

THE NOR'EASTER

JULY 2017 JULY 2017

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



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

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

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

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

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

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

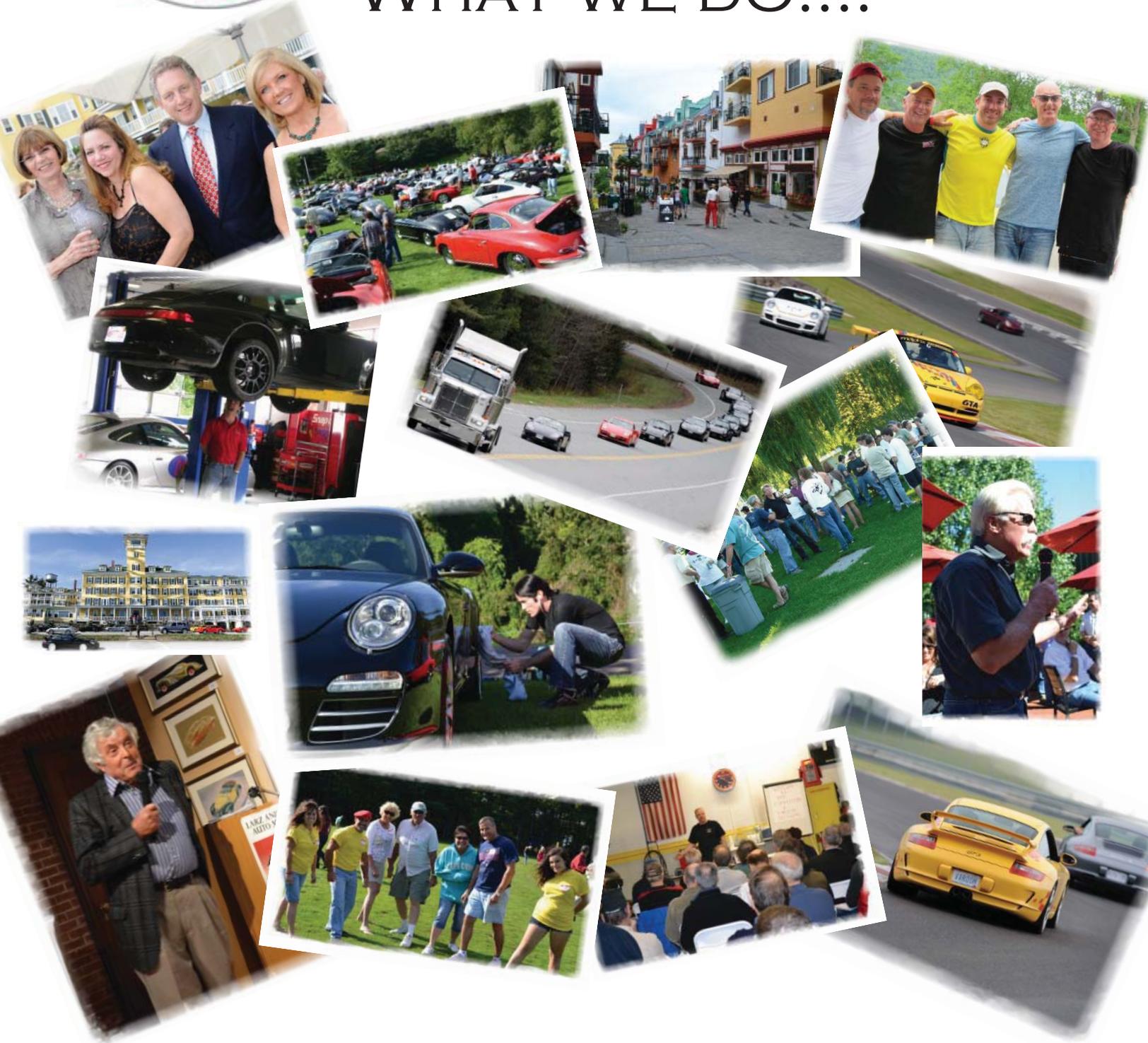


WHO WE ARE....

PORSCHE



WHAT WE DO....



INSIDE THE NOR'EASTER

VOL. 45
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JULY 2017 JULY 2017

FEATURES

- 14 AUTO CROSS (AX) #2
- 15 THANK YOU EPE!
- 16 NER & NNJR DE at LCMT
- 18 **NER (FINALLY) Goes to Calabogie**
- 20 **TIRES! TIRES! TIRES!**
- 21 Homes For Our Troops
- 22 NER AUTO CROSS #3
- 23 *Food and Wine in Wellesley*
- 24 **NER IS GOIN TO THE GLEN!**
- 26 NER® Auto Cross #4
- 27 Summer Sobo Schedule
- 28 *Porsches and Coffee Returns*
- 29 **NER SUMMER BBQ!!!**
- 30 NER is Going to Palmer
- 32 The Blue Ridge in a Boxster
- 36 **The Suspense is Killing Me!**
- 38 June 11th South of Boston (SoBo) Porsches and Coffee
- 40 *Remembering Dave Maynard*
- 42 **NER AX Event #1**
- 48 **CARS AND COFFEE JUNE**
- 50 **Porsche Wins LeMans!**



32



40



42

DEPARTMENTS

- 10 Anniversaries
- 14 Calendar
- 57 Marketplace
- 58 New Members
- 58 Board of Directors and Committee Chairs

COLUMNS

- 6 On the Edge
- 7 One Track Mind
- 8 Four Speeds & Drum Brakes
- 9 The Long and Winding Road
- 10 Minutes
- 11 Word on the Street
- 12 Loose Nut Behind the Wheel
- 13 Off Line

COVER

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

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On the Edge

of our Seats



Adrienne Ross

Twenty-four hours is one hell of a long time. It can seem insignificant when you march through a series of days, getting up, going to work, coming home, going to bed. Sometimes the days pass without notice, until you notice that quite a few of them have gone by, and you missed them.

Then there are the significant days, or hours, or moments. Life can change in a split second. At 10:55AM you are single, and at 10:56 AM you meet the love of your life. That moment you get that job, or lose one. The moment you push through to vic-

The suspense rose to a climax as Adam beat Taylor on the braking zone at the end of Arnage to take the lead.

tory, a long, hard fought victory, and that second it's snatched away from you.

There's a saying in racing that sounds trite, but it holds true. It mollifies, and comforts, and it's never used to taunt, "That's racin'!" It means anything can happen and probably will. It means you'll get them next time, but you have to make a next time. It means the whole paddock understands how much that sucked, how hard you worked, and how upset you are. That's just racing. That's how it goes sometimes.

I marvel at the long races, and the racers (whole team included). Dakar, LeMons, Daytona. Each second, each millisecond counts, every centimeter, every input, every breath. When you win a 24 hour race by 3/100ths of a second, you know that to be true.

Last weekend Porsche's number 2 car, understood that. The Porsche LeMons race is covered later in the issue. I'm so glad Porsche won, but I was watching a different race a little more closely.

Jordan Taylor, son of Wayne Taylor, and third generation race car driver had a lot of ups and downs. One of three drivers in the No. 63 Corvette, victory was snatched from his grasp moments before the end of

the race.

An early puncture set the stage for a phenomenal drive back toward the front. The crew performed a perfect brake change near the 10.5 hour mark – it took approximately 75 seconds to do all four wheels – and the engineering team got the car back on the same lap as the race leaders just after dawn Sunday.

There were two laps left for Jordan who was doing his best to fend off Jonny Adam in the No. 97 Aston Martin Vantage for the class win. The suspense rose to a climax as Adam beat Taylor on the braking zone at the end of Arnage to take the lead. Yet the Aston Martin subsequently ran wide of the line, and the yellow Corvette nudged the sharkskin Aston back to second place.

Then came the final lap. Jordan locked up entering one of the Mullanne chicanes, causing a flat-spot on the right front tire, and couldn't set the car up for another turn and went straight through a gravel pit trying to maintain the gap ahead of the Aston. That caused a puncture in the opposite front tire, and the Aston passed Taylor and the Corvette on the Ford Chicane, just before the finish line.

Jordan finished third in his class. He drove one hell of a race, and on the final half of the final lap, got a puncture, from first to third, because he overbraked a corner.

It happens, that's racin'!

So this is my shout out to Jordan. I know he was upset. It's really hard to have 30 people work for a year to put you in first place, drive the equivalent of an entire racing season in one day, and lose it for what seems like such a small thing. To everyone who has come so close, you are not alone. You get up, and come back, and keep fighting 'til you win.

THAT is racing.

In This Issue...

We cover a LOT! It's the biggest issue I've ever done. From Auto Cross dates to Auto Cross reports! Gary went on a road trip in his Boxster, and if the suspense was killing you like it was killing Sterling, we got what you need! (Sorry Sterling!)

We cover Sobo and LeMans, a spectacular race! Right to the end! 19 LAPS behind NINETEEN!!!! and Porsche came back to win it. A shout out to my friend Jordan in his Corvette - Jordan you ran one HELL of a race! and - That's racin'! Speaking of racing - our website is racing to the top! It is awesome! Sterling has stepped up, refreshed, and is keeping it fresh, and fun, and just damn interesting. Please stop by. www.porschenet.com and check it out.

If you haven't, also find us on FaceBook, and join the conversation. It's members only. So if you're not actually a member, you can't join.

Enjoy your summer, and.....

Hope to see you soon! Enjoy the issue!

One Track Mind

Summer so Far



Dick Anderson

“It’s the people not the cars,” hit home this month as we said our final good-byes to two long term club members who contributed significantly with their support for NER, Charlie Dow and Dave Maynard. Many PCA members were greeted by Charlie’s “Speed Yellow” 911 parked, as tribute, in front of the Sudbury funeral home as they arrived to express their condolences to Charlie’s widow, Martha, and other family members.

I, like perhaps many of you, bought my first Porsche from Dave Maynard through his company European Locators. He was a

... we had a number of brand new Porsche branded items to auction off, raising over \$500 for our sponsored charity, Homes for Our Troops (HOFT).

long time club racer and official. A reception for Dave, hosted by his family will take place at a later date.

Changing to lighter fare, a cold and rainy late May made for a challenging opening day at Thompson Motorsports Park. In spite of the inclement weather, Novice Day, as day one was designated, turned out to be an excellent learning experience for those new to the track. Several of our Autocross staff led by Chris Ryan and Dave Berman were on hand to teach car control techniques as was professional coach Lee Carpentier. The following two days were blessed with much improved weather resulting in a terrific DE event.

Our second DE of the new season, at Palmer Motorsports Park in mid-June, featured three days of sunshine, blue sky and hot temperatures, especially Day three. I noted several fathers, sons and a couple of daughters participating. Notable was Dennis Mascetta and his son USAF Lt. Colonel Jason Mascetta, an F16 instructor pilot (the best of the best), who “felt the need, the need for speed” when being instructed by his dad. Oddly enough, Jason told me the sensation of speed is much greater in

a track car than in his fighter jet where the absence of landmarks at altitude provides no reference points. An Air Force Academy grad, he is an outstanding young man (like his dad and mom) and I’m honored to have met him.

Firefly’s hosted a BBQ at the end of day two and thanks to member and instructor, Jay Tischler, we had a number of brand new Porsche branded items to auction off, raising over \$500 for our sponsored charity, Homes for Our Troops (HOFT).

Many in attendance at the BBQ asked me more about HFOT and why we’d chosen to support them. The easy answer is that it is a well managed organization committed to its mission which is:

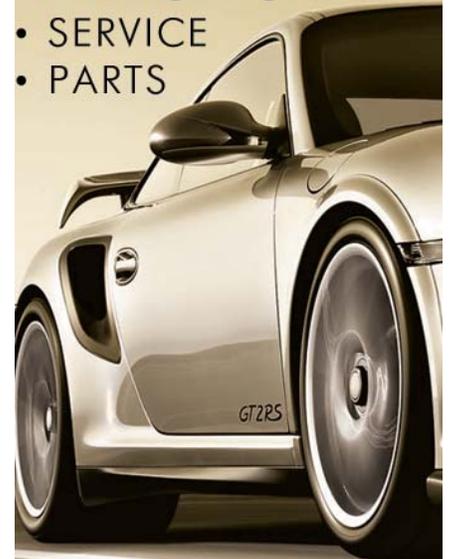
“a privately funded 501(c) (3) nonprofit organization that builds and donates specially adapted custom homes nationwide for severely injured post - 9/11 Veterans, to enable them to rebuild their lives. Most of these Veterans have sustained injuries including multiple limb amputations, partial or full paralysis, and/or severe traumatic brain injury (TBI). These homes restore some of the freedom and independence our Veterans sacrificed while defending our country, and enable them to focus on their family, recovery, and rebuilding their lives. Since its inception in 2004, nearly 90 cents of every dollar has gone directly to our program services for Veterans. HFOT builds these homes where the Veteran chooses to live, and continues its relationship with the Veterans after home delivery to assist them with rebuilding their lives.”

HOFT earns a four-star rating (out of four stars) by Charity Navigator with 90% of donations going to the direct benefit of severely injured Veterans. It is a Massachusetts based charity serving all of the U.S. Its headquarters occupies an old Woolworth’s store-front in Taunton. Before committing NER’s sponsorship, past president Kristin Larson and I visited

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continued on page 55

Four Speeds & Drum Brakes

Racing Chumps at the Glen



Tom Tate

The column this month is all about real racing, real tracks, with real cheap cars. If you're looking for an article about saving old cars one bolt at a time laying on your back on a cold garage floor that will have to wait for later in the season because it's summertime and racetracks are open.

Last years run in the 928 at the LeMons Race in New Hampshire was great fun and it held up well but the drivers roster was filled before I raised my hand so I needed a ride if I was going back to my favorite track, Watkins Glen, for the Chump car race last month.

I fired the VW up and it sounded fine but the clutch pedal went to the floor and didn't come back. That left me in neutral and I was suddenly in the way.

and spare engines and transmissions. Well, I already have a lot of that stuff so it's really the trailer and tow rig that I don't want on my list. For that reason, joining an existing team is the best way to get serious track time, like two hours at a clip.

