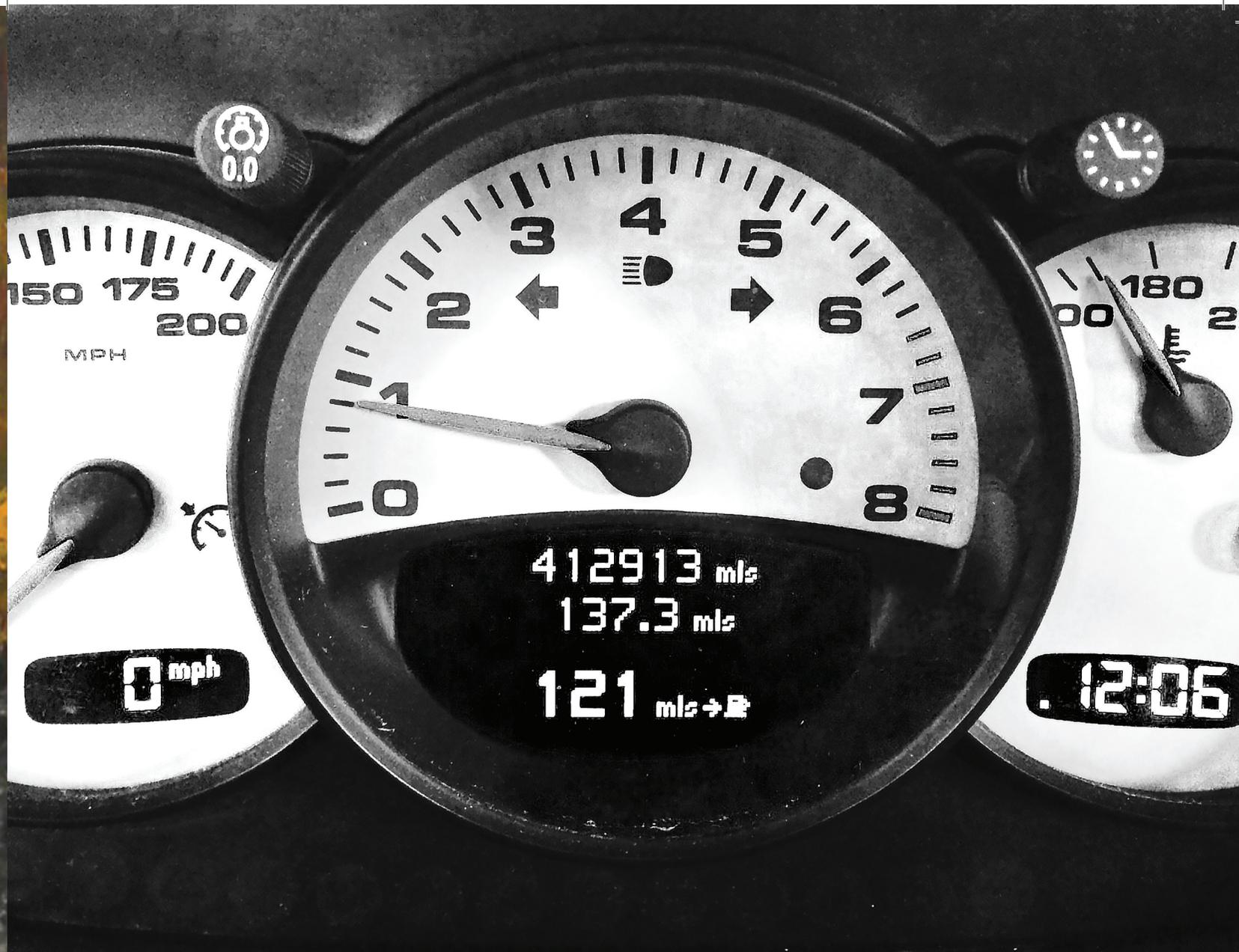




THE NOR'EASTER

SEPTEMBER 2017 SEPTEMBER 2017 SEPTEMBER 2017 SEPTEMBER 2017 SEPTEMBER 2017 SEPTEMBER 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





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

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

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

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

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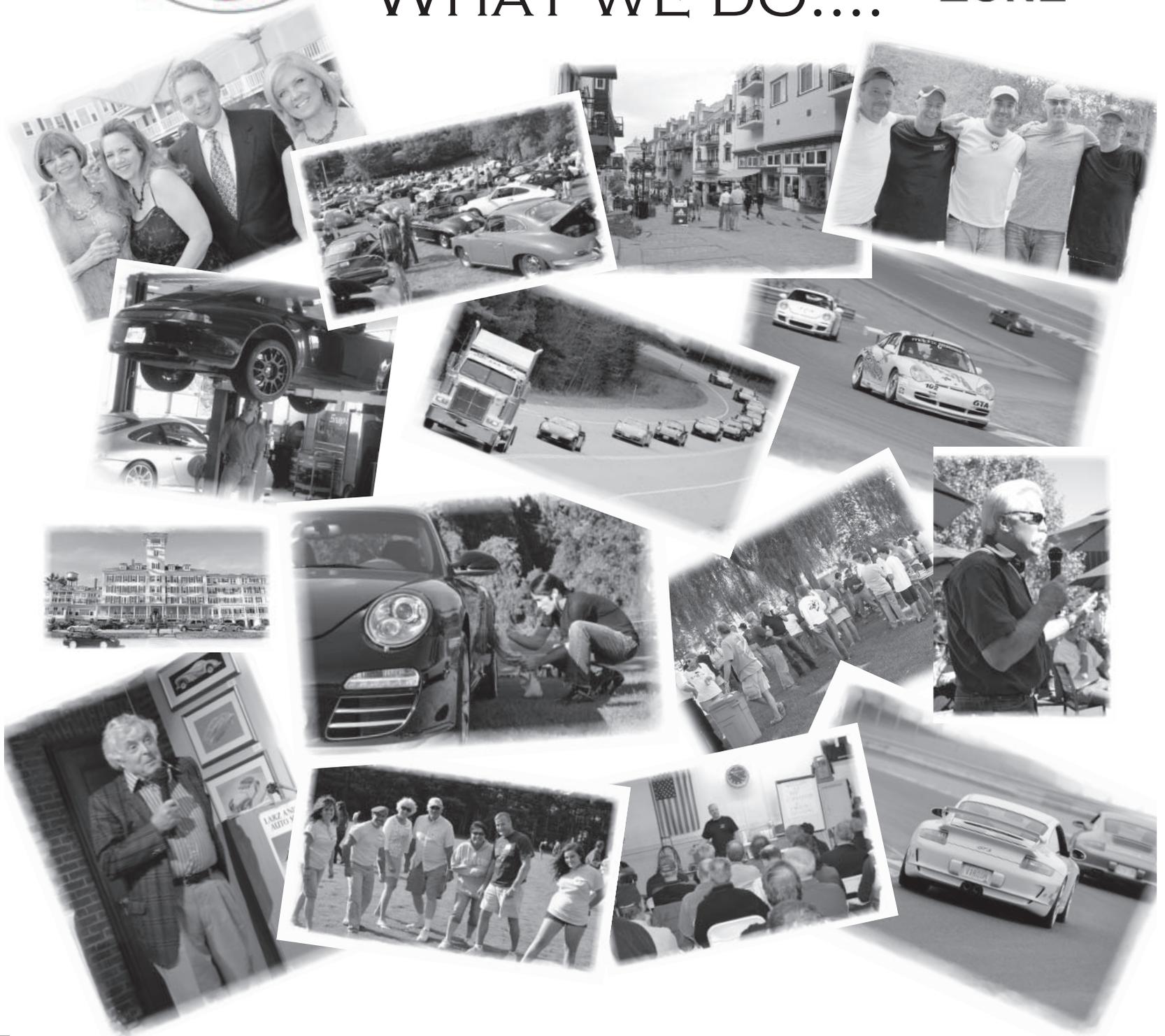
WHO WE ARE....

PORSCHE

BE



WHAT WE DO....



INSIDE THE NOR'EASTER

VOL. 45
ISSUE NO. 9

BER2017SEPTEMBER2017SEPTEMBER2017SEPTEMBER2017SEPTEMBER2017SEPTEMBER2017SEPTEMBER2017SEPT

FEATURES

- 14 ~~Zone~~ 1 Auto Cross
- 15 Tech Session @ South Shore Auto Works
- 17 First Annual Charlie and Martha Dow Fall Tour
- 18 NER is Going to Palmer
- 20 Porsche Exhibition
- 21 NER AX #5 (and End-of-Season Party!)
- 24 NER AX Event #3
- 30 Wine Pairing at Alta Strada
- 32 NER AX Event #4
- 36 August 13th SoBo at Newport Car Museum



24



32



36

DEPARTMENTS

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

COLUMNS

- 6 On the Edge
- 7 Guest Columnist
- 8 Four Speeds & Drum Brakes
- 9 The Long and Winding Road
- 10 Minutes
- 12 Loose Nut Behind the Wheel

COVER

Cover Photo
Courtesy
Richard Viard



The NOR'EASTER (ISSN:0199-4425) is published monthly for an annual fee of \$15.00 by The Porsche Club of America, Northeast Region, 104 Wenham St. Danvers, MA 01923. Business and Editorial Offices: 104 Wenham St. Danvers, MA 01923. Periodicals postage is paid at Danvers, MA (01923) and additional mailing offices.

Postmaster: Send address changes to:
The NOR'EASTER
104 Wenham St.
Danvers, MA 01923

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Graphic Designer Adrienne Ross
Copy Editor -
Advertising Mgr. Adrienne Ross
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new features, updates and
changes in schedules.

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On the Edge of the End



Adrienne Ross

Well, I'm not really sure what to say, but we seem to have come to the end of an era. At the August board meeting, the Board decided to discontinue the mailing edition of the NOR'EASTER. I wasn't at that meeting (I had to work) so I'm not clear on the details. I do know that subscriptions are way down, I suspect largely due to the fact that we put subscribing in a bad place, and made it pretty hard to do. By the time we rectified our mistake it was April or May, and it proved to be hard to direct people to the new subscription process.

