429	1011	1051	40
Feb	742	379	1121	1161	40
Mar	752	391	1143	1183	40
Apr	753	209	962	1002	40
May	594	209	803	843	40
Jun	601	234	835	875	40
Jul	601	274	875	915	40
Aug	602	306	908	913	5
Sep	592	339	931	936	5
<i>Average</i>	<i>612</i>	<i>328</i>	<i>940</i>	<i>974</i>	<i>34</i>
Total	7341	3935	11276	11686	410

Off Line - continued from page 12

no particular order include Chip Wood (Scrutineer and Tech Inspection); Peter Tracy (Novice Development); Adam Schwartz (Track Operations Chief); Marcus Collins (Track Operations); Adrienne Ross (Social Director); Moe Auberg (Instructor At Large) and - don't tell her yet, but I'm volunteering Kristin Larson to continue her involvement in Track Operations as well.

So - as you can see - we have an incredible Driver Education Team put together, and in future articles, I'll explain exactly what the various roles have responsibility over. (Personally - that will give me some time to figure it out as well.. Ha! :))

Anyway, by the time you read this, our last event for this season will have concluded - three days at Palmer Motorsports. And the NER team actually planned and executed something new, innovative and quite revolutionary - that even caught the attention of PCA National. We are the first PCA Region to have an "On-Line Drivers Meeting Pack" printed and distributed well in advance of an event. In short, it allows any SOLO driver to read, review and understand the contents of the on-site Driver's Meetings, thereby severely reducing the amount of time they will be required to attend each morning meeting. The plan is, if they have read the contents of the Drivers Meeting Pack, they should be involved in the daily meeting for less than 15 minutes - rather than the typical 45-55 minute time allotment a standard

Driver Meeting would take. We'll keep you posted as to how this worked out in "real time" at the conclusion of Palmer.

As a reminder, North Country Region (NCR) will be concluding their season on September 15th and 16th at New Hampshire Motor Speedway - and their last event (Spring Is A Long Time Coming) has always been a landmark and an absolute "must" before we trade track tires for snow tires..!

Well, I guess I've rambled on probably longer than I should have in this column, so it's time to let you move onto other articles and columns in this publication. But, in closing, I would like to thank each member of the NER DE Team for their incredible support - and the larger Driver Ed communities of NER and NCR for their overwhelming support. The future will be what we make it, and we are pretty sure that the Driver Education will continue to innovate, improve and deliver a terrific experience both at the track and to members who take advantage of the Driver Education experience altogether. So, for that, you have the combined thanks of your Driver Education Team.

Election of Officers- continued from page 12

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

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

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

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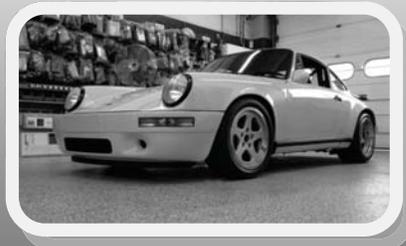
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Four Speeds and Drum Brakes -

continued from page 8

of course, Rob bettered my time. Well at least I can say I taught him how to drive.

Saturday night was a BBQ for all put on by Don Coburn from the Metro NY Region who was chairman of this event for many years and still comes up to show the youngsters how to drive fast. The hotel was a real sport to allow a bunch of racers to clutter up their parking lot until dark as tales of past events were relived. Everyone has gotten a lot faster as the years have passed. Family members showed up from Salem to see the AZ gang and join in the fun.



Sunday was another sunny day with a little more heat. The 914 went out first again and the boys were having trouble finding second gear. It hadn't been a problem the first day but now the noise coming from the transmission sounded like a buzz saw. Not good. Marc said that 4th and 5th had disappeared, not that they were needed but something was amiss. I took it for a ride in the staging area to confirm that the shift pattern was going away.

A competitor was quick to supply a floor jack and jack stands and a look underneath showed that the plastic shift bushings on the shift rod yoke had finally disintegrated after 40 years and the rod was adrift where it came through the firewall. That was a spare we didn't have, however our course designer had the same problem a few years before and had a set of metal replacements made that he hadn't used. They had been machined without a lip and there wasn't a permanent way to keep them in place but for a one day emergency repair they were perfect. It took a little longer than the pulley repair the day before but not much.

Other friends stopped by to say hello to the Arizona gang and see the cars that were competing. It was a great way to

see lots of folks, both racers and non-racers alike.



The day was concluded with the Tate family getting a second and third in both classes and having a great time doing it.



Since someone will ask, yes, Rob got me again in my own car but I did teach him how to do this.



The cars were driven back to the house and into the garage and we all piled into the Audi for an airport run to Boston. After all, Louie had to be back in school the next morning and they were taking a late flight home.