There was a Mustang (2013) Team that had a seat for the Glen that was doing 2:06's (as in very fast) that I was able to get on but a couple of weeks before the event illness prevented them from attending. My room was booked at Seneca Lodge so I scrambled back to the forum and found an local shop with a turbo diesel VW Beetle that had an open seat.

Needless to say it wasn't your sixth grade teachers Beetle. This ride was running an oversize turbo with 30 lbs of boost riding on 10" wide rims and the inside was gutted. The front and rear bumper/fender cover was cut in the center and moved out 4" to cover the tires and allow those 300 hp to reach the ground. This bug was fast but it wasn't fast for the entire weekend.

secure the car really scampered around the track and just loved to pass cars on the uphill esses, my favorite part of the track. The brakes were stock but with Hawke pads they allowed us to pretty much out-brake anyone. Of course the car was pretty light so there wasn't much to slow down, that always helps.

We took the green flag with 108 others on Sat morning but one of the clamps we didn't wire down let go causing 100 hp to go away after only a few laps so in it came for repairs. Back in action, I went out and knocked out a few laps in the low 2:30's which was great fun. There were only a few cars that were faster, remember we were racing junk. A couple of crashes on the track caused the red flag to come out so we were all directed into the pits to wait while crews went out to pick up the pieces. Everyone shut their cars down to save fuel although the VW, with a diesel, was getting great mileage even with the gas pedal stuck to the floor.

When the signal to start went up I fired the VW up and it sounded fine but the clutch pedal went to the floor and didn't come back. That left me in neutral and I was suddenly in the way. Pushed off the grid and towed back to the garage by Pearl, my Audi RS4, we found a bad hydraulic line had leaked all the fluid out of the clutch line. We tried to fudge a



Like LeMons, the folks at Chump Car have a drivers forum online where teams looking for drivers or drivers looking for teams can go to find a match. I really love wheel to wheel (or fender to fender) racing but I really don't want to own a race car.

Actually it's not the race car I don't want, it's all the other things that tag along with it that I don't have room for. Like a trailer, a tow vehicle, extra fenders, stacks of tires,

The engine compartment was rather cramped as the plumbing for the turbo went over and back to an intercooler before getting forced into the intake system. That meant there were four connections using rubber hoses that had 8 clamps to send the charge to the engine. During the course of Friday practice I think we blew off six of those clamps. The VW really didn't like all that boost. We finally safety wired the clamps to screws drilled into the tubes. Once



continued on page 56

The Long and Winding Road

Ideal Cars

Just back from a nice three day DE at Palmer. A little hot but no rain so it was great. The first day was for White/Black/Red drivers only and was pretty much open track the whole day. This makes for a really fun, laid back day with no pressure to rush to hit a short window of track time. There was ample opportunity to go out and chase friends, ride with others and, if you are a lucky devil like me, drive other people's cars. My Jamaican Bakin' (endurance race team) teammate Chip Wood let me drive his 1983 944. It is a very nice well-mannered car that is only a little faster than our team Miata (at least this was the

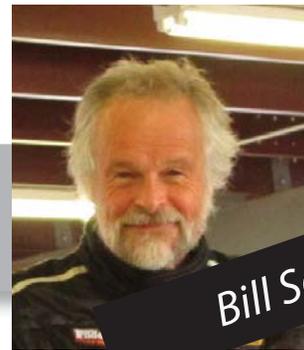
There is a plaque on the dashboard of each of these that reads "650 hp – 650 ft/lb." (The plaque on the dashboard of the Miata says "Don't ask!")

case when I tried to keep up with Chip in the 944 and me in the Miata). And I really liked the 944 but... then Kristin and Dave (other JB teammates) let me drive their Cayman Interseries car. As an owner of a stock Cayman I have always lusted for enough negative camber in the front to make it drive properly so I was eager to see what this felt like. Here's the answer: \$%^&*^&* incredible! It felt like driving a slot car – you just had to think "I want to be over there" and the car went! Not to mention that every other aspect of the car – seating position, harnesses, brake feel, shifting, exhaust note (as in "very loud") was pretty much perfect. And I don't have to tell you that I also liked not having to give lots of point-by's (as in "I love the Miata but..."). So now I'm totally spoiled.

I also enjoyed riding with others. One of the best was my paired comparison test of two 2007 Lotus Exige S's. A black one had a little more power (apparently

an ecu tune) and made nicer noises but had more roll and needed more tire. A red one had a stiffer suspension and better tires. Considering there probably aren't more than about 500 of these in the U.S. that was pretty special. As an owner of a Lotus 7 (actually a Caterham) I'm a big fan of light cars and the Exige (with 250 hp to push around 2,000 lbs) is pretty close to my idea of an ideal ride. (But then there was that Cayman Interseries...)

In addition to driving and riding I also had to do some instructing. Chief Instructor Dick Anderson (who I obviously seriously pissed off somehow) figured that, based on my Miata experience, I would be a great match for a guy with a 2016 Corvette Z06. There is a plaque on the dashboard of each of these that reads "650 hp – 650 ft/lb." (The plaque on the dashboard of the Miata says "Don't ask!"). It didn't even matter much what gear you were in, the thing felt like a jet taking off. This is a pretty impressive car, albeit awfully heavy. The owner said he took the car to the Chevy dealer and asked them to put in a track alignment, specs for which are in the owner's manual. Compare that to the Cayman which requires a few thousand bucks in parts to get any negative camber. And the Corvette had two levels of choices about nanny intrusion: first you select "track mode" and then you select a level of aggressiveness within that. Compare that to the Cayman which has only the choice of "PSM on" or "PSM off" (which means "not really off at all unless you spend more money and put in a switch to defeat the yaw sensor like in the Interseries car"). I was also very impressed with the smoothness of this Yellow



Bill Seymour

driver's downshifts until I thought to ask him whether it had rev matching.

Onto another subject. PCA National would like to grow the club and encourages us to be evangelical. In particular, they note that in 2016 74% of new Porsche sales were of "4-door models" (Macan, Cayenne, Panamera) but these owners are significantly under-represented among our membership and they would like us to work on this. This subject was discussed at NER's last board meeting. I note that every board member is an active participant in either DE or Autocross and if you read the communications to our members (such as this column which will appear in our newsletter) they are heavily tilted towards active driving events, racing reports and technical subjects. Yes, we do social things but when we get together, what do you think we talk about? So I'm a little ambivalent about actively trying to bring in people who are buying Porsches more for the brand than for the driving experience. And, by the way, there are some great new social events planned that will be learning more about soon. So please use these as an opportunity to let the Board know what you think.

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Minutes of the Board

May Meeting

Our May board meeting was accomplished with a slightly more modern technology than we've used in the past, eschewing the long drives by some of us and giving up an additional evening commute with the modern convenience of teleconferencing thanks to Google Hangouts. Not quite the same as the many Webex conferences I've participated in but after a few minutes of startup delay (my finishing the install on our old iMac) we brought the meeting to order at 7:10 PM on Wednesday 5/17. Attending board and chair members were Bill Seymour, Dick and Ann Anderson, Adrienne Ross, Stan Corbett, Sterling Vernon, Glenn Champagne, Kristin Larson, John Dunkle, and myself. Robert Jacobsen unfortunately could not attend.

Dick started with a quick summary of the financial report previously submitted by Robert and the board approved this month's report. Dick and Stan discussed the advertising opportunity presented by Palmer on one of their entrance road billboards and we chose to decline due to a number of possible conflicts of interest.

Sterling as Membership Chair discussed various methods of spreading the word about the PCA and NER in particular and we discussed flyers for dealerships, and info cards distributed by members of the board to be left on Porsches found in various parking lots to get our message out. Sterling has upgraded our monthly email alerts to members that opt in to email distribution and fills it each month with exciting information about coming events. We discussed having extra copies of the Nor'Easter on hand at club events to hand out as enticements.

Adrienne discussed improvements she thought beneficial to increasing Nor'Easter subscriptions and one thing all felt appropriate was improving the yearly online sign up as in the last year

or so we have pretty much gone to all online subscription renewal. The online renewal procedure is being improved but was a bit balky in the early stages. The board considered Adrienne's suggestion of postal mailing Nor'Easter sign up instructions to all members.

John brought up plans for improved instructor development for our DE program and National has started to implement a number of guidelines they want all PCA chapters to adopt. That said, it has been repeatedly noted by many visiting drivers from other chapters how smoothly, cleanly, and friendly our NER events are in comparison to many they have attended. A huge thanks goes out to John, Stan, and Dave Berman our new DE registrar as well as our fine instructors and DE track committee to pull this off in such a great way so many times each season. An additional bonus this year was to have Ross Bentley, a many time National Champion and promoter of the sport of high speed competitive driving to host a seminar for NER DE instructors on the art of being a great instructor. It was a sell out and all benefitted from Ross' vast experience in High Performance Driver's Education. Ann continued the topic of DE instructors, discussing the emphasis on safety with her work on instructor development and all agreed that this was paramount to our continuation with club sponsored HPDE. John brought up the topic of advertising for DE events but as it stands, it's rare that events don't completely sell out each year and the board thought that maybe we have accomplished our goals without doing more than website and Nor'Easter posting to get the word out.

Bill took his turn at the mike and brought up the jeopardy our annual tours were in now that Charlie Dow has been stricken with a serious illness (addendum: sorrily, we lost Charlie after this meeting and our hearts go out to



Alan Donkin

his loving wife Martha, his family, and all the folks that loved and participated in the fabulous tours he put together each year. Enough can't be said regarding Charlie's many contributions to the club over the many years he has been a member). Bill and the Board thought it would be appropriate to acknowledge Charlie's history with the club in a future Nor'Easter and website article.

Dick mentioned the report from National regarding their embedded observer at our annual Ramble this year up in Manchester, Vermont. Although everything ran

continued on page 56

Happy PCA Anniversary!

FORTY YEARS

Samuel C. Foster
Patrick F. Downing

TEN YEARS

Geoff B. Kronik
Lou DiRienzo
Greg Bowles

TWENTY YEARS

Alejandro Y. Mendoza
Michael Dube

Robert R. Recchia
Peter J. Soper
Michael A. Orsini
Steven Goldman

FIFTEEN YEARS

Michael L. Bickford
Tim Harris
M Edward DeBarros
Dean Wood
Shawn H. O'Day
Nicholas V. Lochmatow

William D. Abernethy
Allen Sisson

FIVE YEARS

Kathy McWade
Timothy E. Landreth
Howard D. Hill
Jay E. Roney

Word on the Street

Comfort Zone

Glenn Champagne

We have all experienced stress at one time or another in our lives, professional or personal - sometimes both and at the same time. Maybe at this point in your life. Hopefully not a result of this read.

There are endless books, guides, articles, opinions, systems, professionals all willing to tell you to get more sleep, avoid caffeine and alcohol, exercise, say no, take control, manage time, keep a daily stress diary, use relaxation techniques, etc, etc, etc.

Ignoring all that, as is the norm for me, I found myself needing a break from my own stresses-du-jour and decided to

It's about 1.1 miles away, but it took 20.3 miles to get home.

take the 996 into my local downtown to run a few errands. It's about 1.1 miles away, but it took 20.3 miles to get home. We had a long run of consecutive rain days (late May through early June), and this was one of the sunny ones.

The 996 and I were in complete agreement. The sun was warm, the windows needed to be down and the sunroof open. Since the Grants finished their addition recently, we decided to do a "drive by". It came out very nice. The new restaurant in the neighboring town hadn't opened yet, but the freshly paved parking lot was inviting. The horses of the nearby farms were grazing along the Ramble-worthy winding country road.

One of these self-helper experts calls "having peace of mind and relaxation while life throws you stress, obstacles, and obligations" as your "happy place" - make of that what you will. But in this case, it was getting into the car and taking the long way home. There is something about getting into the seat of a Porsche that is special. After some minor contortion for some, the sound of the dull thud of the closing driver's door

begins the experience. The look and feel, the sound of the engine, the feel of the seat, steering wheel, grip of the road, it feels almost like a treat or a reward.

More important, are the memories. I have had so many great times in that car and don't see that changing any time soon. Whether it was going somewhere fun like Vermont, Quebec, the Vineyard in the fall, or NER events like AX, the annual ramble, trips to Tremblant, and Mark & Sigrid's annual BBQ, it's always been a pleasurable experience, a comfort zone.

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Loose Nut Behind the Wheel

Knock, Knock



Sterling Vernon

When last I left you, you were stuck in the suspense of whether my 944 would live up to all the preparation and expectations. We're not going to talk about it. Kidding. Of course that's where we have to pick things up. Apologies to those who may know most of this tale from Facebook!

Track season, DE as we call it in PCA land, has finally begun! I had a pretty sleepless night before driving out to Thompson, CT for my first track day of the year and the first ever in the "Red Devil", my highly-modified 1986 944 Turbo. To say I was looking forward to it would be an understatement only surpassed in its understated-ness by how

There is a lot to do in any car on track. You need to watch the flaggers. You need to watch traffic. You need to keep an eye on those around you...

much trepidation I had about the car and whether it would be a step in the right direction, having been pretty spoiled by my 997.

We lined up for the first session, made our way out onto the track and started to warm up the engines and tires and brains. Yes, brains grow cold through the winter. It had been a long time since I'd been to Thompson. I watched a video of myself driving this track before I left for some re-familiarization. But I wasn't fully prepared for the fact that tracks themselves also change from season to season. Bumps grow where there were none before. And reference points change forcing necessary mental imagery updates. It's not all new. But it's not the same either.

As the temps and pressures came up on the car, I started to build some speed. Shifting isn't nearly as smooth and easy as my 911. There are only five gears so

the ones in this car are spread further apart. Stay in a higher gear to avoid having to shift mid-corner and you're rewarded with a big pile of wait-for-it when you hit the gas after apex waiting ages until the revs and boost build back up to the boiling point. Thompson has a few turns where the sheer length of the turn or combo of elements in a turn converts a desire to avoid mid-corner shifts into a real hinderance to your ability to make speed.