At the August board meeting, the Board decided to discontinue the mailing edition of the NOR'EASTER.

tion to our family. So far it's been hard, and fun, and frustrating, and wonderful. Chris gets up a few times a night, and I get up at 5 AM with them. They were quite sick the first three weeks, but in the 5 weeks we've had them they have doubled in size and weight. They gain 3-5 pounds a week, and hopefully will be more than 150 lbs, apiece. They sleep a lot! Sometimes when they get up from a nap, I can tell they have grown. It's kinda crazy. We had some workmen here a week or so ago, and when they came back for day 2, one of them asked "Is he bigger since yesterday?" Yup, probably. That's what they do.

Needless to say I am heartbroken over this turn of events. Perhaps by next month I can get my shit together enough to do justice to how much the newsletter, and all of you have meant to me, but right now I'm still sort of reeling, and I just...can't.

I will tell you that I made it to the Glen, drove for one day, and after most of day two was spent diagnosing my pretty-close-to-failing steering pump, I drove it home. Gingerly.

It was good to see everyone, but once again I was on my own at the track, which is fine, and makes me feel brave, but the drive home was an anxious 6 hours.

The reason Chris didn't come with me, even though it had been the plan all summer, was we got dogs. Yup more than one, two in fact. Two Great Dane puppies.

More than a few people have asked me if I was insane. A few understand how I feel about a pack animal needing its own kind. I don't want to leave a puppy alone, even though at times I have to leave my house. Of course I do, I have to pay for all that dog food now. But I wouldn't have to leave him alone if his brother came home with us too!

Yup, Gronk and Brady, the newest addi-

In This Issue...

As summer winds down, we keep the events coming. Even though the kids are back in school, and most people's jobs sort of amp back up in response, we know your Porsche community is important to you, and we want to keep you in touch with them.

On that note, there's still a bunch of good things happening in the region.

NER AX still has one more date. Even if you are still just curious, we encourage you to head out to Devens, and watch, get a ride, or just jump in with both feet. The crowd is cool, and the track is hot. It's such an excellent way to drive your car at it's limit, test your own skills, and come home shiny side up every single time.

There's an inaugural annual event coming to Palmer, at the Whisky Hill Raceway. It's our version of the great Hershey Swap meet. We hope you'll join us for vendors, and fun, and folks with Porsche only stuff to swap.

SoBo wraps up its season with a bang! Read about their visit to the Newport Car museum.

Hope to see you soon! Enjoy the issue!

Guest Columnist

For What it's Worth



Danielle Badler

Over the past few weeks, I've come across a number of interrelated articles. The first is a four-part series in an eMag called Global Moto Media on "Harley's Woes." And the second is a story from Bloomberg called "101-year-old car rental business nearing twilight."

Then I received a press release from Stuttgart titled "Porsche enjoys its most successful first half year in its history." And another announcing "Porsche is the most attractive vehicle brand for US customers."

I've been trying to reconcile the two camps. On the one hand, the Harley piece

...stop, children, what's that sound. Everybody look what's going down."

notes that, last year, Americans bought 500,000 motorcycles, including scooters and three-wheeled vehicles. That's down from a million units in '08. And Harley accounts for about half of that market.

Not a good long-term business sign, is it. But, actually, it gets worse. Because baby boomers, the article says, "have been responsible for creating the massive outdoor-loving industry, such as riding, flying, boating, fishing and classic cars. With the boomers retiring and gradually passing on, these markets will weaken a great deal in the U.S."

Please note that the authors included "classic cars." Makes sense, doesn't it. You know the prevailing wisdom, that car collectors buy what they coveted, but could not afford, when they were just coming into the marketplace. Hence the relative rise in the price over the past few years of '60s and '70s cars, including of course those made in Stuttgart. Driven, so to speak, largely by baby boomers.

Is this sustainable? Let's just say I wouldn't buy Harley stock today. Last year their sales were down by 4%, and they're already down 5.7% this year.

Here's the headline for the car rental story. "Can the U.S. car-rental business thrive in the era of Uber, Lyft and, one day, autonomous vehicles?"

"The answer, so far, isn't pretty," says the article. "Losses at Hertz Global Holdings Inc. are piling up and Avis Budget Group Inc. just dialed back its profit forecast.... Hertz reported its third straight quarter of red ink."

Now here's where it gets interesting. The Bloomberg piece notes that Apple has "cut a deal to lease Lexus RX450h sport-utility vehicles from Hertz ... to test its autonomous driving system." And an analyst, Michael Millman, points out that car rental companies have large lots in major cities, as well as at airports and tourist attractions ... and the staff to maintain vehicles. Could they become the holding pen, of sorts, for your on-demand transportation pod? Could be.

But the fact remains that that's a very different business model from the 101-year old model we're used to.

Meanwhile, our favorite marque continues to reach new heights. Although there's a caveat.

Porsche reported that worldwide sales for the first six months of 2017 exceeded the same period last year by 7%. Some points of reference. The growth was largely driven by demand for the redesigned Panamera and by the Macan, which grew by 11%. The Cayenne was the second most profitable model line.

The U.S. market ranked behind China, with 27,568 deliveries, a 3% increase. China rose to 35,864 units, which was an 18% increase.

Now, here comes the kicker. Porsche's equivalent to a CFO (speculated) "that the extremely high result from the first half of the year may well be difficult to sustain in the future." Lutz Meschke went on to point out that Porsche is investing one billion euro in the Mission E and several hundred million euro on

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continued on page 40

Four Speeds & Drum Brakes

Making Lemonade



Tom Tate

It has been a terrific summer with lots of car activities, drives, shows and races. The Autocross season is in full swing with the 914 doing its job with a new set of sneakers from Bridgestone. The R 71's are every bit as sticky as everyone said they are with only a couple of spins to find the limits. I'm ahead for the season in the Northeast Region in what is a pretty thin class, but I have been able to beat some friends in other classes which tells me that I haven't lost my touch for the low speed stuff. The last race report was from The Glen where the Turbo Diesel Beetle was driven into limp mode so it's time for an update.

The blown head gasket did some head

I don't think we're the only car on the track with a roof mounted radiator but it certainly set the car apart from the field.

damage as expected but once back together a crack in the block showed up so the entire engine had to be pulled out and replaced. Fortunately Dr Volk (aka Bob Mann) had a few engines laying around and a swap was made. I went down to the shop in Pembroke a couple of times to do a bit of wiring. We installed a pump that would pass water through the inter-cooler and up to a radiator mounted on the roof. The idea was to provide a cooler charge while running 24 lbs of boost to the engine. It seemed to work well and at the very least added another cool feature to the beetle (pun intended). I don't think we're the only car on the track with a roof

mounted radiator but it certainly set the car apart from the field.

Friday practice went well but there was some movement seen on the turbo pipes, so like the last time, the connections were all safety wired so we wouldn't have a repeat of what kept us in the pits all day at The Glen.

This car has such huge tires on it (10" rims) that the stock brakes make it stop like it ran out of rope with no fade and no drama. I was able to out brake nearly every car in the field which makes for some exciting passes as the turns come up. While there were a few cars that were faster, there weren't many, and since the diesel produced all its muscle at low rpm I was able to drive nearly the entire course in 3rd gear. Only the front straight required an upshift to 4th gear which meant that I could spend all my time concentrating on driving and no time on thinking about shifting.

With the mechanical ills that we had suffered at the last event I wasn't sure that we were going to make the field, so when my friends with the VW Jetta called to see if I could join them at the Thompson, CT race I said yes. A call to the organizers, got the approval needed, so I was going to have a ride either way. That said, remember, things don't always turn out the way you plan.

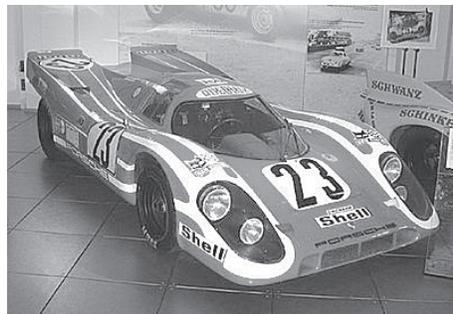
The Jetta had not been driven for a while (as in 2015) but the car was not neglected. The livery had been completely changed to look like the 1970 Le Mans winning Porsche 917. I was told that it



took a day of taping and 12 cans of rattle can paint. There were even shirts to match for the team members. With new tires and an oil change this race car (or grocery grabber) was ready to do battle

The Jetta was about to embark on its 6th LeMons race with only a minor hiccup along the way. We had a plastic coolant pipe crack in NH one year that ended our race early but even that was a cheap fix. I think there was an issue one year with the transmission as I recall running NHMS with just third gear. Strange how easy it is to forget the bad parts of racing. The paint job made it look like a new car, we were ready to race but it was still a 1998 Jetta. That would make it a 2900lb car with 90

continued on page 39



The Long and Winding Road

Ideal Cars

Leaving aside at which end of the political spectrum we reside, can we all agree that the media devotes way too much time covering our current President? I mean, lots of other things are happening and we never find out about them. For very good example, I only belatedly learned (via the WSJ) that the production car record for the Nurburgring now belongs to an electric car (6:45 by a NIO EP9 beating 6:52 by a Lamborghini Huracan – note that our marque's best is a 6:57 in a 918 Spyder). (And yes, some not-really-street legal-but-claiming-to-be McLaren did a 6:42 but that's just straight cheating.) And why wasn't

And why wasn't Richard Hammond's crash of the Rimac... on CNN's Breaking News. That's got to be more interesting than tweets about Morning Joe.

Richard Hammond's crash of the Rimac (more electric cars! – they are coming to get us) on CNN's Breaking News. That's got to be more interesting than tweets about Morning Joe.

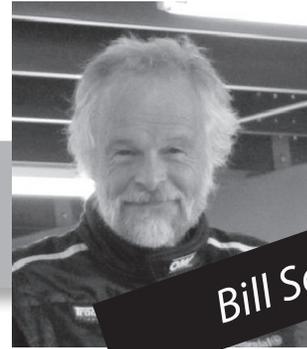
But let's get back to some good old petrol burning cars on racetracks stories. After serving up a repeat last month (due to lackus-trackus) I now have enough car action fodder to write a respectable column. I finally made it to an autocross and am happy to report that the new team (of Chris Ryan, Jeff Johnson, Nick Durham and Alan Donkin) has made it much better than when I was in charge. There have been a number of improvements to registration, operations and communication. And the most dramatic improvement (sorry Rosemary) was in the classy apron, containers and signage for the Lunch Lady – great job Lisa Davis! The driving, for the most part, seemed to be the same. The Caterham got its

likely only outing of the year and ran better than its driver. I had an OK time on my last run of the morning but didn't improve in the afternoon – finishing one spot ahead of a BMW station wagon (hey! It was a very trick BMW station wagon) and 3 ½ seconds off FTD. And they had some fancy new beers at the Billiards Café. A good way to spend a day and if you have never gone to one of our autocrosses you are missing out bigly. You have to go at least once to try it. C'mon, get out there.