As much fun as the weekend was for all I believe that there

were some great lessons learned at the event. There were some other cars attending that also had mechanical issues that couldn't be repaired or the owners didn't try and were sent home on trailers. As old as our cars were, we were able, with the help of others, to get them back on the track and have a terrific weekend. The boys saw the effort that it takes to keep old cars running and the results those efforts produce. They also saw how competitors at the track pitch in when needed to help others. I know that it a lesson that they will pass along in the years ahead.

KTF

Sign Me Up - *continued from page 11*

member, I did connect to a new world view; never forget 911 and pursue an opportunist approach to living.

One poignant life story reported was the wife of a young bond trader and her reflection on his favorite car, a 911. This heartbroken wife shared how the car was parked and covered waiting for him to return and the loss of a life cut short.

After 911, with-in a year I had made some decisions. In 2002, I quit a corporate job, started a software company and purchased a 911. I have since purchased another that I drive as often as time allows. I could tell you about our recent trip to Watkins Glen, or Laurie's first drive. It may seem like a Porsche story. It's really a life story.

Every 9-11, and when I see these numbers in that order I remind myself why I should stay focused on the priorities of life, encourage others to do the same... and never forget.

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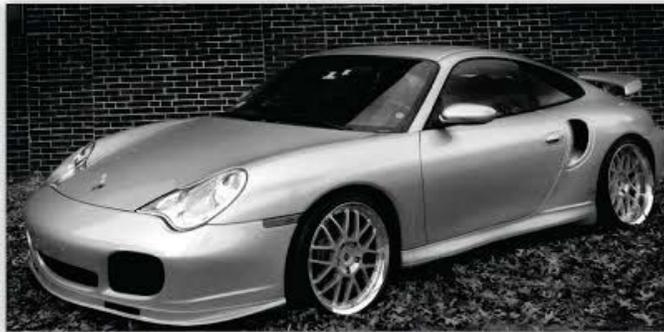
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On the Edge - continued from page 6

erator started.

We struggled for an hour with it.

I had jumped on line to troubleshoot the issue, and had gotten, in that hour, as far as the fan kicking on. So at LEAST the battery had proved worthwhile. But the heat would not fire. Even though the other propane accessories worked, like the stove, and the little freezer flame that heated the ammonia to keep the fridge cold.

Forty degrees.

We all dressed as warmly as we could, and still sleep, and bedded in as best we could.

Saturday also dawned early. We'd all slept a bit fitfully to say the least, and we were anxious to start a fire.

The Keurig set the generator to revolt again, and so it was decided it would go back, after breakfast, which we'd have to go out to get – just so we could secure coffee.

The day was spent wandering the track, and going back to Lowe's again to return the crappy generator, and get the hideously expensive, but more helpful one. We also bought a space heater.

The wind didn't cease for the rest of the weekend, and we couldn't run the generator overnight, so by dawn on Sunday we were at 38 degrees, and I had wrapped a sweatshirt around my head to keep warm.

Yet... It was a good time, however oddly. We'd kind of bonded more in our

suffering. Time flew, as it does when you're fighting a little bit to survive. My cough did not resurge, in fact, I felt better and better all weekend.

Friends came up on Sunday to watch the big race, but the wind was so cold, none of us actually made it to the end. Chris's son watched the race on Fanvision™ inside the camper, and I had to sit in the truck for a while, then we all finally called it quits.

On the way home we listened to the rest of the race. Three wrecks, turns 3 and 4 (of COURSE) the minute, and 30 minutes following our bail out. But was finally warming up, and looking forward to being in my own bed.

So, yup, I'll keep trying this crazy camping adventure... but my packing list next year will be MUCH longer.

Long and Winding Road -

continued from page 9

rather than the more durable Direzza's. The sticky tires are worth about 2 seconds a lap (average of 1:27 v. 1:29 at NH) but any advantage (and it really isn't that much since you are rarely running unimpeded) would be wiped out if they don't last the full day. It's a pretty interesting show so come cheer us on if you are nearby!

September Minutes -- continued from page

13

be done in the coming weeks. We also discussed existing and newer methods of voting for Board positions in the future and we decided to retain the paper mail-in ballot method we've used in the past. Ballots will be mailed out in November to all NER members and Stan volunteered to act as teller for all votes accumulated.

Adrienne Ross reported that Nor'Easter publication was surviving but needed more content. We encourage anyone that wants to try their hand at writing an article whether it be a humorous Porsche related story or a recent car-centric trip to contact Adrienne. I know there must be plenty of good stories out there and we'd love for you to share them with us.

The meeting was adjourned at 9:30 p.m. Next month's board meeting will be hosted by Kristin at her home in Acton.

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