The brakes felt quite adequate, luckily. They were a big concern as the runoff at the end of the rather long straight isn't particularly generous. In a thirty-year-old car of somewhat unknown provenance, braking reliably from 120+ mph into turn 1 is a real sweat-inducing concern.

The suspension felt really quite good on track. There were few creaks and rattles. The car stayed pretty flat, I think. And general grip was as promised.

The hardest part was power delivery and gearing. And driving! There is a lot to do in any car on track. You need to watch the flaggers. You need to keep an eye on those around you. You need to mind your machine's status. You need to remember what you're working on - maybe particular turns or techniques in development. And you need to drive. Keep eyes up. And try new lines in a new car. I felt like I was back in Green (the beginner run group) a bit during that first session, knowing that I didn't have enough mental capacity just yet to do all these things in real time.

I started to get more into

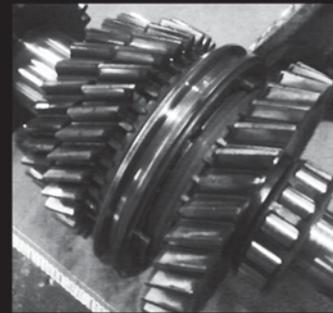
a rhythm halfway through the session. I started to be able to get a quick look at my speed on the straight. And I started to see that my sub-optimal lines into the corners - based on only hazy memories of driving the track - were hurting me. "Too deep into this one." "Gotta brake a little later here and get rotated." There was a fair bit of dialog going through my head.

To say I got comfortable with the car that first session would be a bald-faced lie. I never did. But speeds were coming up. Eventually I got in behind a 997 GT3. Those are some quick cars and my pathetic little ego started to show itself out there. "I am

continued on page 54

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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Off Line

Driver Education Is Dead – Long Live Driver Education



John Dunkle

One thing that I really like about writing a monthly column (which no one actually reads, I'm convinced), is that it provides me the opportunity to "wax poetic" on items and issues that are Driver Education related. And this installment is exactly about those same issues and items.

Just to be specific, as Northeast Region has now concluded our first two events of the 2017 season, it's given me some reason to reflect about the "what works" and "what doesn't". And what is more striking and apparent are that those things we used to be-

DE events have always been scheduled, which don't include outside areas of interest and activities. And, I don't think that's the right approach. Not any longer.

lieve "worked", really don't anymore. While our first two events were touted as being "game changers" as to how NER Driver Education events are operated and now openly friendly, I think more so – it's an indication of the path the NER DE program will head in the future. As well, both the Thompson and Palmer events were incredibly successful in illustrating where I believe this region will be going in the future.

As background, there was discussion thread on Rennlist about the variations in region-to-region Driver Education programs. Of course, all that posted had an "opinion" and weren't afraid to expound on the same (mostly at great length) and let everyone know that "their region" had the "best _____". Fill in the blank with Instructors, student promotions, social events, fastest cars, safest events,

best Chief Instructor, best selection of tracks.. Well, you get the idea. What was lost, is is still missing, is that those folks are beating their chests about existing programs in current Regional Driver Education venues. And for all that, you read it here first.....

I believe the format of existing Driver Education Programs are dead – it's just no one has told those folks yet.

We, in the Northeast Region have worked hard to strip away the old clichés of most PCA Region Driver Education programs being a clique comprised of "A few who know all", or there is some secret handshake to anoint a "fast driver", or have a team of "unapproachables". And that change is for the better as it allows us to teach and students to learn in a much more productive environment. In short, to us in NER – it's about exploring the lessons learned to safely drive at speed, rather than exploring the overall speed of the car itself. There is, indeed, an important distinction between the two.

Next, I'll offer this up for your consideration. I believe that a learning environment, such as Driver Education, can be a more positive experience for the entrant if they have the encouragement, support and understanding of their significant other, spouse or good friend. Many of us do Driver Education "solo", leaving our spouses, family and friends behind at home as we travel to distant tracks/venues. They aren't present to share the experience, and we only touch base with them when we crash at the hotel later in the day and briefly relate what the track experience was like. Why are programs designed that way? I'll offer up because that's how Driver Education Events have always been scheduled, which don't include outside areas of interest and activities. And, I don't think that's the right approach. Not any longer.

To the point above, as many of you know, I've been pushing really hard on the Driver Education Social Team this year – and they have pulled through incredibly well. Our Social Events this year at the track are top notch – and it shows with the accolades and comments to date. But, look for that to expand as well. I believe, strongly – that "Social" also will play a role to make a "Driver Education" event as spouse and friend friendly as a "Cars & Coffee" or a friendly ramble on local roads – and it is up to us to pull together those extra activities outside the track. I guess, in no small way, am I letting my Social Team know what's in store for them next year, for we'll build from this year's social events, which now have now a firm foundation, and move the Driver Education Social into uncharted territories in the future with the target being more about the "Event" and "Education" rather than the "Driver". That's another reason for the title of this article: Driver Education Is Dead – Long Live Driver Education.

So, how taking that same idea as above and expanding upon it? I think it can be done, and accomplished with a degree of openness and professionalism that invites new drivers into our midst. I was discussing this same concept with a track owner recently which is "Bring Your Buddy To the Track Day". We already have the format, and ran it this year at Thompson – again, as an acclaimed "Novice Day". There is no reason we can't expand that concept and have new drivers who only want to do the Car Control segment, and then expose them to the track in a very minimalistic session? After that, again – plan an event outside the track venue. And why couldn't we do a Car Control Safety Clinic where we can invite teenage drivers to learn under those same controlled conditions – and experience firsthand concepts like threshold braking, car control and skid-pad

continued on page 56

2017 NER Auto Cross #2

Sponsored by..

Saturday July 8th



AUTO ENGINEERING

The NER Autocross Season continues with its second event of the 2017 Series on Saturday July 8th at Moore Airfield at Fort Devens. Now that summer is firmly upon us, the track should be warm enough to get those tires nice and sticky ...

Autocross is a safe and accessible introduction to motor sports and a fantastic way to improve on your driving skills. Also, unlike Driver Education, it is a competitive event: you compete against similar cars by individual timing. So the entrants at our autocross events are a dynamic mix of novices, possibly prepping for going to the track, and veterans who view autocross as their main motor sport. Note that novices can always count on help from the veterans and no one takes it so seriously that it interferes with the spirit of camaraderie. (Well, OK, some people do take it pretty seriously – but they're still nice!)

Depending on the crowd size, we'll try and get 12 (record is 14) individually timed runs and be eligible for awards. Trophies will be awarded to the top three drivers in each class that you can use for bench-race bragging rights.

Registration opens on June 8th at pcaner.motorsportreg.com. You must sign up online by midnight, Wednesday July 5th .

The gates open at 7 and check in ends at 8. Participants are encouraged to arrive no later than 7:30 to allow plenty of time for check in and car prep for tech inspection. Also make sure you bring adequate clothing for any weather be it hot, cold or wet. Lunch is offered for a nominal fee or you can bring your own picnic style eats. We will take a 20 minute lunch break between the morning and afternoon heats. Water and sodas are always provided throughout the day free of charge.

You will be required to perform a work function during the day as part of the event. And you must stay for the whole day, which could last until 5pm.

The cost for the day is \$50 for members, \$60 for non-members.

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 this event. Questions: contact AX Chair Chris Ryan (autocrosschair@porschenet.com). For registration information, contact the AX Registrar Jeff Johnson (autocrossreg@porschenet.com).

Directions to Fort Devens: The event will be at Moore Airfield on Route 2A which is separate from the main Army base. The Google maps address is 91 Fitchburg Rd. Ayer MA. From Rte128 or I-495: Take Route 2 West. Take Exit 38B (Route 111 North) for 2 miles. At the rotary, take Route 2A West toward Ayer. Stay on 2A as it turns right in downtown Ayer. Follow Route 2A bearing left at the fork by Tiny's Restaurant. Continue past the Shop & Save market on your left - the entrance gate will be on your left just after the railroad tracks with a sign reading "State Police Driver Training". Enter through the main gate, look for the "Autocross" sign and bear left up the hill to get to the airfield. At the top of the hill there will be someone to check you in, have you sign the PCA waiver sheet, and greet you with instructions. Please be prepared to show your driver's license and PCA Membership card.

2017 Calendar At-A-Glance

July

- 1 - Porsches on the Cape
- 8 - NER AX 2
- 8 - Porsches on the Cape
- 9 - SoBo Porsches and Coffee
- 12 - Board Meeting
- 14-16 NER DE Mt Tremblant
- 15 - Porsches on the Cape
- 15 - Down East Region Porsche Car Show, South Portland, Maine
- 18-20 NER DE Calabogie
- 20 - Wings & Wheels at Minute Man Airfield
- 22 - Porsches on the Cape
- 22 - Tires! Tires! Tires!
- 29 - NER AX 3
- 29 - Porsches on the Cape
- 30 - NCR AX 3

August

- 5 - Porsches on the Cape
- 6 - Italian Food and Wine Pairing
- 9 - Board Meeting
- 11-13 NER DE WGI
- 12 - Porsches on the Cape
- 13 - SoBo Porsches and Coffee - at the new Newport Car Museum
- 13 - NER AX 4
- 17 - Wings & Wheels at Minute Man Airfield
- 19 - Porsches & Coffee, The Return...
- 19 - Porsches on the Cape
- 20 - Summer BBQ!
- 20 NCR DE NHMS
- 26 - Porsches on the Cape

September

- 2 - NCR AX 4
- 2 - Porsches on the Cape
- 13 - Board Meeting
- 16-17 - ZONE 1 AX
- 22-24 NER DE Palmer
- 30 - NCR AX 5

October

- 8 - Tech Session - South Shore Autoworks
- 9-10 - NCR DE Event at NHMS
- 11 - Board Meeting
- 14 - NER AX 5 and Party

November

- 15 - Board Meeting

December

- 13 - Board Meeting

NER would like to thank Jerry, Matt, Bill, Jim and Bob of European Performance Engineering for their tireless support and all they do for NER. EPE sponsors three events a year, but their longest running has been the NER Ramble.

THANK YOU!

EPE



**EUROPEAN PERFORMANCE
ENGINEERING**

For sponsoring the 2017 North East Ramble





**CIRCUIT
MONT-TREMBLANT**



July 14th, 15th, 16th

The Northeast Region, along with Northern New Jersey Region, is returning to Le Circuit Mont-Tremblant for what has become an annual Canadian visit to this outstanding 2.65 mi. – or if you prefer 4.26 km. – track set in the heart of the beautiful Laurentian Mountains. With 15 turns anchored by famous Namerow and a great “pucker factor” up-hill, blind apex Turn 2 and major elevation changes, le Circuit offers everything imaginable for every driver from beginner to advanced.

We will again hold two of our signature 60-minute DE Enduros with a simulated race start, one for the Black (advanced) and one for the Red (instructor) run group drivers, on Saturday afternoon. To avoid having drivers in the rest of the run groups sit around for two hours waiting for their next run these enduros will be held the last two hours of the track day on Saturday. Drivers not eligible for the enduros are free to enjoy an afternoon on the mountain or whatever activity they please. All drivers are welcome to stay at the track and cheer on the enduro participants.

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

This always popular event is limited to 150 drivers (5 run groups with a maximum of 30 cars per run group). I highly recommend that you register AND PAY early if you want to attend this event (remember, registering and NOT paying does not reserve your spot for the event). If we have more registrants than we can let in decisions on who gets in will be based on the date the registration fee is paid.

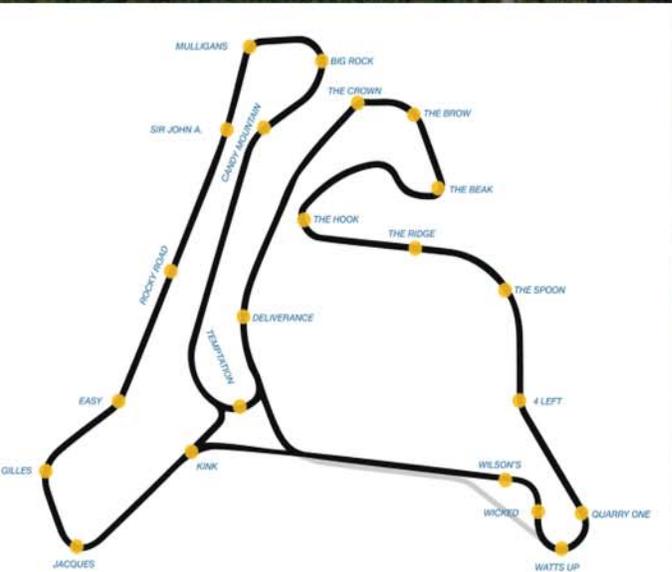
We're back in sync with the Blues Festival this year after missing it in 2016. It starts on July 7th and runs through July 16th. Details: tremblantblues.com.

Please see noise restriction levels at <https://porschenet.com/noise-at-mt-tremblant-and-calabogie-des/>



CALABOGIE MOTORSPORTS PARK

www.calabogiemotorsports.com



NER Driver Education at Calabogie Motorsports Park

July 18th, 19th, 20th

Continue the Canadian fun with one of the best driving tracks in North America!! We've scheduled a driving day to get from one - to the other. CMP is NOT to be missed!

The last time we ran an event at Calabogie was in 2013. We are all excited about returning to Calabogie, one of my favorite tracks. Calabogie is a unique combination of speed and flowing corner combinations. The track rewards smooth, patient driving and is designed to test the drivers' concentration and car control skills throughout the entire lap. With what might initially seem a daunting 20 corners, with experience several of these corners group nicely and the result is a fast, fun ride on a great track.

CMP was brand new in 2007 and is a 5.05 km (3.03 mile) road course with 23 turns, 65' of elevation change and a 2,000' main straight. It is located just west of Ottawa and is a short 490-mile drive from the Boston area. And, if you combine this event with NER's LCMT event on July 18th–20th, Calabogie is just a 60-mile drive from Mont Tremblant that will take less than four hours.

Those who have already had a chance to drive at CMP report that it is one awesome circuit. Designed by Alan Wilson (designer of Barber, Carolina and the recent reconstruction of LCMT), it's no surprise that CMP is fantastic to drive. To have a preview of the track, go to www.calabogiemotorsports.com.