On the DE front I was at Palmer (lapping day) and Watkins Glen (NER) with NHMS (NCR) coming up this weekend.

Palmer was a bit of a bust as the BMW had a fatal driveline vibration with the new transmission and was parked almost immediately. After having lost 1st and 2nd gear at the New Jersey race we had elected to replace the E30 transmission with one from an E36 and it was improperly aligned. I had my Cayman and it was nice to give it a little exercise. I was pleasantly surprised by how well it went – nothing like Kristin and Dave's Cayman Interseries – but not bad considering it was on 4 year old Direzzas.

I love Watkins Glen (as does everyone). Not only is it a great track with longer straights and higher cornering speeds (average lap speed is over 90 mph for the faster cars) it is very professionally run, in a really pretty part of the country, next to a nice town with good restaurants and touristy stuff but it also is such a huge part of the history of sportscar racing in America. And I have a lot of personal memories from there - I slept in the infield in a 356 at the 1961 F1 race where Dan Gurney came in second in a Porsche



Bill Seymour

(yes, Bill, you've told us that story about 50 times). The Jamaican Bakin' BMW, transmission issues solved, finally seems to be well sorted out and did great – 3 or 4 seconds faster than last year – and was lots of fun to drive (albeit giving lots of point-by's to GT3's). Advice to all: after you do that autocross and go to Palmer at least once, then absolutely get to Watkins Glen.

Finally, on the endurance racing front, the JB team is heading to the Thompson Chumps race over Labor Day. The team voted (one nay – me, the others are nuts!) to take both the BMW and the Miata. Thus started a flurry of planning activity, debates and prep work that will sorely test our organizational skills. The biggest debate was tires. We are lucky that the wheel size, bolt pattern and required tire diameter are the same for both cars (but the BMW works best with wider tires). Based on last year's Chumps race (our best ever race result – second overall and first in class) the stickier tires will not last the full 12 hours on the Miata and certainly won't on the BMW. The good news is that the Chumps format requires a 5 minute pit stop if you fuel and you can change tires in the pits – we can change at least a couple of tires in a fueling stop without losing any time. So we elected to go with the stickier

continued on page 39

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Minutes of the Board

July Meeting

Due to a comedic turn of events, the 12th of July's Board of Directors meeting broke all records for brevity. This month's hosting member had last minute scheduling difficulties so we all bailed on the 5 – 6:30 pm traffic fight and instead resorted to an online chat through the wizardry of Google. Sterling Vernon set it up for us.

In addition to Sterling, the folks that logged in and joined us were Dick Anderson, Bill Seymour, Adrienne Ross, John Dunkle, Kristin Larson, and myself and as we had a quorum, we proceeded. Robert Jacobsen couldn't make it, Glenn Champagne and Stan Corbett didn't come onboard before the meeting was finished so missed out. The meeting came to order at 6:00 PM and it was quick.

Bill gave us a brief update on the AX storage container we bought with our sister chapter NCR and how generously Chris Ryan unloaded our travel trailer into it. He has been hauling that back and forth to every AX for at least the last 10 years (and has also been hauling NCR's trailer which he stores for a good time as well).

Dick motioned that the board approve Robert's treasure's report and the attending members did. He then asked if there was any other business to attend to and we all agreed that there was nothing pressing. Dick motioned to adjourn the meeting at this point and all voted in the affirmative. The time was 6:08 PM, an all time record, at least since I've been logging these notes.

Since a good bit of information is passed amongst the board members by email prior to each meeting, below is a quick compilation in each of the author's own words

From Sterling:

In June, our membership numbers bumped up but the rate of change has slowed a bit. We're over 50% paid sub-

scribers to the newsletter, so that's good stuff.

Website traffic overall was down a bit this past month (9,321 page views in June vs 9,614 in May) - probably due to summer/vacation and now that AX and DE sign ups are largely accomplished. I'd like to do some member interviews so we can put those up (on porschenet.com) when we have fewer DE/AX/concours/show events. If anyone knows who might be a good interviewee, please let me know! If you run into interesting folks at events, please let me know. I met Denis Roquefort, sales manager at Inskip (Porsche of Warwick), this weekend and he wants to do more RI events.



From Christopher Ryan (NER Autocross Chair):

We have an opportunity to obtain a used shipping container to be placed at Devens for storage of our autocross gear. As many of you know, there are two of these there already (one owned by Renegade Miata and another is owned by two of the other clubs). Not having to schlep all the gear over by trailer every event has been a benefit to these clubs, not to mention to me personally, as I now keep the NCR trailer in my back yard as well.

Proposal:

Purchase a used 20' shipping container from Ernie Grasso's company that they currently have for sale for \$2000

Split the cost with NCR 50-50 (\$1000)

Sharing with NCR would also allow us to consolidate ownership/use of a lot of our gear (cones, tents, tables, chairs, etc.)



Alan Donkin

I would still keep all the electronics at my house and bring it to the events.

Purchase a couple of small hand carts (available at Harbor Freight) for use by the course setup team

Sell the NER trailer to help defray some or all of this cost

The only downside could be if we were asked to remove the thing in the future for some reason although it should not be too hard to sell or scrap if necessary. If we decided not to sell the trailer for some reason, I could still keep it at my place for future use although I'd probably rather get

continued on page 40

Happy PCA Anniversary!

FORTY-FIVE YEARS

Donald Rothenberg

THIRTY-FIVE YEARS

Joseph X. Bruno

TWENTY YEARS

Eric Burns

Charles M. Mabrey

FIFTEEN YEARS

Steven F. James

Mike Mitchell

Jay Podolsky

Mitchell H. Finer

David J. Paliotti

TEN YEARS

Stephen K. Moody

Joyce M. Dailey

Thomas M. McGuinness

Joe A. Sammartino

Traolach Cahillane

Derek P. Kenney

Robert T. Flachbart

Barrie W. MacLeod

FIVE YEARS

Thomas F. Guerra

Donald R. Kelly

Milhim I. Aswad

Peter W. Melanson

Theodore Christensen

Donald L. Stanford

Mario Guarcello

Building Homes

Rebuilding Lives



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.



Loose Nut Behind the Wheel

And the Prognosis is...



Sterling Vernon

I was right about to crack open the grisly bits of my undercarriage last time. But, let's face it, we all knew how this was going to go right? It could only be bad. Or worse. I wasn't expecting any miracles. The bearing fairy wasn't going to sneak into my motor overnight and remedy what was looking to be a big mechanical challenge. Nope. It wasn't going to go down that way. I could be sure the bearing was toast. But how was the crankshaft? Swapping cranks would be a much bigger deal as it would require one big replacement part.

But before I could verify the issue with my own two beady, little eyes. I still had to get the motor out. I was down to the

The bearing fairy wasn't going to sneak into my motor overnight and remedy what was looking to be a big mechanical challenge.

last four bolts - the ones that hold the clutch housing to the torque tube. They hide down under the car right about between where the driver and passenger's feet sit. There is very little room to get the top two out due to a car body being in the way. Why did they put a car on top of these bolts? But I wasn't worried. Easy-peasy. 5 minutes, tops. Two days' worth of effort later, I had learned a valuable lesson: some bolts with fight you with everything they have left in them. It turns out that the prior owner didn't use the correct bolts in this spot and boy, oh boy, does that make a huge difference. They would spin freely, then catch and need a wrench, then spin. All the while, not making any progress. It was the darndest thing I've seen yet.

After days of jacking and pulling and banging and swearing and sweating, all the bolts were finally out and the motor could move freely in the engine bay. I had the hoist hooked up using some old swing-set chain I had lying around.

I started lifting the motor up and out... crunching noises. No progress. What now? It turns out that the engine just really isn't happy coming out the top. The oil pan has a very specific topography that makes it impossible for it to clear the steering shafts without getting stuck in the transmission tunnel. The turbo-specific oil return line going into the bottom of the pan really puts the icing on this issue. I had sinking visions of crushing my power steering lines while squeezing it out of there. I don't need any more stuff to buy and fix at this point. I needed about another inch of clearance. How do you get that inch? Why, of course, you just drop the front sub-frame. Which requires that you unbolt the front suspension and sway bars - undoing all those bits that I had just had corner-balanced and aligned. There is no feeling in the world quite like lighting money on fire.

I bit the bullet and turned many more bolts. The sub-frame fought me but I finally had my inch. Even with the clearance, it was still a heck of a struggle to get the right angle on the motor, combined with the right height, at the right time, to get the motor to slide off the driveshaft and out of the car. Thank goodness swing-set chain is known for its massive structural integrity. Next time I'm totally pulling the motor out the bottom. Wait, did I say next time??

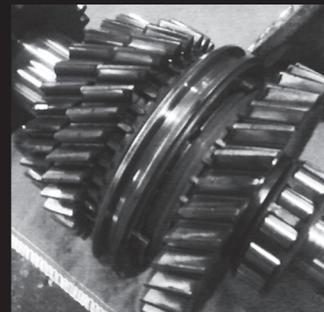
With the motor now suspended in mid-air, I could examine the various possible locations for oil leaks and cleaning as I figured out how I was going to attach the

motor to my shiny new engine stand. Despite accidentally double ordering a set of "universal" bolts to attach the motor to the stand, I did not have the right hardware for the job. The Googles came to my rescue and I ordered the correct 100+mm M12 1.5 thread pitch bolts for the job. But I had an errand to run in Providence that same day so I stopped by German Motors in the off chance they had something usable kicking around. Dennis, the head mechanic, not only has a mustache that is far better even than the one welded by the author of my guide-to-engine-building-and-free-love book - he also had a set of the exact bolts I

continued on page 38

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.



DREAMS DRIVEN HERE

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Off Line

Building a DE Program – Not Simply a “Driver Education Event”



John Dunkle

During the long ride back from our event at Watkins Glen, I had quite a bit of time to reflect on what the Northeast Region Driver Education Program is all about. While our event was wildly successful given any measurement or standard of comparison – I think we can even do better. Wait – what did I say? Yep – I think we, as Northeast Region, can do it better. And it comes down to several core beliefs I have in going forward.