While you are at the website, check out the facilities at the track as well as information about local hotels and restaurants.

Crossing the U.S./Canada border is simple and hassle free. For U.S. and Canadian citizens who are 16 years of age and older, a passport is required cross the border. Please look into regulations regarding children under 16.

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

Registration for this event will be handled by NER through: www.clubregistration.net.

Calabogie does allow camping on site, and there are washroom and shower facilities available.

There will be a Social when the track day ends on Tuesday.

Please see noise restriction levels at <https://porschenet.com/noise-at-mt-tremblant-and-calabogie-des/>

TIRES! TIRES! TIRES!

Saturday, July 22nd



Most of us know the importance of tires to our daily, DE, and AX driving. Many technical issues regarding pressure, camber, etc., may be well known to more than some, but the importance of understanding the best tires for one's driving needs and maximizing its performance cannot be understated. Whether a refresher for the most experienced DE and AX drivers, or drivers looking to enhance their tire knowledge, here's a great chance to ask those tough questions to the experts on Saturday July 22nd 9AM-11AM.

Join host Jeff Orlinsky, owner and proprietor of Wheel Dynamix for this informative session on all things tires. Wheel Dynamix is a recognized leader in tire expertise to many PCA and car club members throughout New England. Joining the Wheel Dynamix team will be regional MICHELIN tire specialists to explain MICHELIN's newest tire technology

Refreshments will be served. Attendees will be given a tread depth gauge and a wonderful bottle of Monastrell!

Rain or Shine.

Please register for the event at www.porschenet.com/events/tires-tires-tires and check back for any updates or changes.

For more, please contact Glenn Champagne at admin@porschenet.com

Wheel Dynamix

135 W. Central Street

Natick, MA 01760

508 647-6999

www.wheeldynamix.com



About Homes for Our Troops

Mission

Homes for Our Troops (HFOT) builds mortgage-free, specially adapted homes nationwide for severely injured Veterans of Post-9/11, to enable them to rebuild their lives. The Veterans HFOT serves are among the nation's most severely injured with missing limbs, varying levels of paralysis, blindness and traumatic brain injury (TBI).

About Our Specially Adapted Homes

Each home is equipped with over 40 major special adaptations and exceeds ADA compliancy standards, providing full accessibility for the Veteran. These adaptations include wider halls and doorways; automatic door openers; roll under sinks, stove tops, and counters; pull down shelving, generators and safe rooms, all designed to help the Veteran live independently. HFOT builds four-bedroom, two bath, specially adapted energy efficient homes of approximately 2,650 square feet, the right size home for a Veteran to comfortably raise a family while limiting expenses for utilities.

Building Homes and Rebuilding Lives

Despite their life-altering injuries, many of our Veterans have embarked on new careers, completed their college degrees, and started families. Empowered by the freedom a mortgage-free and specially adapted home brings, our Veterans can now focus on their recovery and returning to their life's work of serving others. Many have embraced their roles as motivational speakers, sharing their messages of persevering through adversity with groups and classrooms around the country; others take to a national platform to promote awareness of Veteran suicide, homelessness and PTSD. Their incredible stories are the driving force for the work we do at HFOT.

Building on Success

As of May 27, 2016, HFOT has built 213 specially adapted homes nationwide. There are currently over 70 Veterans on our active project list. Our goal is to build a home for every Veteran who qualifies for one of our specially adapted homes.

Top-Rated Charity

For the fifth consecutive year, Homes for Our Troops has been awarded a 4-star rating for sound fiscal management and commitment to accountability and transparency by Charity Navigator, America's premier charity evaluator. Only 5 % of the charities rated by Charity Navigator have received at least 5 consecutive 4-star evaluations, indicating that Homes for Our Troops outperforms most other charities in America. In addition, Charity Watch has awarded HFOT an A rating and has included us on its list of Top-Rated Military & Veterans Charities.

Our Funding

Homes for Our Troops is privately funded, and therefore relies on the generosity of donors like you. Almost 70 percent of our operational budget is generated by private and family foundations, individual donors and community fundraisers nationwide who step up to help our American heroes by coordinating everything from lemonade stands to golf tournaments. The remaining financial support we receive is from organizations and our corporate sponsors.



*A Top-Rated Veterans
& Military Charity.*



2017 NER Auto Cross #3

Sponsored by..

Saturday, July 29th



MIKE'S
A U T O B O D Y

The NER Autocross Season continues with its third event of the 2017 Series on Saturday July 29th at Moore Airfield at Fort Devens. Now that summer is firmly upon us, the track should be warm enough to get those tires nice and sticky ...

Autocross is a safe and accessible introduction to motor sports and a fantastic way to improve on your driving skills. Also, unlike Driver Education, it is a competitive event: you compete against similar cars by individual timing. So the entrants at our autocross events are a dynamic mix of novices, possibly prepping for going to the track, and veterans who view autocross as their main motor sport. Note that novices can always count on help from the veterans and no one takes it so seriously that it interferes with the spirit of camaraderie. (Well, OK, some people do take it pretty seriously – but they're still nice!)

Depending on the crowd size, we'll try and get 12 (record is 14) individually timed runs and be eligible for awards. Trophies will be awarded to the top three drivers in each class that you can use for bench-race bragging rights.

Registration opens on June 8th at pcaner.motorsportreg.com. You must sign up online by midnight, Wednesday July 26th .

The gates open at 7 and check in ends at 8. Participants are encouraged to arrive no later than 7:30 to allow plenty of time for check in and car prep for tech inspection. Also make sure you bring adequate clothing for any weather be it hot, cold or wet. Lunch is offered for a nominal fee or you can bring your own picnic style eats. We will take a 20 minute lunch break between the morning and afternoon heats. Water and sodas are always provided throughout the day free of charge.

You will be required to perform a work function during the day as part of the event. And you must stay for the whole day, which could last until 5pm.

The cost for the day is \$50 for members, \$60 for non-members.

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 this event. Questions: contact AX Chair Chris Ryan (autocrosschair@porschenet.com). For registration information, contact the AX Registrar Jeff Johnson (autocrossreg@porschenet.com).

Directions to Fort Devens: The event will be at Moore Airfield on Route 2A which is separate from the main Army base. The Google maps address is 91 Fitchburg Rd. Ayer MA. From Rte128 or I-495: Take Route 2 West. Take Exit 38B (Route 111 North) for 2 miles. At the rotary, take Route 2A West toward Ayer. Stay on 2A as it turns right in downtown Ayer. Follow Route 2A bearing left at the fork by Tiny's Restaurant. Continue past the Shop & Save market on your left - the entrance gate will be on your left just after the railroad tracks with a sign reading "State Police Driver Training". Enter through the main gate, look for the "Autocross" sign and bear left up the hill to get to the airfield. At the top of the hill there will be someone to check you in, have you sign the PCA waiver sheet, and greet you with instructions. Please be prepared to show your driver's license and PCA Membership card.

Paired Food and Wine in Wellesley

Sunday, August 6th

ALTA STRADA

C I B O E B E V E

Come and join us on August 6th, from 12:30pm until 3:00pm, at Alta Strada in Wellesley, MA, for an afternoon of paired Italian food and wine featuring select wines from the Ambrogio and Giovanni Folonari Estates, hosted by their US Brand Ambassador, Claudio Andreani.

The menu will include an authentic Italian, 3-course lunch, prepared by Executive Sous Chef Tim Reading. Tim graduated from the Culinary Institute of America, and has worked under James Beard award winning Chef Michael Schlow for more than three years in several of his restaurants, including Via Matta, Doretta Taverna and Raw Bar, Conosci, Alta Strada City Vista, and Alta Strada Wellesley.

What can you expect?

The team at Alta Strada has carefully crafted and paired each course with the following three selective wines:

- Tenute del Cabreo, La Pietra, Chardonnay di Toscana IGT
- Tenuta di Nozzole, Chianti Classico Riserva DOCG
- Tenuta la Fuga, Brunello di Montalcino DOCG

Seats are limited. Registration will open in early July. Check the Event page on www.porschenet.com. Ticket prices are \$60, all inclusive (tax and gratuity).

Street parking is available and a public parking lot behind the restaurant.

92 Central Street, Wellesley, MA 02482

781 237-6100

www.altastrada-wellesley.com

For more information, contact Glenn Champagne at admin@porschenet.com

For more information on Michael Schlow, please check out www.michaelschlow.com.

More information on Folonari wines, please check out www.folonariwines.com.



NER Driver Education at Watkins Glen International

Sponsored by..

August 11th, 12th, 13th



Many drivers name The Glen as their favorite track. From its ragged infancy in 1948 through many incarnations over the years, Watkins Glen remains one of the premier road tracks in the world, hosting events from NASCAR to Can-Am/Grand-Am Rolex, US Vintage Grand Prix and Indy car races. The 3.4 mi. road circuit has been continually updated and driven by every iconic pro imaginable, not limited to Hill, Stewart, Clark, Lauda, Fittapalda, Bordon, Dailey, Lally and Bell. Don't miss your opportunity to join this list and drive "New York's Thunder Road".

Following the discussion at the Enduro meeting at last year's Mont-Tremblant DE we are trying a change to our Enduro format. We are dropping the simulated race start and are currently planning to have an open-track session for the Black and Red run group drivers on Saturday afternoon. To avoid having drivers in the rest of the run groups sit around waiting for their next run this session will be held at the end of the track day on Saturday from 3 to 4:30 PM. Drivers not eligible for the enduros are free to enjoy an afternoon at the track or whatever activity they please. All drivers are welcome to stay at the track and cheer on the participants.

We're very blessed to this year have EPE as our sponsor once again. Jerry and his team are highly skilled professionals who can take care of any and all of your Porsche needs. Stop by and say "hi" or "thanks!"

Camping: We have arranged for camping in the paddock area this year. There is no additional charge for camping in the paddock area. To camp in the "Pit Road RV" area with an electrical hook up, campers need to see security upon arrival and pay a fee of \$50. No car haulers or work on the car is permitted in the Pit Road RV area. To hook up to electric on Manufacturer's Row (car haulers OK) also requires a fee of \$50. Free showers are available on the infield. There is no burning/open flame allowed in the paddock area.

Speed Shop: WGI has announced that The Little Speed Shop has opened up shop at the track. They will be open 7 days a week at the south end of the garage to meet the needs of track rental customers with a full retail store, complete with everything you may need at the track. The TLSS Race Shop will also offer part/tire pre-ordering services where clients can call before an event and have parts/tires ready and waiting to be installed on the vehicle once it gets to the track. You can call them at 585-647-0339 for parts inquiries or check their facebook page: The Little Speed Shop.

Social: There will be a catered dinner (menu will be in the Track Rats package) at the track in the Glen Room after the track goes cold on Friday afternoon. Tickets for the dinner are \$20 per person and are available through ClubReg when you register for the event. Drivers can purchase tickets for family and guests. Please order dinner tickets in ClubReg so we have an accurate count of the number of people attending the dinner. We may have a limited number of tickets available for purchase at the track.

Drop off your rig the night before 6-9:00PM No Extra Charge

Rent a Garage – \$75 for 3 days

2017 NER Auto Cross #4

Sponsored by..

Sunday, August 13th

Herb Chambers



PORSCHE

Boston | Burlington

The NER Autocross Season continues with its fourth event of the 2017 Series on Saturday July 29th at Moore Airfield at Fort Devens. Now that summer is firmly upon us, the track should be warm enough to get those tires nice and sticky ...

Autocross is a safe and accessible introduction to motor sports and a fantastic way to improve on your driving skills. Also, unlike Driver Education, it is a competitive event: you compete against similar cars by individual timing. So the entrants at our autocross events are a dynamic mix of novices, possibly prepping for going to the track, and veterans who view autocross as their main motor sport. Note that novices can always count on help from the veterans and no one takes it so seriously that it interferes with the spirit of camaraderie. (Well, OK, some people do take it pretty seriously – but they're still nice!)

Depending on the crowd size, we'll try and get 12 (record is 14) individually timed runs and be eligible for awards. Trophies will be awarded to the top three drivers in each class that you can use for bench-race bragging rights.

Registration opens on June 8th at pcaner.motorsportreg.com. You must sign up online by midnight, Wednesday August 9th .

The gates open at 7 and check in ends at 8. Participants are encouraged to arrive no later than 7:30 to allow plenty of time for check in and car prep for tech inspection. Also make sure you bring adequate clothing for any weather be it hot, cold or wet. Lunch is offered for a nominal fee or you can bring your own picnic style eats. We will take a 20 minute lunch break between the morning and afternoon heats. Water and sodas are always provided throughout the day free of charge.

You will be required to perform a work function during the day as part of the event. And you must stay for the whole day, which could last until 5pm.

The cost for the day is \$50 for members, \$60 for non-members.

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 this event. Questions: contact AX Chair Chris Ryan (autocrosschair@porschenet.com). For registration information, contact the AX Registrar Jeff Johnson (autocrossreg@porschenet.com).

Directions to Fort Devens: The event will be at Moore Airfield on Route 2A which is separate from the main Army base. The Google maps address is 91 Fitchburg Rd. Ayer MA. From Rte128 or I-495: Take Route 2 West. Take Exit 38B (Route 111 North) for 2 miles. At the rotary, take Route 2A West toward Ayer. Stay on 2A as it turns right in downtown Ayer. Follow Route 2A bearing left at the fork by Tiny's Restaurant. Continue past the Shop & Save market on your left - the entrance gate will be on your left just after the railroad tracks with a sign reading "State Police Driver Training". Enter through the main gate, look for the "Autocross" sign and bear left up the hill to get to the airfield. At the top of the hill there will be someone to check you in, have you sign the PCA waiver sheet, and greet you with instructions. Please be prepared to show your driver's license and PCA Membership card.

2017 Sobo Schedule

Summer 2017

July 9th

The next Porsches & Coffee of the 2017 season will be on Sunday, July 9th, 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, please drive carefully. For more information, please email Roger Slocum at: rr356c@aol.com

August 13th

For this event we will be at a new venue – the just-opened **Newport Car Museum in Portsmouth**. Some local Porsche enthusiasts, including my wife and I, recently visited the museum. We all agreed that it is an engaging display of cars, artistically presented, including videos in each room about the cars shown in that room and, might we add, contemporary furniture and lighting. Therefore, to be a bit different, the scheduled 13 August South of Boston Coffee will be held at the Newport Car Museum, 1847 West Main Road, Portsmouth, RI. Go to newportcarmuseum.org for further details about the facility. The owners will offer the Porsche drivers a reduced entry fee of \$15.00 per person and use of the six available driving simulators which offer many types of vehicles and racetracks. My wife Rosemary selected a 356A and thoroughly enjoyed the simulated drive.

One of the various rooms will be set up to offer free coffee and donuts. Only water can be carried into the showrooms. In order to discern the Porsche people from other public entries your hand might have to be stamped. Also, a designated area for just the visiting Porsches should be in place (it is an immense parking lot).

For planning purposes, expect to spend about two hours at the facility, especially if you take a break for coffee and donuts and take a simulated drive (usually four laps) in your chosen car and racetrack. Doors open at 10AM. We may have sign up sheets for the simulation experience, especially if there is a large turnout.

For more information, please email Roger Slocum at: rr356c@aol.com



Porsches and Coffee the Return

Saturday, August 19th



8:00 am - 10:00 am

SAVE THE DATE !

Due to popular demand and the success of June's event, we plan to return to Lala Java on August 19!

8:00AM – 10:00AM

Check the Event page on the website for updates

Lala Java
290 West Main Street
Northborough, MA 01532
(508) 393-7625

www.lalajava.com

Weather permitting.

NER Summer BBQ



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

Where: 16 Meriam Street, Lexington MA 02420

When: August 20th, 2017 1:00-4:00pm

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

Register on www.Porschenet.com

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




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NER Driver Education at Palmer Motorsports Park

September 22, 23, 24

Sponsored by..



TThis is our second of two events at Palmer in 2017. PMP Whiskey Hill Raceway is 2.3 miles long, 40-feet wide, and has over 190 feet of elevation change. Designed by grassroots racers and professional track designers and carved out of Whiskey Hill granite the road course is a 14-turn rollercoaster ride around a scenic and secluded alpine wilderness.

Sound Limits: The sound limit is 95 decibels on the A scale, as measured at 50 feet from the track edge by track management. Vehicles in violation will not be allowed to continue use of the track without correcting the situation. Any vehicle causing a violation will be immediately black flagged and not allowed back on track until corrective measures have been taken. Any vehicle found to be in violation a third time will be excluded without refund from further participation in the event.

Social: There will be a Wine, Beer and Soda Social when the track day ends on Saturday, followed by a BBQ dinner at 5:30PM or a bit before if they're ready to serve. Drivers can purchase tickets for family and guests. This time we've asked Firefly's from Marlborough to come and BBQ for us. Chicken, Ribs and sides, with dessert, are on deck for our menu! Drivers will be able to purchase tickets for family and guests through ClubReg during registration or at the track for \$20.00 each.

Garage Information Garages may be reserved online or at the track (first-come, first-serve). These are enclosed single car garage bays with 110v power. All Garage Reservations will be made directly through PMP. In an effort to make this process as convenient as possible, they will be accepting reservations on their website at: Garages. Rates are \$50 Friday only, \$100 Saturday and Sunday only, or \$125 for all three days.

Fuel: There is currently no fuel available at the track. The nearest fuel is a Sunoco on Rt 67 approximately 3.5 miles from the track (turn left on West Ware Road leaving the track, turn left on Rt 67, drive 1.9 miles, Sunoco on the left). If you get crossed up and turn right don't panic, there's another Sunoco on Rt 67 about 6 miles down.

Lodging: The Sturbridge Host Hotel at 366 Main Street, Sturbridge, MA 01566 is offering discounted rates of \$79 per night to people participating in events at Palmer. Call 508-347-7393 for reservations and say that you are with "Palmer Motorsports Park" to get the group rate.

The Blue Ridge in a Boxster!

Copy & Photos by Gary Cooper

We all love our Porsche's, there's no doubt about that. Whether we track them, AX them, rally them, show them or just stare at them in the garage (guilty) - we find ways to enjoy ownership.

For my wife, Ellen, and me - we like to drive our 2003 Boxster and share in the camaraderie of like-minded people. One of our favorite ways to do this is to attend the Blue Ridge Boxster Summit (www.brbs.org) in Little Switzerland, NC.

BRBS, as we call it, started in 1999 as an informal gathering of owners of the original 986 Boxster, and has met continually since - this year's event was BRBS19. Although not affiliated with PCA, most attendees are likely members. The group has no purpose or agenda other than getting together once a year to drive our cars, eat good food, and enjoy each other's company.

It's nearly 1,000 miles from Boston to BRBS, and we'd be gone for a full week (the event takes place the week of Memorial Day). Therefore, careful packing is a must. Fortunately, our little mid-engined roadster has two trunks!

We left bright and early on Tuesday morning and drove hard for 11 hours to make it to Roanoke, VA. The reason for this (crazy) plan, is to allow ourselves a more leisurely drive on Wednesday. We jumped on the Blue Ridge Parkway at Roanoke and spent the entire day on this lovely road to drive 220 miles to Little Switzerland. There are countless scenic overlooks on the 469 mile length of the Parkway as well as stops of cultural interest. We enjoy the Folk Music Center to hear a little live blue-

grass music.

We pulled into our cabin's driveway in the late afternoon. Ellen's cousin, Chris Rieder from southern Maine (NCR member), and his wife Sharon, had left earlier and were already there in their 2008 Boxster coupe (Porsche calls that a Cayman, folks). They stocked the refrigerator with snack and drinks. Most attendees stay at the Switzerland Inn, which is located right on the Parkway and Route 226/226a - also known as the Diamondback. This 12 mile loop has 190 curves - similar to the more well-known Tail of the Dragon. I call it Porsche heaven. But we like to spread out in our homey cabin, and can walk to the beautiful Inn. We joined other attendees on the terrace for drinks and then soaked in the gorgeous view by the new fire pit.





The "early" event on Thursday was a trip to the Sierra Nevada Brewery for a tour, beer tasting, and scrumptious lunch.



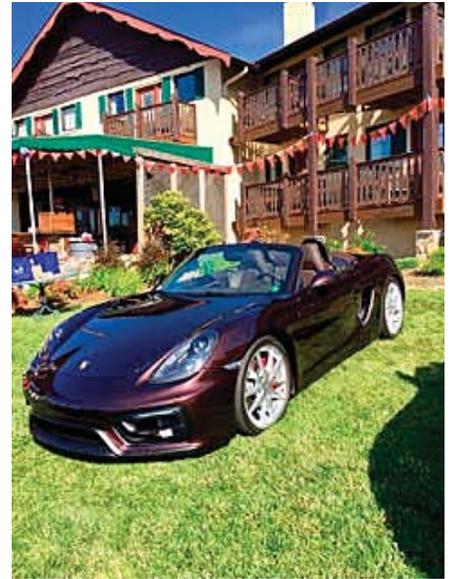
On the way back we took the Parkway and stopped to take the road to the top of Mt. Mitchell, highest point east of the Mississippi. I took a selfie with Chris and Sharon from the observatory.



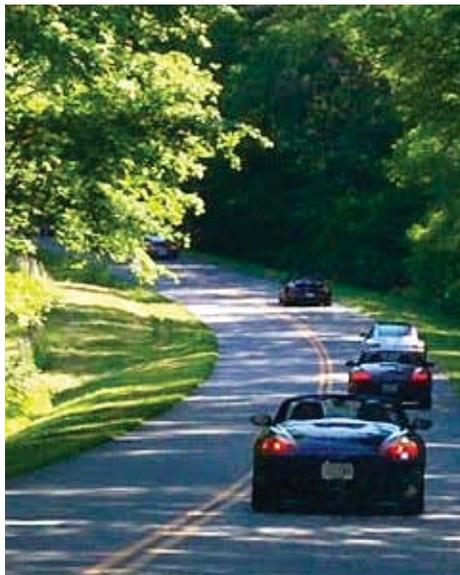
The theme of BRBS19 was Western, so we enjoyed a chuck wagon feast on the terrace and got reacquainted with friends. The social scene is one of the best parts of the event.



One of the last events of BRBS is the Show and Shine, where some attendees present their cars in a non-judged setting on the Inn's lawn. One of our favorites is this 2016 in a stunning color combo of Mahogany Brown over Espresso. Ellen says it reminds her of a Godiva chocolate!



The next two days you can sign up for a variety of Fun Runs. Think a nice drive, activity, and lunch. Examples are hikes, vineyard tours, shopping and even zip lining. We chose an enthusiast's drive on some of the fantastic local roads, followed by some authentic NC BBQ at Pig-n-Grits for Friday, and a drive to Blowing Rock, NC for lunch and shopping opportunities for our "navigators." One of the best parts of these Fun Runs is the joy and honor of driving in caravan with a technicolor lineup of Porsche cars. By the way, the loose rule is once you attend a BRBS in a Boxster, you can drive whatever you want at subsequent events.



We said our goodbyes on Sunday morning, and already made plans to attend the big 20th Anniversary BRBS next year. As you can tell, we love the event, but it's mostly the people (sound familiar, PCA members?) that we enjoy. In fact, one veteran attendee described it as she gets to see 150 or so of her best friends - once a year!

Chris and Sharon had made plans to drive to SC to visit the new owner of the 1.7L 914 that had owned since the 70's, but we decided to make a stop in Charlottesville, VA to visit Monticello on Monday. The Rieder's then drove back north and met us there.



Before leaving MA I had made arrangements to meet my good friend and fellow PCA member, Bruce Russell, from the Richmond area for lunch at the historic Michie Tavern near Monticello (managed by another PCA member with a 981 - just sayin'). Bruce had some big news - he just come from purchasing an absolute cherry 997 Carrera S at a dealer in Charlottesville. Unfortunately, he did decide to sell his 986, but he'll always be welcome in the Boxster community! Here's a picture he sent of his new pride and joy after he got it safely home.

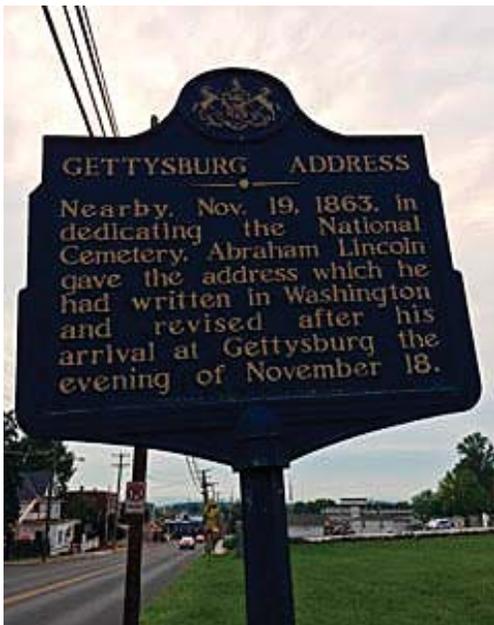


When we pulled into our motel, we noticed a large collection of vintage cars - mostly Detroit iron. It turns out the Antique Automobile Club of America was there on their own tour.



I immediately noticed there were only two Porsches in the lot. One was an original owner 356A that had been purchased in 1957 for \$2,700. The owner suggested I hold on to my 986, but I can't imagine it'll ever be worth 10x what I paid for it! Also there was a sweet 1979 SC. Of course I had to press my nose up against the window to get a look inside. I then noticed the owner's placard and was surprised it was someone I had met before - at last year's BRBS! What a coincidence! I left a note under their wiper, and a day later got a nice email from the owner. The BRBS bonds are strong! So, if you have a Boxster, you should really look into attending the event in 2018.

Still needing to make our way home to the real world, we decided to make one more stop in historic Gettysburg, PA and got to take a brief drive around town.



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The Suspense is Killing me!

Copy and Photos by Sterling Vernon

Editors note: As you know I'm not perfect. Last Month the second 1/2 of Sterlings article got cut. I'm not at all sure how that happened, but it did. So I'm sorry Sterling. Here's the whole column in it's glorious totality! I hope the suspense didn't kill you!



Can a car passion ever resemble a horror movie? I imagine it might for some. But for me it's more of a suspenseful thriller. I'm the automotive equivalent of Hitchcock's Jeff Jefferies always peering through the rear window out Lars Thorwald mysteriously dragging his drunk, wondering what is currently happening behind the scenes, hoping I don't misinterpret the bits and pieces of information I've slowly trained my eyes and ears to acquire. Jeff's aim to be vigilant and prevent tragedy is certainly familiar to any old car owner. You know who you are. We all must keep in mind the comings and goings of our vehicles to maintain a macro view of what routine maintenance to expect. But we also need to be observant of the minutiae, the little noises and scents that provide early clues that a change is afoot. It's a long, beautiful suspense story that we get to live and breathe. Not sure I'd have it any other way. It sells at the cinema. And it sells me in my garage.

There are a few kinds of automotive "suspense." There is the constant vigilance, sure. But there is also the actual suspension of the car - the bits that keep the chassis off the road. And there is also

another surprising suspension point that I learned about recently - the seats.

To get a bit more used to the "race car" feeling, last summer I decided to put a race seat into my 944 NA that I use daily. I found a nice black seat online with some red and blue Martini-esque stripes on it that would look perfect. After calling to verify the availability of the color and model, I ordered and waited. The seat arrived. It was that hideous tuner-garish blue with white stripes. Gotta love online parts ordering. I contemplated the idea of shipping it back and haggling for a replacement. It just wasn't worth the effort. Into the car,

it went. The fit was good, at least. I quickly developed a new proficiency in understanding the bolts and sliders that hold seats to the floor of the car. In my old 944, one of the seat belt mount points can either be on the transmission tunnel or it can get bolted in between the floor of the car and the seat slider. Details like these seem to change between the pre-85.5 944's and the later models. There are a surprising number of picky details in these cars over the years.