First, our Northeast Region Driver Education is better than many – some might say one of the best, if not the best, in Zone 1. This year, we will return

“The NER Driver Education Program”...isn’t really defined by any single event. Sort of like “The Sum of Its Parts”, as it were.

an unprecedented amount of money back into the club compared to previous seasons and that’s to the credit of both the entire team and the folks who support our program in its entirety. But, too, that’s exactly where I’m going with this column altogether – it is all of the events this year that make “The NER Driver Education Program” and our program isn’t really defined by any single event. Sort of like “The Sum of Its Parts”, as it were.

For example, we lost money at Calabogie this season. Is that a “bad thing”? Not really, in fact – if I have my guess – Calabogie will become one of the cornerstone events of the NER Driver Education Program in the future. What we did this year is discover what works there, and what doesn’t. Would the Northeast Region DE Program Canada Events become less if we were to drop it from our program in the future? Of course. In fact, if we are able to leverage that event with the synergy of the success we enjoyed at Le Circuit Mont-Tremblant – then we

do, indeed, have a Northeast Region Canada DE Program. Cut one out – and well, not so much. Rather, we would have an “event” in Canada. For that, and as my first year as Track Chair – I’m not disappointed at all in this seasons Canada Event Program, as it provides the foundation upon which we can continue to build our program within venues in Canada – wildly successful at one “event” and a loss and lesson for the second event. Did the “Canadian Program” in total have a favorable return to NER? You bet it did. Not only measured financially – but perhaps more importantly – what it contributes to the NER DE Program as a whole.

That being the case, not all of our events are as well attended as others. That’s the nature of the beast – but – each event in its own right is equally important as building a viable Driver Education Program. If we cast off events that were only to “break even”, our entire program would simply be a couple of “events”. Not much of a “Program”, for sure. And frankly – that’s the direction some PCA Regions have gone, reducing events until the “Program” is no more than a single event or two – which is a short-lived proposition in and of itself. So, I’m

determined we won’t go that way.

Rather, I suggest we will continue to build the program, and perhaps even entertain expanding it to more than six events. We will also continue to expand our outward strategic relationships with Northern New Jersey and co-marketing relationship with North Country Region. At the same time, we will continue to look inward to do better within the program itself. Some of those things I’ve discussed openly and honestly in previous columns – like the importance of expanding the social aspects; things like being inclusive of family

continued on page 38

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2017 Zone 1 Auto Cross

Saturday, September 16th

2017 Calendar At-A-Glance

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

7 - Tech Session - South
Shore Autoworks
8 - Porsche Exhibition
9-10 - NCR DE Event at
NHMS

11 - Board Meeting
14 - NER AX 5 and Party
16 - Zone 1 AX

November

15 - Board Meeting

December

13 - Board Meeting



32ND ANNUAL AUTOCROSS



September 16th – 17th, 2017 Moore airfield, ft. Devens Ayer, MA

This year's event

The Zone 1 Autocross is a two-day event. There will be a different course each day. PCA's Parade Competition Rules (PCR's) for Medium Sized Regions are used for classifying cars. Entrants must compete both days in order to trophy. There will be a team Challenge for all PCA Regions. Registration opens 8:00 a.m. sharp, first car off approximately 9:15 a.m. both days. All participants must be current PCA members. Porsche cars only.

How much it costs

*\$70/person early registration on or before 9/6/17
\$95/person after 9/6/17
Registration fees are for one or two days.
Online registration via clubregistration.net only.
No on-site registration the day of the event.
Registration will open 7/1/16 and close 9/14/17.*

Where to stay

*Springhill Suites by Marriott
31 Andrews Parkway
Devens, MA 01434
Phone: 978-772-3030
<http://devenscommoncenter.com>
Rate: \$129/night + tax
Refer: "AXP" for group rate or all and reference
"Zone 1 Porsche Club"
You must book by 8/15/17 for group rate*

Who to talk to

*Zone 1 Autocross Chair: Dan Fishkind
zone1axchair@gmail.com or (631)748-2727
Zone 1 Autocross Registrar: Graham Mingst
z1registrar@gmail.com or (646) 267-7083*

Links to the PCR's will be posted on the zone 1 website - <http://zone1-pca.org>



Tech Session South Shore Auto Works

Saturday October 7th

Sponsored by..



October 7, 2017
Date/Time
Date(s) - 10/07/2017
10:00 am - 12:00 pm

Master Technician Justin Becker will be conducting a fall tech session covering a variety of areas of our Porsches. Winter storage and preparation for the colder months will kick off the show, there will ample time for all participants to pose questions on their own Porsche for Justin, along with those of a general nature that apply to all Porsches. The session will be hands on with participants seeing how common maintenance items can be changed by themselves, and which cannot. Justin will also demonstrate how the various diagnostic machines help make accurate diagnosis of faults in the Porsches' systems and how to rectify them and/or clear them. In addition he will give advice on upgrades that owners can do or have done to make their Porsche faster and handle better, weighing costs vs. benefits to help our owners make good decisions. We encourage participants to speak up with their individual questions regarding their own Porsche, and even better to bring their Porsche should it have an issue with it so Justin can give it a look. In order to make sure we have enough food and drink for all, please register below. For more information, please contact Glenn Champagne.

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The First Annual Charlie and Martha Dow Fall Tour

September 10, 2017



As New Englanders, we know mid-September is one of the best times of the year - the weather is still (usually) summer-like, but the summer crowds have largely dissipated. So why not join some of your fellow NER members on a self-guided driving tour of the lovely North Shore of Boston, Cape Ann, and the Essex coastal plain areas?

We'll meet at Cummings Center in Beverly, MA on Route 62 (Exit 22 off of Route 128), have a brief driver's meeting at 9:45am, and be on the road around 10:00am. Our route is approximately 60 miles, and should take us about two hours, with normal traffic conditions and a short rest stop. We'll be generally following the Essex Coastal Scenic Byway route and take Routes 127, 127A, 133 and 1A through the North Shore towns of Beverly, Manchester-By-The-Sea, Gloucester, Rockport, Essex, Ipswich, Rowley - ending up in historic Newburyport where the Merrimack River ends its long journey and meets the Atlantic Ocean.

In Newburyport, we will dine at Michael's Harborside restaurant on a scrumptious luncheon menu in a private room overlooking the busy harbor. No advance payment is required, and separate checks will be issued for each party.

Please register online using the booking feature below, and please be aware our dining room has a capacity of around 40-50 people - so registering early is highly recommended. Don't miss this great opportunity to get out in your Porsche and enjoy the views and the company of NER members. And remember, it's not just the cars it's the people!

If you have any questions, you can direct them to tour organizers Gary Cooper or Tony Miniscalco via their email addresses:

Gary - grc0456@aol.com

Tony - tminiscalco@gmail.com






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NER Driver Education at Palmer Motorsports Park

September 22, 23, 24



This 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 grassroot 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.

Palmer Motorsports Park and the Northeast Region of the Porsche Club of America invite you to

PORSCHE SHOW - SWAP MEET EXHIBITION



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Gates open to public 9:00am, close at 4pm.

Free Admission. Parking \$20 per car.

Dedicated Porsche-only parking area.

\$10 additional to enter your car in the show and park in paddock lane.

Porsche "For sale" parking \$20 additional per car.

ATM is located 10-minutes away.

Purchase, trade, barter—everything Porsche.

No drones, scooters, Mopeds, trail bikes.

Show and vendor information:
palmermotorsportspark.com/psm



NER AX #5

Saturday, October 14th

NER AUTOCROSS SERIES EVENT #5

SPONSORED BY

PORSCHE NORWELL AND END-of-SEASON AUTOCROSS PARTY

The NER Autocross Season holds its fifth and final event of the 2017 Season on Saturday October 14th at Moore Airfield at Fort Devens and will be sponsored by Porsche of Norwell. We hope everyone will come out for one last spin around the cones before the weather starts turning cold ... and several class winners could still be determined on that last day!

Following the event, we will holding our end-of-season party at Billiards Café in Ayer starting at 5:30 PM where we will have a buffet meal, announce the season winners, and hopefully have a slideshow of the past season at Devens. Everyone is welcome to sign up for the party, even if you are not running in the autocross event that day. For those who just want to come and check out the event, we offer ride-alongs (with an experienced driver during the event) to anyone who registers and makes a \$20 contribution to the Club charity, Homes for our Troops. So consider inviting friends and spouses to the event for a few rides, or sign them up for the party and have them join us at Billiards afterward. Registration for the party is separate from the AX event and opens on www.pcaner.motorsportreg.com on Sept. 9th and closes on Oct. 10th. Cost is \$29 per person. Drinks are not included but Calvin and his crew will have an ample supply of craft beers, wine, and spirits available at the bar.

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!)

Drivers will get at least 9 individually timed runs and hopefully more depending on the number of drivers and other factors. Trophies will be awarded to the top two or three drivers in each class depending on class size that you can use for bench-race bragging rights.

Registration for the AX event and ride-alongs opens on pcaner.motorsportreg.com on Sept 9th. You must sign up online by midnight, Wednesday October 11th .

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.

NER AUTOCROSS SERIES EVENT #3 JULY 29, 2017

Copy by Chris Ryan, Photos by Richard Viard

NER held its third Autocross event of the 2017 season on Saturday July 29th at Moore Airfield at Fort Devens. The event was sponsored by Mike's Autobody of Malden to whom we extend our thanks for their support! Sixty-two drivers showed up, including a number of first-timers, for a great day of cone evasion on a particularly fast course.

The run times were noticeably faster than usual in part because Scruffy had purposely bypassed the "concrete pad area" near the control tower; once over to the back runway, drivers were able to hold quite a bit of speed but judging from the cone carnage at corners 4 and 5, a lot of them were getting a little ahead of things out there – at least in the early part of the day.