Once I got the seat mounted, I found I had to re-route the seatbelt through the harness belt holes on the back of the seat just for more comfortable placement on the shoulder. Routing the belt

down through the holes in the bottom sides of the seat also felt better but also further increased the gymnastics needed to fasten the belt each time. I can now sympathize with the guys in race cars who strap in, but forget to close the door and now can't reach it. You've gotta pay to play in the race world, apparently.

My big revelation was that suddenly my car's suspension felt so much more stiff! Like, really uncomfortably stiff. Each drive rather resembled a session with a masseuse devoid of any training or talent with a fondness for blunt instruments. My irrational enthusiasm for "race car-ness" made me tough it out for a few months. But - don't tell anyone - I was greatly relieved to swap back to some nice, standard buckets. It turns out the springs in your seats are quite critical to the ride quality of your car! Without them, the suspense was definitely killing me.

While "converting" my 911 back to street use (aka "buying a track car"), the suspense was also heavy. My lowering springs were just way too low. Minor dips in the road were accompanied by a sharp scraping sound that would usually be associated with lifelong inmates in your standard horror movie fighting for escape from a stone prison on an isolated island using only a plastic fork. I swapped the front struts for Bilstein



PSS10 coilovers, mostly for the ability to adjust ride height. This successfully raised up the front of the car to keep the fork-welding inmates at bay. But a new problem developed where a heretofore unknown sound came forth each time I turned the wheel a good bit while parking the car. I had lost a good bit of steering angle for some reason. The inmates were again at it with their flimsy instrument. It turns out that the cross section of the coilover at the height where it is closest to the tire/wheel is much thicker than the carefully tapered stock struts that are angled to avoid the half shafts, this being an AWD car. I was getting tire to coilover interference. I had some 7mm wheel spacers kicking around so I threw those on the fronts - so much better. But the ride was significantly bouncy. This was more like the movie where people hit turbulence in an airplane right before falling out of the sky. My car is still perilously low - you can't reach under it easily. So I had to find some time to jack it up and reduce the rebound setting to full soft on the Bilsteins. Problem solved.

The car is still a bit stiff, but it gets over bumps and doesn't bounce me off the road. The plastic cutlery can finally be recycled.

My last form of suspense is the classic one - waiting for a car to come out of the shop. My 944 Turbo has been under the knife for fresh harnesses, a general health check, and a race dash with lots of sensors to report my driving suckiness accurately. There was a fitting for the brake lines to measure brake pressure that wasn't aware that the name "fitting" implies that it should fit and needed to be swapped out. It was arriving yesterday and getting fitted after that. That should do it for now. I can't wait to finally dig into the manual for the engine management systems and boost controllers. It's a whole new area of learning for me. One I probably should have postponed until my driving is more consistent and proficient. Sometimes you just have to take the jump. I'm not getting any younger. And definitely not any smarter.

A friend gave me some sage advice to

bring the car to a pro just to get a baseline sense of whether it is set up adequately right now before I start messing with anything. He's certainly right. And I'm one of those idiots who doesn't always follow good advice and likes to at least try to figure things out myself. The suspense of whether this becomes the next horror movie is now something you get to enjoy.

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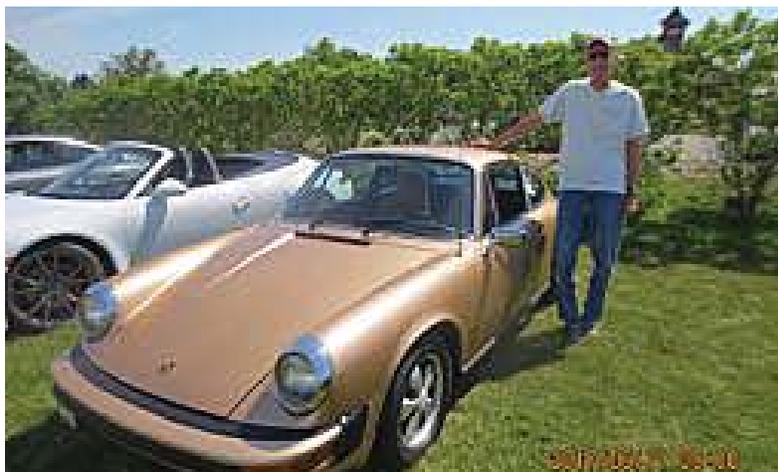
JUNE 11TH SOUTH OF BOSTON (SOBO) PORSCHEs AND COFFEE

Copy and Photos by Roger Slocum

Rosemary and I arrived at Sweet Berry Farm at 9:25 AM, expecting to see a Porsche or two. Surprisingly we were the first to park a Porsche on the grass. Rosemary looked around and determined that the best placement for the Porsche logo sign was as you enter into the loose stone parking lot that abuts the expansive lawn. By the time we left at noon, 34 cars had escaped the inland heat to enjoy soothing breezes off Narragansett Bay. We are fortunate to have Sweet Berry offer us this bucolic grassy knoll.

One of the early arrivals was first timer Carl Mattson, driving his Gazelle Metallic 74 911. Carl resides in Charlestown, RI and has owned the 74 for 30 years; his Porsche was repainted about 32 years ago. Unlike many original oldies, his 911 front and rear window channels show no rust because he does check the window frame drains. With retirement looming ahead, Carl thinks he may sell his Porsche because it doesn't have A/C and he may be relocating to the south. I encouraged Carl to look for an A/C unit that he could retrofit; there are some nice installs available. However, Carl also said that maybe he would let go and exchange the 74 for a Cayman.

Steven Howitt often attends our coffees and



Carl Mattson 74 911



Josh Grabar



Kevin O'Connor 08 Carrera S

today he showed up with his project (found it in a barn) that has been in the making for more than a year. Stripped down to the bare metal, his repainted 82 (Euro version) SC shows no external flaws. Painted in G1 Guards Red, the SC is ready to show. The unusual blue interior was also cleaned and burnished. The mechanicals have also been refreshed (heads, brakes, etc.), so Steven is enjoying the drive behind the wheel of a classic.

Kevin O'Connor's 2008 Carrera S caught my eye because of the untypical color; a misty green that he said was "malachite". He has owned the Carrera for about three years. Previously he had a 02 911 that he drove for about six years before getting this Carrera. Kevin plans to add to the current odometer's 25k miles because he has recently retired and now has more time for the drive.

Rebecca and Fred Merallo parked her silver 2008 Carrera S, which they purchased in February. Rosemary and I met the couple at the last Porsche Ramble; Rebecca's special birthday present from Fred was to be a Porsche, a car she had always wanted. They weren't necessarily looking for a 911, but the day they went to the dealership, the 2008 car had just gone on the lot that day with only 20,000 miles and the right price. Not only is Rebecca pleased with her car, she also is impressed with the social aspects of the PCA membership as she exclaimed;

"Everyone is so nice and friendly."

A nicely maintained grey 2003 Targa got my attention. Lance and Jen Osojnicki have owned it for about four months. Previously their 99 Boxster that they had owned for a year had been their first Porsche.

Brien Welch and his brother arrived shortly after I parked my Carrera 4; Brien's recent purchase (actually, just a few days before the coffee), is his first Porsche, a 2016 Panamera 4. When he was 15 (a long time ago), he told me he wanted a Porsche, but no one would give him the money. We had such an animated conversation that I forgot to get a photo of him and his brother. Hopefully, we will see them again.

I didn't get the chance to speak with the owner of the white 912 whose stunning black and white checked seats accented the black interior. Unfortunately, he left before noon, and, like some others failed to fill out the login sheet making him an unknown. I had planned on getting a photo, but engaging conversations slowed me down and I lost the opportunity.

I want to do a shout out thank you to Patrick (Pat) Duggan, the Porsche Goldmeister Technician at Inskip Porsche, Warwick, RI. For a few years I have been talking about installing a passenger grab bar in my 911. Holding on to the interior passenger door does not afford an adequate brace during aggressive driving. About a year ago I broached the subject with Pat and he said that installing a grab bar is doable. Pat installed the passenger grab bar



Lance & Jen Osojnicki 03 Targa



Rebecca & Fred Merallo 08 Carrera S



Stevem Howitt 82 911SC

just before this year's Ramble, and it meets the criteria of form and function. I have included a photo of my oldest son (Joshua) gripping the new grab bar.

Along with the passing of Charlie Dow, a Porsche enthusiast who had attended more NER rambles than anyone else, Mac Chrupcala, who was a regular at our coffees along with his grey 2001 996, died in November. Matt loved his Porsche and often spoke that it would someday belong to his daughter, Marielle. Quoting from the November 28th, 2016 front page of the Newport Daily News, "He was one of the finest jazz musicians anywhere in the country, but Newport was always his base".

The next SoBo will be on Sunday, July 9th, 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.

Remembering Dave Maynard 40 Year Member

Copy and Photos by Kevin Gross

Longtime Northeast region PCA member and Club Racer Dave Maynard passed away peacefully on May 29th, at home with his family. His family will host an open house for PCA friends on July 22nd, from 2 to 4 PM, at their home:

503 Main St., unit 12
Hawkswood Estates
Amesbury, MA 01913

All are invited to join, RSVP is not necessary. Please contact me with any questions at kevinceegross@gmail.com . (Google Maps gets the directions right; my Cayenne's nav does not!)

Dave's family will host an open house for PCA friends on July 22nd, from 2 to 4 PM, at their home:

***503 Main St., unit 12
Hawkswood Estates
Amesbury, MA 01913***

All are invited to join, RSVP is not necessary.

Dave recently celebrated his 40th anniversary as a PCA member. Over that time, he tried his hand at a range of the activities on offer from PCA, most memorably club racing, driver's ed, and concours. He and his family frequently hosted social events for our region at their Framingham home. Buried in the Nor'easter vaults are photos of a tricycle autocross held along their quarter-mile driveway during one such event – the humor and embarrassment are etched into memory!

Dave owned a variety of Porsches over the years, all of which saw service at the racetrack. They included a 924 GTS, one of fifteen Club Sport versions the factory made. Among the others were a very early grey-on-lobster 911, a Euro Carrera 3.0 (green paint, white leather seats, and deep green shag carpet), an orange 911E race car, and most recently a green 912 that he and Ray Ayer restored.

The racetrack is what Dave loved most,

dating back to the seventies. He was very active in PCA's driver ed program, and so many of us owe him a great debt for his years of service as an instructor. I will always remember terrifying him with my line through T6 at NHIS. He was involved with the PCA Club Race program from its inception, first as one hell of a driver and in later years as a scrutineer and then steward. His racing started in the seat of the 924 GTS Club Sport christened "Ruby." When the late Mike Melton decided to retire from his own racing, Dave took over the reins of Mike's blue 69 911T. He was instrumental as a test driver in developing

Jerry Pellegrino and Mark Greenberg's very pink 911 race car "Carmine." Whether in a high-horsepower rocket ship or the 911T "momentum car," Dave was a fearless and talented competitor who invariably found his way to the front of the pack and onto the podium.

He will be remembered for his passion for the cars he and his family owned and drove over the years, and his constant, deep friendship with the hundreds of fellow club members whose lives he touched. Dave is survived by his wife Edith, his daughter Kristin, sons Mark and Miles, granddaughters Willa and Nell, and his sister Nancy Day and her family.

Dave - God bless, God speed.



Dave Maynard and Edith



Dave at Lime Rock Club Race 2017



Dave Maynard and Ruby



Dave Maynard and Michael Melton



Dave Maynard scrutineer



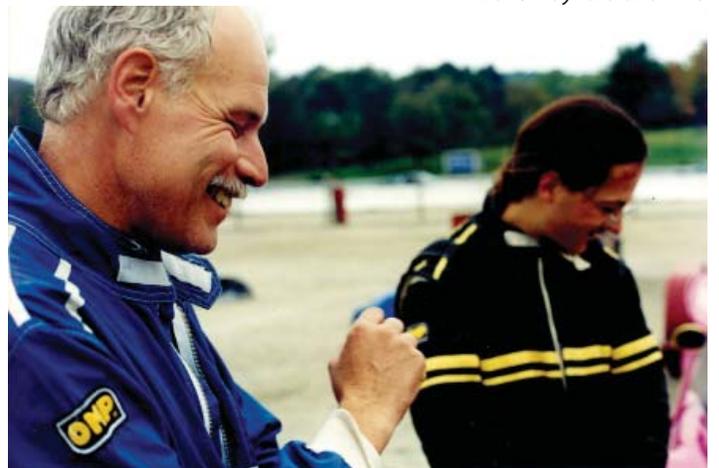
Dave Maynard and Ruby



Dave Maynard and Tino



Dave Maynard and Tino



LRP Test & Tune Oct 94

NER AUTOCROSS SERIES EVENT #1 MAY 21, 2017

Copy by Chris Ryan, Photos by Richard Viard

NER held its first Autocross event of the 2017 on Sunday May 21st at Moore Airfield at Fort Devens, and sponsored by Autobahn Performance to whom we extend our thanks for their support! The weather was perfect, and we had 73 drivers show up to run the field of cones set up by coursemeister Scruffy.

This was the first event set up and run by the new Autocross management team of yours truly and registrar Jeff Johnson. We spent the usual couple of days prior to the event dealing with minor registration issues and last minute cancellations as we prepared for the event. Having just run the AX School 2 weeks earlier (which serves as our shakedown for the season in terms of admin and equipment issues) the process went fairly smoothly. In spite

of that, we did have, but overcame, a couple of minor glitches with work assignments. Other than a quirky issue with my registration in the timing system (because I elected to bring my 993 instead of my usual 3.2 Targa to the event at the last minute), the timing system worked pretty flawlessly.

As soon as the course walk was completed, it was obvious to a lot of folks that this course was going to be a lot more technical than the last several events. It seemed to feature an abundance of cones (lots of visual distraction/deception) as well as several pinch points which looked to be tricky. Sure enough, once we started driving, the off-course calls were frequent in the early going, and people were walking around citing the old "gotta know where to go slow to go fast" line heard so often around Devens with courses

like this. But as the day went on, and people got the hang of things, the clean runs were being posted more regularly.

As mentioned previously, we had a good turnout which happily saw a number of the students from the NER Autocross school return for a the real thing. The Boxster/Cayman classes were well represented with 24 entries spread between classes 4-7, with class 6S being the largest with 9 entries. Class 10S – the newer 911's and GT cars was the largest fielding 11 competitors. We also had Paul and Lynne (Rothney) Kozlac show up with their beautifully tricked-out 1974 914-6 for a shake-down run and it performed quite well this time around. So well, in fact that it cost Scruffy his usual win and FTD as Paul took first and Lynne took second in class 11. In fact, Paul's time of 69.43 was the only run of the day to break 70



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seconds on the busy course. In class 1, Tom Tate edged out John Tanner driving more down-to 914's, class 2 went to Neil Halbert who was over 1.5 seconds faster than Georges Rouhart, his long time competition. Nick Durham prevailed in class 3 as usual, but with Adam Small and Steve James in close pursuit; Charlie Sayers narrowly beat Alan Donkin by less than a couple of tenths in the 986 Boxster class while Noah Eckhouse managed to stay ahead of son Eli by a little over a second in class 5. Class 6 saw Nigel Fenwick staying consistently ahead of Jeff Johnson for the win as did Jeremy Mazziarello against Devon Yablonski in class 7. Yours truly managed to post a 3 second win over our esteemed photographer Richard Viard, af-

ter I decided to experiment with putting the Bridgestone RE 71's I had bought for my Boxster last season on my 993. They certainly seemed to work on that car as well as they did on the Boxster! Aaron Walker took class 9 handily, while Rob McAlpine did the same in class 13 driving his favorite Miata.

We wrapped up around 4:30 with 9 runs on the day. Thanks to everyone's support in their various work assignments, the event ran relatively smoothly although several of us agreed afterwards while chatting at Billiard's that doing a better job on speeding up the working-driving transitions could have bought us another run or two so we will work on that for the next event! I

also want to extend special thanks to Lisa Davis, who has seamlessly and expertly assumed the role of "Lunch Lady" – a thankless but critical job that is appreciated by all of us.

We look forward to seeing you at our next event on July 8th. If you have questions or comments: contact AX Chair Chris Ryan at autocrosschair@porschenet.com or AX Registrar Jeff Johnson at auto-crossreg@porschenet.com.







NER-PCA - #1 - AX Event #1 - Sun 05-21-2017

Summary Results

Timed Entries: 73

| Pos. | # | Rookie | Driver | Car Model | Total | Diff. |
|--|------|--------|------------------|------------------------|--------|-------|
| 1S - '924(all), 914-4, 944' - Total Entries: 4 | | | | | | |
| 1 | 3 | | Tom Tate | 1976 Porsche 914 | 80.012 | 0 |
| 2 | 456 | | John Tanner | 1975 Porsche 914 | 81.616 | 1.604 |
| 3 | 98 | | Jack Goudreau | 1979 Porsche 914 | 84.748 | 3.132 |
| 4 | 457 | | Cole Tanner | 1975 Porsche 914 | 86.828 | 2.08 |
| 2S - '944S,S2, Turbo, 968' - Total Entries: 2 | | | | | | |
| 1 | 58 | | Neil Halbert | 1990 Porsche 944 S2 | 76.356 | 0 |
| 2 | 69 | | Georges Rouhart | 1993 Porsche 968 | 77.523 | 1.167 |
| 3S - '911 1965-1994, 930, 928' - Total Entries: 6 | | | | | | |
| 1 | 770 | | Nick Durham | 1991 Porsche 964 C4 Ca | 77.17 | 0 |
| 2 | 437 | | Adam Small | 1984 Porsche 911 | 78.172 | 1.002 |
| 3 | 244 | | Steven James | 1988 Porsche 911 | 78.385 | 0.213 |
| 4 | 12 | | Arthur Bryant | 1986 Porsche 911 | 80.036 | 1.651 |
| 5 | 770B | | Natalie Nguyen | 1991 Porsche 964 C4 Ca | 83.484 | 3.448 |
| 6 | 244B | | Laurie James | 1988 Porsche 911 | 88.661 | 5.177 |
| 4S - '986 Boxster and Boxster S up to 2004, 914-6' - Total Entries: 7 | | | | | | |
| 1 | 23 | | Charles Sayers | 2001 Porsche Boxter | 79.704 | 0 |
| 2 | 59 | | Alan Donkin | 2003 Porsche Boxster S | 79.868 | 0.164 |
| 3 | 207B | | Thomas Cooper | 2003 Porsche Boxster | 83.408 | 3.54 |
| 4 | 214 | | Geoffrey Pope | 2000 Porsche Boxster S | 85.652 | 2.244 |
| 5 | 721 | | Steven Achatz | 2000 Porsche Boxter S | 86.253 | 0.601 |
| 6 | 207 | | Gary Cooper | 2003 Porsche Boxster | 87.196 | 0.943 |
| 7 | 245 | | Anker Berg-Sonne | 2004 Porsche Boxter S | 91.352 | 4.156 |
| 4R - 'Class 1-4 on R compound tires' - Total Entries: 1 | | | | | | |
| 1 | 61 | | Bill Aubin | 1984 Porsche 944 | 75.952 | 0 |
| 5S - '987 Boxster and Cayman (Not S or R)' - Total Entries: 3 | | | | | | |
| 1 | 80 | | Noah Eckhouse | 2007 Porsche Cayman | 79.328 | 0 |
| 2 | 80B | | Eli Eckhouse | 2007 Porsche Cayman | 80.582 | 1.254 |
| 3 | 169 | | Mike Ryan | 2009 Porsche Boxster | 87.208 | 6.626 |

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6S - '987 Boxster S, Cayman S, 981 Boxster (not S) and Cayman(not S)' - Total Entries: 9

| | | | | | |
|---|-----|--------------------|------------------------|--------|-------|
| 1 | 969 | Nigel Fenwick | 2008 Porsche Boxster S | 75.477 | 0 |
| 2 | 49 | Jeff Johnson | 2009 Porsche Cayman S | 77.226 | 1.749 |
| 3 | 54 | Ernest Grasso | 2006 Porsche Cayman S | 78.158 | 0.932 |
| 4 | 42 | Mark Lewis | 2014 Porsche Cayman | 78.346 | 0.188 |
| 5 | 246 | Jean-Luuc Broussea | 2007 Porsche Cayman S | 78.668 | 0.322 |
| 6 | 696 | Susan Fenwick | 2008 Porsche Boxster S | 80.963 | 2.295 |
| 7 | 234 | Chadd Steinhauser | 2014 Porsche Boxster | 83.647 | 2.684 |
| 8 | 42B | Ryan Lewis | 2014 Porsche Cayman | 83.996 | 0.349 |
| 9 | 477 | Chris Doty | 2014 Porsche Cayman | 85.796 | 1.8 |

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

| | | | | | |
|---|------|--------------------|------------------------|--------|-------|
| 1 | 25 | Jeremy Mazzariello | 2012 Porsche Cayman R | 73.326 | 0 |
| 2 | 99 | Devon Yablonski | 2014 Cayman S | 75.28 | 1.954 |
| 3 | 809B | Camille Galejs | 2014 Porsche Cayman S | 78.538 | 3.258 |
| 4 | 809 | Robert Galejs | 2014 Porsche Cayman S | 78.56 | 0.022 |
| 5 | 6 | Joe Migliore | 2013 Porsche Boxster S | 80.13 | 1.57 |

8S - 'Normally Aspirated 993, 996 (Except GT3), 991 (Except 997S and GT3)' - Total Entries: 5

| | | | | | |
|---|-----|-----------------|------------------------|--------|-------|
| 1 | 156 | Chris Ryan | 1996 Porsche 993 | 76.695 | 0 |
| 2 | 993 | Richard Viard | 1995 Porsche Carrera 2 | 79.762 | 3.067 |
| 3 | 32 | Glenn Champagne | 1999 Porsche 996 | 82.714 | 2.952 |
| 4 | 620 | Dan Kurys | 2006 Porsche 997 | 87.072 | 4.358 |
| 5 | 855 | Alain Arnaud | 2007 Porsche 997 | 91.376 | 4.304 |

9S - 'Turbocharged 911 (993, 996, 997); 997 S/GTS/Speedster; 996 GT3, 991 Base, 996 GT2' - Total Entries: 5

| | | | | | |
|---|-----|-------------------|------------------------|---------|--------|
| 1 | 563 | Aaron Walker | 2004 Porsche GT3 | 74.091 | 0 |
| 2 | 13 | David Ilsley | 2010 Porsche 997 GT3 | 80.066 | 5.975 |
| 3 | 233 | Chuck Steinhauser | 2012 Porsche 991 | 82.932 | 2.866 |
| 4 | 194 | Chris Lindquist | 2009 Porsche 997 S | 83.92 | 0.988 |
| 5 | 143 | David Peak | 2010 Porsche 997 Turbc | 102.776 | 18.856 |

10S - '997GT3, 991S/GT3/Turbo, Carrera GT, 997 GT2, Cayman GT4' - Total Entries: 11

| | | | | | |
|---|-----|--------------------|------------------------|--------|-------|
| 1 | 10 | Ed Moschella | 2016 Porsche GT4 | 71.819 | 0 |
| 2 | 63 | Ed Wong | 2016 Porsche GT4 | 73.364 | 1.545 |
| 3 | 360 | Alan Davis | 2015 Porsche GT3 | 73.48 | 0.116 |
| 4 | 414 | Jeffrey Croteau | 2013 Porsche Carrera S | 78.963 | 5.483 |
| 5 | 707 | Charles Stroymeyer | 2010 Porsche GT3 RS | 79.81 | 0.847 |

CARS AND COFFEE JUNE 17, 2017

Copy and Photos by Robert Jacobsen



Saturday June 17th dawned a bit on the grey and ominous-looking side of things, but radar showed that the rain had passed. So, the decision was made that we were a 'go' for our Cars and Coffee: 24 Hours of LeMans edition hosted by Lala Java in Northborough, MA. The event was scheduled to start at 8AM and there were some eager Porsche owners who arrived even earlier. Once the tent and television were set up to televise the start of LeMans and with a hot café mocha in hand, I began walking around to see what cars had made their way out on this overcast Saturday morning. Right out of the gate there was a very strong showing of Boxsters and Caymans, four Volkswagen

GTI's, three very nice liquid-cooled 911's, two air-cooled Carreras, and a partridge in a pear.... I mean one 1960's vintage Mini Cooper. Throughout the morning a good number of other cars came and went including a beautiful 944, a good collection of BMW's, other Porsches and Audis and, at the very end of the morning, a late 1970's Firebird. All in all we had a showing of about forty cars and the weather cooperated perfectly until right after we had finished at 10AM when a slight drizzle started.

I would really like to thank everyone who came out and made the morning so enjoyable and also for driving responsibly while entering and exiting the event. Lala Java is a great venue and the plan is to

have two more events there before some of our cars get put away for the winter months. Also, a big thank you to Brown's Appliances of Northborough for lending us the 50" TV on which to show the start of race.

Stay tuned for the announcement of the next date.
-Robert Jacobsen



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FROM 19 LAPS BEHIND

Copy and Photos by Porsche AG



PORSCHE Wins LEMANS!

At 18:30 on Saturday evening the Le Mans 24-Hours looked over for the Porsche 919 Hybrid of Earl Bamber (NZ), Timo Bernhard (DE) and Brendon Hartley (NZ). Their car had no front axle drive anymore, was repaired for 1.05 hours and rejoined the race 19 laps behind. But the 85th running of the endurance classic in Le Mans produced such dramatic changes that the impossible ultimately came true: After an enormous effort, the trio sliced through the field from 54th position to overall victory. For Le Mans record holder Porsche, it is the 19th overall win in the world's toughest race and the third in a row meaning the German manufacturer can now keep the famous trophy.

For Earl Bamber it is his second Le Mans overall win at the wheel of the Porsche 919 Hybrid after 2015. Timo Bernhard also scores his second Le Mans overall win. Following on from his maiden win in 2010 when he was loaned to Audi, he had dreamed to repeat it one day with Porsche. Brendon Hartley was arguably the hungriest of this year's six Porsche LMP works driver squad as his name had yet to be engraved onto the big trophy.

How the final phase went for car number 2:

When the number 1 sister car stops on track soon after 11am after having led the race for more than ten hours, the time for the hunters had arrived. Hartley continuously improves during a multiple stint. After 312 laps, he comes in for his final refuelling stop then after 325 laps he hands over the car in fourth position to Bernhard. At 12:50pm, the 919 Hybrid is back on the same lap as the leading car – it is race lap 330. After all LMP1 hybrid works cars have either retired or been delayed, an LMP2 leads outright. After 338 laps Bernhard comes in for fuel and on lap 347 he takes the lead. His penultimate refuelling stop is after 351 laps before a final splash & dash after 360 laps. After 367 laps in total Bernhard takes the chequered flag to fulfil a dream.

The race in numbers:

- The winning team of car number 2 completed 367 laps (5,001.23 kilometres) at an average speed of 208.2 km/h.
- Car number 2 headed the race's overall classification for the final 20 laps.
- The most led laps of the race were

completed by the number 1 sister Porsche of Neel Jani (CH), André Lotterer (DE) and Nick Tandy (GB). It led the field from lap 155 until and including lap 318 (00:45am until 11:09am). Additionally, it led two more laps from earlier in the race due to pit stop periods. In total the number 1 car led for 166 laps.