The Boxster/Cayman classes were out in force again, with 21 cars in street tire classes 4-7. Class 10 was well represented with 8 entries, and we fielded 10 non-Porsche entries, including old friend Bill Seymour in his 1988

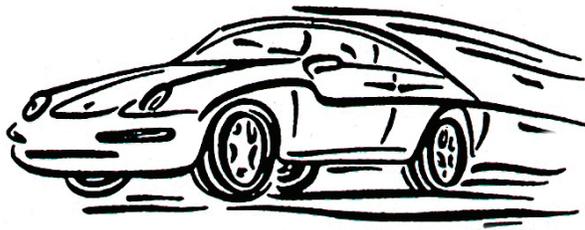
Caterham. Tom Tate prevailed over Jack Goudreau in Class 15 driving their older 914's. Georges Rouhart returned to take class 2, beating Adam Blauer and Neil Halbert. The abnormally small class 3 saw Nick Durham edging out Adam Small by a little over 1.5 seconds. Gareth Peters led the early Boxsters in Class 4 with Noah Eckhouse leading the way in the newer cars in Class 5. Class 6 saw old friend Ollie Lucier back at Devens but he was no match for the ever-speedy Rachel Baker who won handily. Class 7 honors went to Jeremy Mazziarello in his Caymen R, while Lev Tabenkin's return after a couple of events' absence spoiled the day for the rest of us in 993's and 996's running in Class 8. Aaron Walker easily took Class 9, while Ed Wong edged out Ed Moschella by less than half a second in Class 10. Scruffy took Class 11 in his 2016 GT3, posting FTD in the process. Justin Chen was the fastest in the non-Porsche Class 13, edging Rob MacAlpine by over 1.3 seconds. Bill Aubin (Class 4R), Suzy Kelley (Class 10R) and

Jake Pappas (Class 12) all took home first-place trophies for their efforts in their respective classes.

In other Autocross news, NER and NCR have finally joined some of the other clubs running at Devens and jointly purchased a shipping container and spotted it over near the two owned by Renegade Miata and (two other clubs?). This will allow both clubs to store most of their equipment on site, eliminating the need to haul it to each event in their respective trailers. The 20' shipping container was purchased from Ernie Grasso' employer, NEUCO, who not only made some repairs on the doors of the new unit but delivered it on a flatbed with a crane to place it (quite easily) in its new location – all at no extra charge to the clubs. There may be an adjustment period for the setup crews to grab equipment from the container instead of the trailer near the timing tent, but overall it should be easier for everyone involved. Many thanks to Ernie and his Team and our friends at NCR for making



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this happen.

We look forward to seeing you at our next event on August 13th. 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.









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NER-PCA
 Summary Results
 #3 - AX #3 - Sat 07-29-2017
 Timed Entries: 62

Class	#	Driver	Car Model	Total	Diff.	From 1st
1s - '924(all), 914-4, 944' Total Entries: 2						
1T	3	Tate, Tom	1976 Porsche 914	68.01	[-]6.235	-
2	98	Goudreau, Jack	1973 Porsche 914	74.245	6.235	6.235
2s - '944S,S2, Turbo, 968' Total Entries: 5						
1T	69	Rouhart, Georges	1993 Porsche 968	65.014	[-]1.262	-
2T	2	Blauer, Adam	1994 Porsche 968	66.276	1.262	1.262
3	58	Halbert, Neil	1990 Porsche 944 S2	66.328	0.052	1.314
4	58b	Halbert, Brian	1990 Porsche 944 S2	67.064	0.736	2.05
5	968	Man, Simpson	1994 Porsche 968	72.184	5.12	7.17
3s - '911 1965-1994, 930, 928' Total Entries: 3						
1T	770	Durham, Nick	1991 Porsche 964 C4 Cab	64.554	[-]1.532	-
2	437	Small, Adam	1984 Porsche 911	66.086	1.532	1.532
3	12	Bryant, Arthur	1986 Porsche 911	dns		
4s - '986 Boxster and Boxster S up to 2004, 914-6' Total Entries: 5						
1T	373	Peters, Gareth	2004 Porsche Boxter S	66.096	[-]0.635	-
2T	23	Sayers, Charles	2001 Porsche Boxter	66.731	0.635	0.635
3	41b	Larson, Kristin	2004 Porsche Boxster S	67.658	0.927	1.562
4	59	Donkin, Alan	2003 Porsche Boxster S	69.654	1.996	3.558
5	214	Pope, Geoffrey	2000 Porsche Boxster S	72.575	2.921	6.479
4r - 'Class 1-4 on R compound tires' Total Entries: 1						
1	61	Aubin, Bill	1984 Porsche 944	64.928	-	-
5s - '987 Boxster and Cayman (Not S or R)' Total Entries: 3						
1T	80	Eckhouse, Noah	2007 Porsche Cayman	67.315	[-]1.341	-
2	606	Mullins, Robert	2005 Porsche Boxster	68.656	1.341	1.341
3	80b	Eckhouse, Eli	2007 Porsche Cayman	69.388	0.732	2.073
6s - '987 Boxster S, Cayman S, 981 Boxster (not S) and Cayman(not S)' Total Entries: 9						
1T	135	Baker, Rachel	2008 Porsche Cayman S	61.704	[-]2.368	-
2T	1	Lucier, Ollie	2010 Porsche Boxster S	64.072	2.368	2.368
3T	969	Fenwick, Nigel	2008 Porsche Boxster S	64.118	0.046	2.414
4	49	Johnson, Jeff	2009 Porsche Cayman S	66.469	2.351	4.765
5	54	Grasso, Ernest	2006 Porsche Cayman S	66.534	0.065	4.83
6	477	Doty, Chris	2014 Porsche Cayman	66.548	0.014	4.844
7	1b	Jolly, Elizabeth	2010 Porsche Boxster S	67.364	0.816	5.66
8	696	Fenwick, Susan	2008 Porsche Boxster S	68.378	1.014	6.674
9	314	Avendano, Aldo	2015 Porsche Boxter	dns		



MIKE'S

A U T O B O D Y

Class	#	Driver	Car Model	Total	Diff.	From 1st
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7s - 'Boxster Spydr,Cayman R,981 Boxster S/GTS,Cayman S/GTS' Total Entries: 4

1T	25	Mazzariello, Jeremy	2012 Porsche Cayman R	62.244	[-]4.289	-
2T	809	Galejs, Robert	2014 Porsche Cayman S	66.533	4.289	4.289
3	6	Migliore, Joe	2013 Porsche Boxster S	69.752	3.219	7.508
4	209	Hollis, Robert	2014 Porsche Cayman S	71.691	1.939	9.447

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

1T	31	Tabenkin, Lev	1996 Porsche 993	63.834	[-]1.628	-
2T	156	Ryan, Chris	1996 Porsche 993	65.462	1.628	1.628
3T	32	Champagne, Glenn	1999 Porsche 996	67.644	2.182	3.81
4	993	Viard, Richard	1995 Porsche Carrera 2	68.152	0.508	4.318
5	993b	Viard, Julian	1995 Porsche 993	70.57	2.418	6.736
6	951	Bahlke, Matthias	1999 Porsche Carrera 4	71.55	0.98	7.716
7	797	Pulley, Robert	2001 Porsche 996 Carrera 4	72.138	0.588	8.304
8	31c	Tabenkin, Boris	1996 Porsche 993	73.936	1.798	10.102

9s - 'Turbocharged 911 (993, 996, 997); 997 S/GTS/Speedster; 996 GT3, 991 Base, 996 GT2' Total Entries: 3

1T	563	Walker, Aaron	2004 Porsche GT3	62.856	[-]3.496	-
2	194	Lindquist, Chris	2009 Porsche 997 S	66.352	3.496	3.496
3	737	Pirnar, Ali	2007 Porsche 997 4S	69.712	3.36	6.856

10s - '997GT3, 991S/GT3/Turbo, Carrera GT, 997 GT2, Cayman GT4' Total Entries: 8

1T	63	Wong, Ed	2016 Porsche GT4	61.224	[-]0.458	-
2T	10	Moschella, Ed	2016 Porsche GT4	61.682	0.458	0.458
3T	880	Lunsmann, Walter	2015 Porsche GT3	61.864	0.182	0.64
4	360	Davis, Alan	2015 Porsche GT3	62.524	0.66	1.3
5	808	Lin, Samuel	2015 Porsche 991 GTS	66.978	4.454	5.754
6	161	Bernardo, Mike	2013 Porsche 911 S Cab	69.502	2.524	8.278
7	808b	Ortiz, Joel	2015 Porsche 991 GTS	69.872	0.37	8.648
8	360b	Davis, Lisa	2015 Porsche GT3	dns		

10r - 'Class 5-10 on R-Compount tires' Total Entries: 1

1	104	Kelley, Susan	2007 Porsche 997 C2S	64.988	-	-
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11 - 'Race and Improved (All Porshces not conforming to Free Modifications)' Total Entries: 2

1T	887	Lefebvre, Stephen	2016 Porsche GT4	60.564	[-]3.706	-
2	904	Mochimaru Akira	2009 Porsche 904 Replica	64.27	3.706	3.706

Wine Pairing at ALTA Strada

Copy by Glenn Champagne, Photos as marked

After fielding many requests for a wine tasting, NER finally was able to hold its first annual "Italian Wine & Food Pairing" on Sunday August 6th at Alta Strada in Wellesley Massachusetts.

Alta Strada, a Michael Schlow restaurant, is the "dream restaurant" that chef/owner Michael Schlow had been planning for a long time. The hallmark of the restaurant is to be attentive, intelligent, offer without hesitation friendly service, serve delicious authentic Italian food at reasonable prices.

The REAL genesis behind the creation of Alta Strada was to make a restaurant that locals would call their OWN and be casual and approachable enough that everyone could eat there on a regular basis. Since Betty and I have standing reservations for every Friday night, I think he nailed it!

The two stars of the luncheon Chef Tim Reading and US Brand Ambassador Claudio Andreani of Folonari Wines, were at the top of their game. Chef Tim and Claudio shared their respective knowledge and passion with each course.

The three-course luncheon was quickly upgraded to a four course luncheon, additions included two signature appetizers, grilled octopus with poached potatoes, shaved red onion, tomatoes with fresh herbs which included a side of crunchy lamb meatballs which sit a on top of a spicy tomato basil sauce.

The first course started with Grilled lemon & herb chicken with arugula salad and paired with Tenute del Cabreo La Pietra Chardonnay di Toscana IGT. Followed by corn tortelli with shallots, mushrooms, and grana podano, paired with a Tenuta di Nozzole Chianti Riserva DOCG.

ALTA STRADA

C I B O E B E V E

PCA/NER Italian Wine & Food Pairing
Sunday, August 6th 2017

ANTIPASTI

CHARRED SWEET PEPPERS WITH ANCHOVY AND PARSLEY

PRIMI

GRILLED LEMON & HERB CHICKEN WITH ARUGULA SALAD
paired with
TENUTA DEL CABREO, LA PIETRA, CHARDONNAY DI TOSCANA IGT

PASTA

CORN TORTELLI WITH SHALLOTS, MUSHROOMS, AND GRANA PADANO
paired with
TENUTA DI NOZZOLE, CHIANTI CLASSICO RISERVA DOCG

DOLCI

DARK CHOCOLATE CAKE WITH CHERRIES AND FRESH CREAM
paired with
TENUTA LA FUGA, BRUNELLO DI MONTALCINO DOCG

Photo by Maura Kelly



Photo by Maura Kelly



Photo by Glenn Champagne



Photo by Maura Kelly



Photo by Glenn Champagne



Photo by Glenn Champagne

Desert was soon followed by a decadent, yet light and scrumptious dark chocolate cake served with marochino cherries and freshly made whipped cream served with a glass of Tenuta la Fuga Brunello di Montalcino DOCG.

The resourceful staff at Alta Strada showcased their creativity by securing – legally – all nine parking spots in front of the restaurant. This made for an impressive start to our afternoon of delicious food and set the tone for our spectacular wine adventure.



Photo by Richard Bertin

NER AUTOCROSS SERIES EVENT #4 AUGUST 13, 2017

NER's fourth Autocross event of the 2017 season was run on Sunday August 13th at Moore Airfield at Fort Devens. The event was sponsored by Herb Chambers of Boston to whom we extend our thanks for their support! Sixty-three drivers showed up, including about six first-timers, for a great day of cone evasion on another course that took even the experienced drivers awhile to get comfortable enough to rack up some clean runs.

Once again, Scruffy had purposely bypassed the "concrete pad area" near the control tower; and like last event, the back runway encouraged drivers to carry some speed, but the cone carnage was high at corners 4 and 5 so drivers were still getting a little ahead of themselves out there.

Overall, the event ran smoothly and we were able to get everyone six runs in both the morning afternoon heats with a lunch break in between. Setting up our first event out of the new shipping container worked reasonably well, but we'll need to get our full complement of "cone carts" in place to make it easier to haul all the gear from the container over to the timing tent area. Fortunately, lots of hands pitched in. From a selfish standpoint, it was particularly nice to just

Copy and Photos by Chris Ryan

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throw the charged up radios and T-links in my car and head over to Devens instead of hooking up the trailer to my truck and doing the car-truck shuffle before and after the event, so thanks go to the NER Board for allowing us to make this change!

Boxsters and Caymans have turned out to be the weapon of choice this season with 22 cars in street tire classes 4-7. Class 10 was also well represented with 8 entries, and we fielded 9 non-Porsche entries, including Mlatas, Subaru, BMW's and a nice looking Acura NSX.

By the end of the day, we awarded 8 Rookie Trophies to the newcomers, first-place trophies to Adam Blauer, Nick Durham, Gareth Peters, Bill Aubin, Noah Eckhouse, Rachel Baker, Rob Galejs, Lev Tabenkin, Aaron Walker, Walter Lunsman, Susan Kelley, Scruffy, newcomer Corain McGinn (driving his new Macan Turbo and who jumped in at the end of the event to help shuttle equipment back to the container with it – Thanks, Corain!), and Rob MacAlpine,

Of course we also honored the runner-ups with trophies and the full event results are published in this issue.

And Walter Lunsman had Porsche FTD with a smokin' 62.299 in his 2015 GT3.

We look forward to seeing you at our next event on October 14th. Besides having a final go at the cones before the cold weather sets in, there are several classes that could still be decided at the last event – a few key no-shows could even create a

couple of upsets ... so plan on making the last event in October. If you have questions or comments: contact AX Chair Chris Ryan at autocrosschair@porschenet.com or AX Registrar Jeff Johnson at autocrossreg@porschenet.com



NER-PCA - #4 - AX#4 - Sun 08-13-201:

Summary Results

Timed Entries: 63

Pos.	Class	#	Driver	Car Model	Total	Diff.	From 1st
2S - '944S,S2, Turbo, 968' - Total Entries: 4							
1	2S	2	Blauer, Adam	1994 Porsche 968	66.714	0	0
2	2S	69	Rouhart, Georges	1993 Porsche 968	66.952	0.238	0.238
3	2S	58B	Halbert, Brian	1990 Porsche 944 S2	67.876	0.924	1.162
4	2S	58	Halbert, Neil	1990 Porsche 944 S2	69.26	1.384	2.546
3S - '911 1965-1994, 930, 928' - Total Entries: 4							
1	3S	770	Durham, Nick	1991 Porsche 964 C4 Cab	65.965	0	0
2	3S	437	Small, Adam	1984 Porsche 911	67.072	1.107	1.107
3	3S	770B	Nguyen, Natalie	1991 Porsche 964 C4 Cab	68.23	1.158	2.265
4	3S	124B	Fox, James	1990 Porsche 964	68.622	0.392	2.657
4S - '986 Boxster and Boxster S up to 2004, 914-6' - Total Entries: 6							
1	4S	373	Peters, Gareth	2004 Porsche Boxster S	66.571	0	0
2	4S	23	Sayers, Charles	2001 Porsche Boxster	67.436	0.865	0.865
3	4S	59	Donkin, Alan	2003 Porsche Boxster S	69.274	1.838	2.703
4	4S	214	Pope, Geoffrey	2000 Porsche Boxster S	73.496	4.222	6.925
5	4S	245	Berg-Sonne, Anker	2004 Porsche Boxster S	74.18	0.684	7.609
6	4S	245B	Schuch, Chris	2004 Porsche Boxster S	75.432	1.252	8.861
4R - 'Class 1-4 on R compound tires' - Total Entries: 1							
1	4R	61	Aubin, Bill	1984 Porsche 944	66.498	0	0
5S - '987 Boxster and Cayman (Not S or R)' - Total Entries: 2							
1	5S	80	Eckhouse, Noah	2007 Porsche Cayman	69.8	0	0
2	5S	80D	Sedgwick, Mike	2007 Porsche Cayman	74.246	4.446	4.446
6S - '987 Boxster S, Cayman S, 981 Boxster (not S) and Cayman(not S)' - Total Entries: 9							
1	6S	135	Baker, Rachel	2008 Porsche Cayman S	64.822	0	0
2	6S	969	Fenwick, Nigel	2008 Porsche Boxster S	65.226	0.404	0.404
3	6S	477	Doty, Chris	2014 Porsche Cayman	66.91	1.684	2.088
4	6S	49	Johnson, Jeff	2009 Porsche Cayman S	67.51	0.6	2.688
5	6S	54	Grasso, Ernest	2006 Porsche Cayman S	67.724	0.214	2.902
6	6S	246	Brousseau, Jean-Luc	2007 Porsche Cayman S	68.798	1.074	3.976
7	6S	711B	Wall, Christopher	2014 Porsche Cayman	70.224	1.426	5.402
8	6S	16	Miniscalco, Tony	2007 Porsche Boxster S	73.586	3.362	8.764
9	6S	711	Wall, Kevin	2014 Porsche Cayman	75.864	2.278	11.042
7S - 'Boxster Spydr,Cayman R,981 Boxster S/GTS,Cayman S/GTS' - Total Entries: 5							
1	7S	809	Galejs, Robert	2014 Porsche Cayman S	67.563	0	0
2	7S	981	Catizone, Michael	2014 Porsche 981 Boxster S	68.716	1.153	1.153
3	7S	209	Hollis, Robert	2014 Porsche Cayman S	70.116	1.4	2.553
4	7S	6	Migliore, Joe	2013 Porsche Boxster S	73.972	3.856	6.409
5	7S	422	Foster, Catherine	2012 Porsche Boxster Spyder	77.405	3.433	9.842
8S - 'Normally Aspirated 993, 996 (Except GT3), 991 (Except 997S and GT3)' - Total Entries: 7							
1	8S	31	Tabenkin, Lev	1996 Porsche 993	64.72	0	0
2	8S	156	Ryan, Chris	1996 Porsche 993	66.696	1.976	1.976
3	8S	32	Champagne, Glenn	1999 Porsche 996	69.812	3.116	5.092
4	8S	194B	Lindquist, Chris	1995 Porsche 993	70.106	0.294	5.386
5	8S	951	Bahlke, Matthias	1999 Porsche Carrera 4	73.396	3.29	8.676
6	8S	353	Bresnehan, Jay	2000 Porsche 996	76.382	2.986	11.662
7	8S	14	Fruh, Art	2005 Porsche 911	78.614	2.232	13.894
9S - 'Turbocharged 911 (993, 996, 997); 997 S/GTS/Speedster; 996 GT3, 991 Base, 996 GT2' - Total Entries: 5							
1	9S	563	Walker, Aaron	2004 Porsche GT3	63.679	0	0
2	9S	289	Foster, Greg	2005 Porsche 911 Turbo S	73.268	9.589	9.589
3	9S	563C	Carter, Justin	2004 Porsche 996 GT3	74.512	1.244	10.833
4	9S	163	Buckley, John	2007 Porsche 911 Turbo	80.72	6.208	17.041
5	9S	289B	Schuster, Liz	2005 Porsche Turbo S	82.472	1.752	18.793

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10S - '997GT3, 991S/GT3/Turbo, Carrera GT, 997 GT2, Cayman GT4' - Total Entries: 7

1	10S	880	Lunsmann, Walter	2015 Porsche GT3	62.299	0	0
2	10S	10	Moschella, Ed	2016 Porsche GT4	63.47	1.171	1.171
3	10S	360	Davis, Alan	2015 Porsche GT3	63.868	0.398	1.569
4	10S	769	Doherty, Joseph	2013 Porsche 991 S	68.784	4.916	6.485
5	10S	161	Bernardo, Mike	2013 Porsche 911 S Cab	69.976	1.192	7.677
6	10S	360B	Davis, Lisa	2015 Porsche GT3	73.232	3.256	10.933
7	10S	213	Montiero, Antonio	2013 Porsche 991S Cab	74.346	1.114	12.047