- At the time of the car number 1's engine failure, it led by a 13 lap margin over the rest of the field.
- During the 24 hours, the race saw three safety car periods (15 laps) and 27 'slow zones' during which the drivers had to reduce speed to 80 km/h.
- For only 246 laps of the 367 laps race distance, the 13.629 kilometre long track was entirely green.
- The winning car entered the pit lane a total of 29 times, once for a drive-through penalty. Including the long stop for repairs, it spent one hour 38 minutes and 5.211 seconds in the pits.
- The race winners used ten sets of slick tyres and the car was refuelled 28 times.
- The highest top speed of the winning Porsche 919 Hybrid in the race was officially measured at 334.9 km/h (Bernhard on lap 338).
- The longest distance covered with one set of tyres was 43 laps – lap 124 until lap 167 – with Earl Bamber at the wheel.
- Only one lap shorter than this was Bernhard's final run from lap 325 until the finish after lap 367.
- Bernhard clearly drove the biggest share of the distance. He did 159 laps in total, Hartley was in the car for 106 laps and Bamber for 102.
- Before the race, Bernhard's weight – including overalls and helmet – was 65.0 kilograms. After the race he tipped the scales at 63.8 kilograms.
- The fastest full service pit stop, including a tyre and driver change, by the Porsche Team was 82.343 seconds.
- The fastest stop for refuelling (full tank) was done in 64.342 seconds at 10:14pm.
- The drivers had 0.9 litres of drink on board for each stint. The drink bottle was changed at every refuelling stop.

- 11 tear-offs in total were removed from the winning car's windscreen for the best possible visibility.
- The highest ambient temperature was 31.5 degrees Celsius shortly before the finish. During the night, the air cooled down to 19 degrees Celsius. The track temperature reached its peak on Saturday at 39 degrees Celsius. The lowest track temperature in the night was 27 degrees Celsius.
- 25.2 gigabytes of data from car number 2 was transmitted to the pits during the 24 hours.
- After three out of nine rounds of the FIA World Endurance Championship, with double points in Le Mans, Porsche now leads the manufacturers' standings with 111 points ahead of Toyota (78.5 points). In the drivers' world championship, Bamber/Bernhard/Hartley have scored 83 points and are leading by a 17 point margin. Jani/Lotterer/Tandy are currently in 5th position with 28 points.





keeping up with that thing! Wow, this little red devil does have some poke!" I was having some fun, finally!

On about the third lap of chasing this GT3, we were close together coming out of the oval where it turns back out into the new back section - turns 8, 9, 10, and 11. This is where things got bumpy - literally. Turn 8 always had a few wrinkles in prior years being where the transition from the aging oval course to the newly-refurbished road course meet up but, this season, there are full-on humps right at track-left where you false-apex before braking later into the left hander. This turn and turn 5 under the bridge are probably the trickiest on this course. This time, the upward migration of these bumps caught me out. I braked a bit early to give the GT3 some berth. I was gaining on them but there was no way they were going to let me by until the straight, if ever, so I wanted to be close in case I could get a run on them but not dangerously so and not this early. As I gave the car a stab of brakes, I also turned the car a little left toward that false apex leading into turn 8. Bad idea. As the car hopped the bumps with some steering and some brake, it started to slide a bit to the right. I counter-steered a bit.

But this was the first run at the first track day of the season. Rust never sleeps. I gave it a hair too much, perhaps, and she started to slide the other way. Again, I gave it some counter-steering to get it back in line. Again, too much. Now I was sliding right again and the wall was looming. The grainy, smoke-filled voice of Dennis Maccio, head of Bertil Roos Race School came immediately to mind - "know when to fold 'em." It was time for a tight on-track spin to keep out of the wall. So that's what I did. I never left the racing surface.

I was already on the brake and clutch thankfully avoiding an embarrassing stall on top of my embarrassing spin. I watched a few cars dutifully obey the waving yellow flag announcing my screw-up as they proceeded safely past me. I decided to increase my safety margin by getting a bit more to the outside of the track onto an apron by the wall, but still in view of the flagger who would hopefully let me know when it was safe to get back underway. They did and I pulled a 180 back into the flow, knowing the only

place I was headed now was to the pits to have a little talk with someone about what I just did.

Back out I went for the next session, humbled, once again carefully feeling out braking zones, shift points, lines around the track, and especially the line through turn 8 leaving the oval. I watched their line carefully as other cars entered that turn, knowing full well that many of them had a lot more help on tap to get through their potential peccadillos than I did. The wisdom to brake late, certainly after the bumps in turn 8, came rushing back. Now I really knew why Mike, my first instructor at Thompson years ago, made it a point to discuss the line through that turn and how coming in wide to the right might be the safer, if slower, path of wisdom. If only these things could come back to me just a bit more quickly.

The final three sessions were clean. And I eventually got my lap times down into the 1:28's - not far off my personal-best in my 997. The car looked promising!

For the rest of the story, with video, from Thompson - put this into your web browser: <http://acf.posthaven.com/spinning-out-of-the-comfort-zone>

The next test for the Red Devil would be one of my favorite tracks, Palmer. I hadn't changed much on the car, but a few changes would help. The last time out I had a hard time adjusting to the pedal layout - it was very hard to heel/toe downshift and I found myself stabbing at the gas pedal in a rather non-elegant manner into turn 1 at Thompson repeatedly. I remedied that problem this time with a gas-pedal extension kit from Rennline. The narrow power band of the boosty engine required a bit of reflex readjustment. Shifts had to come thick and fast to stay on boost. You have little power up to 3,500 RPM or so... some whooshy noises as you get close... then, bang! A kick in the backside to the 6,500 redline. It seems like you blink and the redline comes and you have to shift up and start all over again. When I could manage smooth driving, the car was very stable.

I knew Palmer would be the big test. It had been a couple of months since I was last here. And last time, we were driving backwards! Just like

last time out, I was mentally prepared to start off cautiously and build speed from there. Palmer is a track with tremendously special turns. There are two turns where you swoop in from above and feel yourself embraced as the track holds you tight in it's cossetting camber. And then there are turns with the opposite effect. These fast sweepers present disadvantageous camber over their sloped haunches. You go fast in these turns in direct proportion to the amount of "pucker factor" your body can endure as your car tries to slide off the road. The straight isn't even straight!



Eventually, my run group's turn came up. I put on all the gear and fired up my car. As I finished up the initial sighting lap, things felt good. The corner grip in this car was impressive in the banked turns. I felt like I was more effective in modulating partial-throttle situations than I was at Thompson. Looking back, the second lap turned out to be my fastest of the session, fastest of the day, and perhaps the fastest for a while to come. Because just a few laps later, I started to hear an engine noise growing louder. In retrospect, I heard a bit of this noise at Thompson too and wondered why it sounded like my car wasn't settling back down to idle as quickly as I would expect it to in off-throttle moments. That may be why I didn't get too worried immediately. Familiarity breeds nonchalance? I was in my happy place driving the track at Palmer and thinking of my turns. As the noise continued to increase in intensity, I started to check my dash for signs. Oil pressure - 20ish pounds. Not good. I'm expecting to see 70. I had no idea what the cause was but I could feel that the engine was no longer making much power. There was no boost pressure to be had. I was limping my way around by the 10th lap. As I came around, having decided to pit, the engine just plain quit on me and I coasted back down the hill into the pits. I tried to restart a couple of times to see if it would even fire back up. The motor would cough to life a bit. It

would not stay running. After one more attempted restart, I parked her up and hopped out with a sinking feeling.

Immediately, friends came to see what had happened. I mulled over what to do and needed some diagnostic help. Norbert Martel, our regional driver of the year last year, talented mechanic, and all around stand up guy, who also happens to have built up a very sweet 944 turbo, was my first thought. If anyone might be able to give a listen and provide some steerage, Norbert was the one. I found him hanging out in his trailer near his beast of a car. I asked if he had a few minutes to give a listen to my car's woeful bale.

I fired her up and instantly, Norbert told me to shut her down. "Spun rod bearing." The verdict was instant and decisive. "I'll bet you a hundred dollars it's #2. No, make that one thousand dollars." I thanked him profusely but declined betting the money that I knew would likely end up right back into this motor. I asked him about what it would mean for parts and labor. Possible new crankshaft, new bearings, maybe new con rod, depending on the damage. He estimated five or six g's for a shop to do the work. I swallowed hard. I knew that wasn't going to play happily back at the ranch. I contemplated perhaps towing it to his shop anyway and letting it sit until

I could get more into it, but then there are storage fees and things to consider. I was caught between my instant desire to get it back into fighting form and needing to take my lumps at home. Back home it was. I made the call to AAA to get the truck rolling.

The tow truck made it home faster than Alain and I did in his car (thanks for the ride!) and my wife saw it from the bathroom window while giving our kids a bath before she knew anything had happened. Her first thought was, "Hmm. Is he dead? Nah, it's unlikely that he's dead because I'm pretty sure they have my number as next of kin." Needless to say, she is not too pleased with my purchase(s). So what to do now?

While I cannot yet say I'm fully committed to the rebuild-it-myself path, that is certainly the way I'm leaning right now. We'll see if I magically come to my senses or if some divine benefactor materializes to resounding trumpet blasts from brightly lit clouds above carrying mana, in the form of connecting rod bearings, from heaven. I'm not holding my breath. And I am preparing to get greasy.

At the end of it all, a question – is my little red race car worth the time and effort to fight the tide and get it back out there? Who can say, really? But, after

pulling the data card from my one ill-fated session and looking over the traces, it turns out my second lap of the day in this new-to-me car (and current lawn ornament) was just as fast as my best time at this track at the end of last year in my 997. Whether you think the car falls more into the ambitious side or the rubbish side, the times at least might suggest this little thing might have a little bit of ambition left in her yet?

For the rest of the story, with video, from Palmer - put this into your web browser <https://acf.posthaven.com/ambitious-but-rubbish>

One Track Mind - continued from page 7
HFOT's management and staff at their headquarters last year and were impressed with the people and the modest building and furnishings. It is a first class organization and we are proud to work with them.

In closing, as we reach the middle of 2017, it's time for your board to begin planning for the transition into 2018. We have activities and events to plan as well as personnel whose terms will end (two board members and yours truly as president). If you have any ideas to put forward or any interest in joining our board let me know.

See you next month. . .

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conventional line but it wouldn't fit the VW plug.

The line we needed was nowhere to be found but the FLAPS in the village thought they might have one that would work. I jumped in Pearl to make the dash and on the downhill road into town it blew a turbo to intercooler hose off causing me to limp back to the garage. The Audi clearly wanted some of the attention that the Beetle had been getting the previous two days and that was a way to get it. I've written about the phenomena of cars communicating before, just check previous articles. To be fair, I had jumped on the little dear in my haste to get into town in a hurry and show the VW owner how fast an Audi could really be but it was only 24 lbs of boost and should've held. That repair waited until the end of the day and only took a few minutes. We had gotten good at connecting turbo hoses.

The final fix for the VW clutch line was from a salvage yard 15 miles up the lake but at least that gave us a chance to get back out on the track before the day was over. It had turned out to be a perfect day to race. Blue skies and cool breezes that are seldom seen at The Glen.



After the clutch line repair I took the Beetle back out and the car was running well enough to drive through the field. Even though we didn't have a chance because of the laps we had missed it was still a lot of fun.

With the amount of grip I had from those wide tires the uphill esses could be taken without lifting off turn one and the Beetle could go real deep into the bus stop because of the great brakes. After diving into the bus stop, hitting the brakes hard, and yanking the wheel left I saw a wisp of smoke or steam come out of the right side of the front hood. A quick look at the gauges showed the oil temp over 300 and water temp headed that direction. It had been

running hot but not that hot. I pushed in the clutch after I came out of the right hander and it died. I let out the clutch and it restarted but didn't sound right so I drove onto the NASCAR short straight and let it roll to a stop. The starter just clicked as the engine was too hot to turn over as I waited for the tow truck. The boost had finally overcome the head gasket and our race was over.

In the dozen or so cheap car races I've run this has only been the second one that the car didn't finish, not a bad record in the world of low budget racing. With two more races on the schedule, both at Thompson CT, we'll be pulling the head, replacing the gasket and turning down the boost. We want to be sure and finish the next two, it's a lot more fun that way.

KTF

Off Line - continued from page 13

coupled to an informative classroom session about vehicle dynamics? Yes – these ideas are NOT part of the current Driver Education format, but I believe strongly that they will be one of the cornerstones to a new and more successful DE program in the future.

Anyway, I could have spent my time this month discussing our first two DE Events as each really deserves their own write-up as they really were that good! But rather, I've been thinking quite a bit about this thing we call Driver Education – where it has been, what it is today – but more importantly – where it is headed for this Region. Yes, it's different. Yes, it is new. And yes, I think the successful DE Program in the future will hold onto the great aspects of the program today – and shape it to become even more tomorrow. For that, I hope I've given you an idea or two what I think NER DE will be all about in the future. So, for that:

Long Live Driver Education!

Minutes -- continued from page 10

extremely smoothly with most driver's behaving responsibly from all reports we are aware of (I was there this year and thought everyone acted quite restrained, even our sometimes rambunctious AX group), National has deemed appropriate to dump their restrictions on us regarding car load per hour and wants us to break departures from the driver's meeting/breakfast to regulated pods. I guess their intent is to minimize local traffic snarls where 100 Porsches are barreling through an intersection nose to tail at 10AM on a Saturday morning in some small town in rural America. Maybe not the coolest message to the locals! The message PCA National is trying to convey is understood, (to my knowledge, the annual NER Ramble is the largest such tour in the country!) and we are working things out for future Tours/Rambles that will keep these considerations in mind.

Stan updated us on the remaining DE events for 2017 with most being sold out. Calabogie remains the last to fill up the driver roster. A topic that has generated a hot bed of discussion is "driver's aides" that have infiltrated our modern vehicles. Such things as automated braking and collision avoidance systems possibly present a serious hazard to safe HPDE driving and for now have been banned from track driving with our club. You'll see much more about this topic in the very near future in articles on our website and in the Nor'Easter.

Glenn raised the topic of his efforts in planning a "summer family picnic" for the club and we discussed the two venues we're considering, the German American Club in Natick and the Wachusett Mountain Ski Area. Glenn also announced that Rick Scourtas at Herb Chambers Porsche of Boston has agreed to host a "Newcomers Meeting" on Sunday, June 25th.

This was our first time as a group using teleconferencing and all agreed that it would be something we periodically would implement in the future. It can't completely replace personal face time and the interaction we normally have in our monthly meetings but works pretty well for situations such as this month where we weren't able to have a physical meeting. We called the meeting to adjourn at 8PM and most appreciated the record time in which we accomplished our goals. Next month's meeting will be at the Anderson's home in Andover. See you then. -AD

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