10R - 'Class 5-10 on R-Compound tires' - Total Entries: 1

1	10R	104	Kelley, Susan	2007 Porsche 997 C2S	66.928	0	0
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11 - 'Race and Improved (All Porsches not conforming to Free Modifications)' - Total Entries: 2

1	11	887	Lefebvre, Stephen	2016 Porsche GT4	62.84	0	0
2	11	904	Mochimaru, Akira	2009 Porsche 904 Replica	64.873	2.033	2.033

12 - '356 (all); 912(all), Cayenne, Macan, Panamera' - Total Entries: 1

1	12	270	McGinn, Corain	2015 Porsche Macan Turbo	76.686	0	0
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13 - 'Non-Porsche' - Total Entries: 9

1	13	55	MacAlpine, Rob	1999 Mazda Miata	63.524	0	0
2	13	600	Tabatabai, David	1999 Acura NSX	65.738	2.214	2.214
3	13	781	Fleming, Read	2003 BMW M3	66.703	0.965	3.179
4	13	332	Timberlake, David	2013 Subaru BRZ	68.412	1.709	4.888
5	13	741B	March, Marcos	1994 Mazda Miata	68.784	0.372	5.26
6	13	11	Dominiak, George	2015 Subaru Impreza STI	69.512	0.728	5.988
7	13	308	Lin, Samuel	2015 BMW M3	70.116	0.604	6.592
8	13	308B	Ortiz, Joel	2015 BMW M3	71.816	1.7	8.292
9	13	691	Ryan, Mike	2006 Mazda Miata MX-5	73.586	1.77	10.062

Top Time Of Day

Raw time: 62.299 10S 880 Lunsmann, Walte

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August 13th, 2017 South Of Boston (SoBo) Porsches and Coffee At Newport Car Museum, Portsmouth, RI

Some weeks ago it was suggested that we have a South of Boston (SoBo) event at the Newport Car Museum located in Portsmouth, RI. After my wife Rosemary and I visited the museum and met with the owners (Gunther & Maggie Buerman), it was decided that it was a "GO" for August.

We arrived at the museum by 9:30 AM, doors for visitors opened at 10 AM. At the south end of the vast parking lot was a small tent with attendants directing the allocated Porsche parking, as well as providing discount coupons for us when we paid the reduced entry fee. I was asked to estimate the number of Porsches that would be coming, and using historical data, I said probably 40, maybe 50. By 10 AM there were already 53-parked Porsches and, as typical, while waiting for the doors to open, Porsche owners were milling around the designated parking saying their hellos and making comments about the P cars.

I was surprised that the coffee wasn't in cardboard containers (made onsite and tasty) and no donuts, rather small pasties and muffins. I believe it was the manager Wayne Lee who said with pride that he had made the coffee himself and wanted to have something more special than commercially made donuts.

By noon the parked Porsches exceeded 70, so the people count was likely 140 or more. Wayne said it was the largest club turn out ever, adding, "It was a very

sophisticated group." I have to make a comment regarding the beginning of the event, occurring shortly after 10 AM. One of the museum's staff members observing the arrival of the Porsches asked me "will they be putting their hoods up", I replied, "No, these are not Corvettes."

Because of the possibility of many people all wanting to try the six driving simulators Rosemary had made up signup sheets in 20-minute intervals. It was not very long before it was determined that signup sheets were not necessary because the intensity of the drive was so great some observers declined and those that lasted for the 15 or 20 minutes came away exhausted; I saw one guy get up from the drivers seat and his t-shirt was damp from the vigorous experience.

This particular car museum is unique in that it is spacious, offering long view perspectives of the cars as well as the ability to get up close. One of our regular attendees, Dean Makowski stated that often cars in museums are roped off not allowing one to get close to the automobiles; the museum's manager Wayne said that they purposely dismissed using ropes just for that reason. And, each room offers seating as you fantasize about the car you are looking at. Woman, especially liked the aesthetic appeal of the décor, contemporary and unusual furniture, and everyone enjoyed the posters and videos of many of the cars on display, especially the video of

Carroll Shelby.

During one of my conversations with the museum's owner (Gunther) he mentioned future plans to set aside space for a track, maybe as a Gymkhana. Discussing this expansion further with Wayne I was told that the track could be set up within a year. Thinking about next year's first SoBo, wouldn't it be a kick to have April's SoBo at the Newport Car Museum including the opportunity to take your P car onto a time/distance track for three runs.

It was indeed a pleasure to observe so many Porsche owners thoroughly enjoying the beautiful cars in the museum and the 73+ Porsches in the parking lot, which is what our Sobo get-togethers are all about. Also, a big thank you to the friendly and helpful staff at Newport Car Museum and volunteers who made this visit very special. Many who visited the museum today said they would return again and let others know about this uniquely designed car museum.

The next SoBo will be on Sunday, September 17th 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



1 of 3 Museum Porsches



Tale of a tail, Photo by Austin Soares

Copy by Roger Slocum, Photos as marked



Alison Massed, Kary Florio, Bob Andrews



Parked porsches, Photo by Austin Soares



Photo by Barby MacGowan



Austin Soares & Lambo



Photo by Barby MacGowan



Photo by Austin Soares



Davis Wilkes and Andrew Delisle



Photo by Barby MacGowan



Roberta Melchar & Dan Sullivan, Photo by Austin Soares



Jill & Dean Makowski

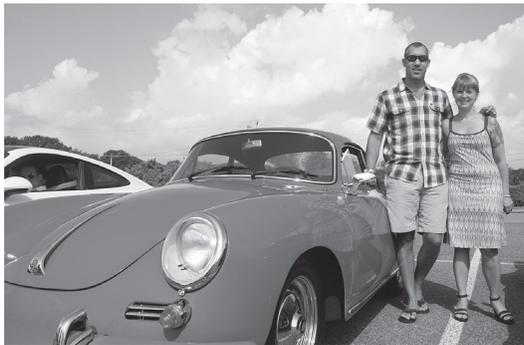


Photo by Barby MacGowan



Some of the Deroit Iron



Museum's coffee lounge



Photo by Barby MacGowan



stern shots Photo by Austin Soares

Loose Nut Behind the Wheel -

continued from page 12

needed. He wants them back too so don't let me forget to return them.

I got the motor hooked onto the stand, roughly. Apparently, the stand was not designed with this engine in mind. But it appeared safe enough for me to finally crack open the oil pan. I removed each of the ten billion little bolts that try to evenly distribute a seemingly small amount of torque across the gasket to keep the oil in. These pans are notorious for leaking. Can't imagine why. As the pan came off, it was time for the big moment. I peered into the pan and...what a mess. There were spaghetti-like strands of metal shards all over. They were long and thin and twisted. Low in carbs, though. The oil pickup had shards of bearing bits sticking out like those cupcakes with pointy bits of thin candy bar sticking out of the frosting. I looked right at where the #2 connecting rod meets the crank and used my hand to check the play. Clank, clank. There was no bearing left in there at all. It was straight con-rod-on-crankshaft. At that moment, I knew the crank was toast. I pulled off the bottom cap of the #2 con rod gently and saw that deep score marks circled what was supposed to be a perfectly smooth crank surface. It was full rebuild time. Sigh.

Luckily, I know I have very little luck in these matters so I tend to stack the deck. At another shop in Providence, Banchwerks, the very generous lead mechanic, Jesse, has been allowing me to pollute a deep corner of his shop with a spare 944 motor for the past two years. Someone was supposed to have taken it away by now to fix the damaged bottom end of the basket-case '83 944 that I gave away. But they didn't. Anyone who says procrastination is a problem just isn't on the right side of its benefits.

A smart person would rent a pickup to go get this donor motor. But it's a pain in the rump to swap around rentals and they always seem to hit you with surprise fees. Yes, it's \$19.99 per hour. Until you add the state tax...and mileage fees...and bad weather fee...and nose picking fee and...that will be \$250 for an hour's use. So, I fired up the Cayenne, my Porsche-pickup, stopped at the Depot de la Maison on the way for a tarp, a ratchet strap, and some rubber gloves. I still can't figure out why people looked at me funny. It's not like I had a chainsaw and duct tape, even

though I could use a new chainsaw...

Jesse was ready for me at the shop and he hand-trucked over the heavy lump of aluminum that had, I hoped, a more gently-used crankshaft inside. Jesse is younger than I am but took a bit of a spill off his motorcycle while doing the annual hillclimb up Mount Washington a while back. Trees are not soft. He obliterated some vertebrae and is now bionic. Between us, we weren't about to lift that motor by hand. Luckily, he had a ramp set and we could roll the hand truck up far enough that we could then dump the motor into the back of my SUV and then "walk" it in the rest of the way. It fit quite well! And, in the process, I created the world's first Porsche vehicle with a Porsche motor in the back that is not a 911.

It's an odd day when you are driving a vehicle with two motors in it. But, yeah, I've done that now. I was hoping it would be one of those crazy Hot Wheels-style drag racers with the side-by side (side-by-each for you RI folks) blown hemi's up front but this will have to suffice. Once home, I got the hoist hooked up to the donor motor to pull it out of my trunk. But with a motor already on the engine stand, what was I going to do with this one so I could dig into it? I called up my inner Ed China from Wheeler Dealers (may that show rest in peace) and quickly procured a rolling cart from purveyors of quality, Harbor Freight. This motor would be both my practice run and my savior, I hoped. But first things first, it was gross. Leaves, acorns, chestnuts - clearly this motor had been a home for wayward rodentia at some point. I love me some mineral spirits and I got busy cleaning it up a bit.

I pulled the oil pan off this motor and enjoyed the milky goodness of oil mixed with water that flowed forth. But the bottom end looked good. No play in the con rods here. Bearings looked good. Soon I found myself in another one of those, "what the heck is this amazing German engineering crap they keep talking about?" moments as I had to pull off the passenger side front balance shaft cover...to free up the front-mounted oil-pump...to free up the cradle...holding the crankshaft in place. I didn't even take the flywheel off the crank before finally prying it out of the donor block. Damn,

those things are heavy! Friends have since complimented me on the size of my crankshaft, so that's something.

The replacement crank was finally free!! And I'd actually pulled apart maybe 70% of a motor successfully! I was elated. I was surprised. I was dirty. I felt mildly accomplished.

Then the reality set in. I still have a long road ahead. I need to nearly completely disassemble the original motor, send the parts out for cleaning, buy more bearings and seals and stuff, put it all back together, get the motor back into the car, hook everything up properly, get it running again, redo the front suspension and alignment and such...wow. The real prognosis is that there is still some way to go. But one day at a time, right?

Off Line-- continued from page 13

and partners; things like trying new run groups - and the list goes on.

So this month I've given quite a bit of thought about the NER DE Program - which is comprised and defined by and through all of our events. Those that have been wildly successful, those that break even and one too, we lost money at this season. You see, I look at those events as our greatest opportunity to improve the program. And so, we will.

Quite frankly, I'm proud of the Northeast Region's DE Team and Program and where we've come from this year in meeting some of the challenges - and too, the stunning opportunity to continue to build upon its success. The results, with only one event remaining this season - have been far beyond expectation. And that's to your credit if you are part of this team, or participate in our program, or simply reading this column.

See you at the track!

Four Speeds and Drum Brakes -

continued from page 8

hp, not a 1300lb race car with 1000 hp. The brakes were adequate but not inspiring and the acceleration was somewhat leisurely. The way to drive it was to get it up to speed and just never lift. As someone told me years ago, brakes just slow you down, don't use them.

Saturday was race day and the weather was perfect. 115 cars circled the track, nose to tail until everyone was doing a steady 30 mph and then every corner went green at the same time. The Beetle only made a few laps when a high pressure power steering hose let go and our starting driver came in for repairs.

As the problem was discovered and the cell phones were put to use finding a proper hose for a 19 year old car I suited up to take a turn in the Jetta. That team had decided to change drivers every hour. I believe the thinking was that if it didn't last more than a few hours at least everyone would have a turn.

When I took over I was told that I may draw a black flag (come to the penalty box) because the Jetta had gone wide on a crowded corner and run off the track just before coming in to the pits. The Black Flag procedure is an opportunity for the course Marshals to check on the car and the driver just to make sure that everything is OK. Looking for damage on the car or the red mist in the drivers eyes (clouding judgement) makes it safer for everyone.

Sure enough, on the second lap as I was just getting up to speed, the Black Flag was pointed at me and I had to get off the course. By the time I reached the Penalty Box they had discovered I wasn't the offending driver but they wanted to talk to him before I could resume racing. I drove back to the far end of the pit area to find him changing clothes. As I drove back over to the track entry point to wait for him to report in I had to drive past a stopped spectator car on the right, a maneuver the Pit Marshal didn't like at all. In fact he thought I was driving too fast in the Pit area also. I was in first gear at 2000 rpm, about 8 mph. Never the less, it was determined that speeding in the Pits was a reason to end your drive for the day, an unspoken rule.

So I turned the Jetta over to the next driver and became a parts runner for the rest of the day. The damaged hose on the Beetle could not be repaired and

there were no local junk yards that could help. That meant a run back to the shop in Pembroke, MA to get a used line, so my driving for the day wasn't over after all. Pearl was pressed into service for the two hour run back and then another stop in Hingham to pick up a new line that had been located while I was driving.

Back before the end of the day the Beetle was buttoned up with the new line and sent off to race. With most of the day lost there was no chance of a decent finish but that wouldn't detract from having fun on the track. Meanwhile the Jetta was holding up well and proving to be reliable, if just a little slow.

I got my driving privileges back for Sunday so I did the first shift in the Jetta and took the green flag with about 100 other warriors. It was great fun to keep up with the faster cars in the turns even if they drove away in the straight. I did an hour and then took a short break before I jumped into the Beetle which was running great after a gear shift linkage connection that came askew was safety wired back together.

What a change. Terrific brakes, acceleration that would allow me to pass just about anyone, the car could've been a contender. All those cars that had driven away from the Jetta were now easy pickings for the Beetle. Too bad they didn't know it was me, I waved at them anyway as I passed.

I turned the VW rocket over to the next driver, had a bite of lunch and jumped back into the Jetta for another hour drive. This was getting to be great fun.

Even with less horsepower, I was just racing with a slower bunch of cars, allowing a couple of faster packs to drive past as we watched our mirrors. Packs that I was a member of just a short while ago. They didn't know it was me in the Jetta but I waved as they passed me this time. I was doing a lot of waving on Sunday.

The day ended with a smile on everyone's face. No body damage on either car. The Beetle ran out of diesel fuel with 15 minutes to go (poor calculations on our part) even though it did the whole race on Sunday on a single tank of fuel. The Jetta lost its clutch (maybe just a linkage failure) on the cool down lap after the checked flag dropped and had to be dragged back in but everyone

counted that as a finish and clapped like crazy anyway. They should've, Justin, who had the last stint was also the fastest driver all day in the Jetta. We should all be watching what he's doing, it's working.



All in all a terrific race weekend, great racing with lots of friends and many stories to tell. The very reason why we do this. As they say, if life gives you lemons, make lemonade. Even with the bumps encountered we had a fantastic race weekend. I even left off the part about the beer, the cookouts and the bonfire at the track on Sat night. Come join us some time, it will keep you young.

KTF

Long and Winding Road - continued from page 9

tires (BFG Rival S rather than Direzza). I just ordered 3 sets to go with the 2 we already have. (Note: TireRack gives a 5% discount if you order 20 tires at a time once and then continues that discount if you buy 20 tires a year.)

With two cars that also means that most drivers (not me!) will have to do two shifts in the day. That's close to 4 hours of high concentration in a loud car on a (maybe) hot day. Add the possibility of both cars needing fuel/tires at about the same time, fold in a likely mechanical issue or two, season with the red mist descending on 8 type A personalities and start filming an entertaining reality sh**show. Oh, and did we mention that the event ends at 8pm with a 7:19 sunset and no lighting requirement. Hilarity and mayhem ensue. Look for the report next month.

Minutes -- continued from page 10
rid of it.

A side note from Bill:

NER has held the AX school and two autocrosses so far. The last one was Saturday the 8th and was shortened by rain but otherwise the events have been flawless. Next one is July 29th - maybe we should have a Board competition?

Ramble Information from Dennis Friedman:

I will be making my initial trip up to the Cliff House on August 9 & 10 to begin planning the route and refining the food & beverage plans.

This morning I had a call with Donna Wikstrand (the meeting planner we've used for many years) to discuss the RFP to be sent out to potential 2019 sites. We agreed upon 7 venues to include and 2 additional to check into as possibilities. The 7 are located in RI, MA, NH, and NY. The timeline is as follows:

- RFP issued in July for response by early August.
- I will review the proposals and make site visits as necessary.
- We would expect to sign a contract with a hotel in November '17 for the last weekend in April or first weekend in May of 2019.

To give the Board a sense of the need to plan this far ahead, 1 new property we were considering is already booked for both of these weekends in 2019.

From Bill with regards to upcoming tours:

Tony Miniscaldo and Gary Cooper (or, as we like to say, "The Gary Cooper") are running the Fall Tour with oversight and lots of help from Dennis Friedman. It will be on September 10th on the North Shore, ending at a seaside restaurant. This will be the first annual "Charlie and Martha Dow Fall Tour." Gary is working on the promo and finishing arrangements with the restaurant. Dennis has reviewed and revised the route instructions. We are going to use "Ramble rules" and not the "15 cars to a pod rules." This is particularly necessary in the densely populated areas where we will be running. I will put it on the website using bookings and will get the insurance. We will have materials by July 20th to make the next Nor'Easter. There is currently no sponsorship for this but if anyone has any great ideas we could try for some.

From John:

The DE Committee has had it's head down getting ready for the upcoming

"two-fer" LCMT & Calaboose. For that - the entire committee has really done a terrific job working with their counterparts at NNJR for LCMT. I would also like to recognize Stan - who has worn many hats and really pulled together a complex registration and schedule with incredible expertise. Stan - you rock! While I know Stan will give an overview of the registrations for LCMT/CMS - when we get back - the DE Team will start working on the finals plans for WGI.

As well - thanks Robert for the update on the financials! It's interesting to see where we are at any given point in time. Thank you!

I'll see many of you in Canada!

Stan presented his DE report and you'll see most of that elsewhere in this issue

From Glenn on scheduled events:

July 22, Tech Session at Wheel Dynamix in Natick.

August 6th - Wine Pairing and Italian food. Alta Strada, Wellesley.

If you love wine and Italian food - you want to be here. Trust me.

August 13th - SoBo Porsches and Coffee at Newport Car Museum.

August 19th - Porsches & Coffee, the Return, Lala Java Northborough MA

August 20th - Danni and Marcus Summer BBQ

October 28th - Tech Session at South Shore Autoworks

November 4th - Paul Russell visit

As discussed at the last BOD meeting, The Museum of Science will be the site of the 2017 Gala on January 6th, 2018. I expect to sign the contract this week. Catering will be a work-in-process with CFO (Chief Food Officer) Mosley (Glenn's wife) leading the menu planning.

The item to be discussed is the Annual Outing. I have Sundays October 1st and 15th reserved at the German Club in Walpole. Total expense will be ~\$3400, \$1600 for the facility, club grounds, the pavilion which is able to accommodate 400 people if it should rain, and access to the club main lodge. Based on a minimum

75 people attending, catering comes in at ~1800. I recommend charging \$20/adult and \$10/child. Cash bar. For licensing reasons, food must be catered by licensed caterers. Alcohol must be purchased from the facility. Question for discussion: Is October 1st or 15th too late in the season?

Guest Columnist - continued from page 7

"future technologies and plug-in hybrid drives It's massively challenging, managing a significant sum of investment while sustaining our high level of return at the same time."

That return? "An operating profit margin of at least 15%." For the first half of this year, that margin was 18.1%. In the prior half year, it was 16.8%.

What do we make of all this?

I came across a second story on Harley, on Jalopnik. Let me quote. "The looming death-spiral of the motorcycle world and its dire need to lure in millennials has been a hot topic discussion of late, and the issues are abundantly clear in the industry's most well-known brand Harley-Davidson is witnessing a sharp decline in sales of just about everything right now. Jewelry, shirts, do-rags - sales are down across the board."

And Porsche? An aging customer base. Challenging financial targets. Reliance on brand extensions and emerging markets. Heavy investment in new technologies. The rising cloud of changing consumer needs and wants, and business models.

How long can this go on? I may soon check on the relative value of my '78 911SC. Remember the words, "I think it's time we stop, children, what's that sound. Everybody look what's going down."

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