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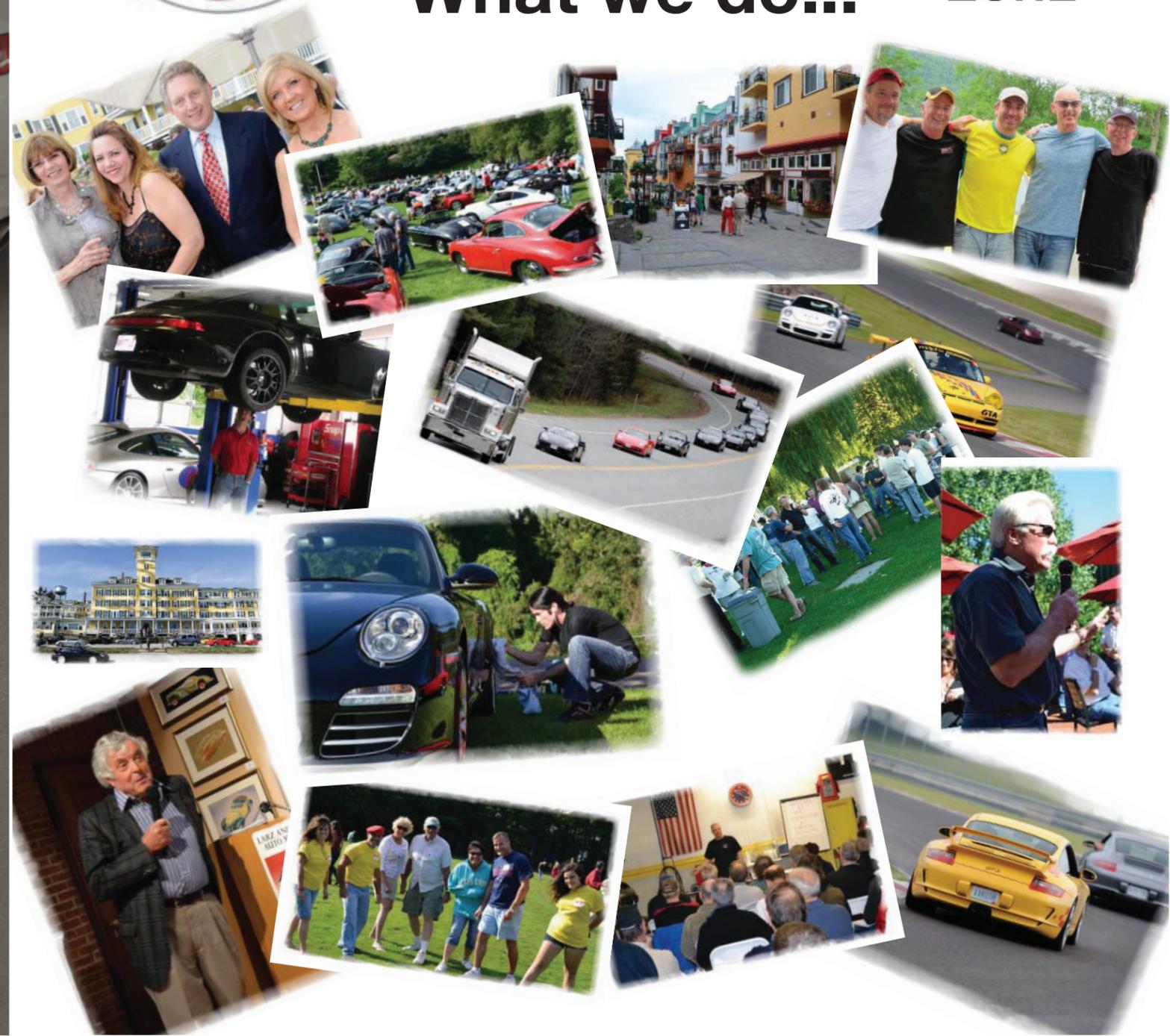
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Who we are

PORSCHE



What we do...





Family Bond 36

Richard and Valerie Mackoul share their hand-restored 1955 Porsche Speedster

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Cover



The hands of Rich Mackoul point out the suspension details of his 1955 Speedster
Photo: Sterling Vernon

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Editor's Corner

Hands. Making things with our own two hands. Our favorite brand of cars started as the famous handmade cars in Gmund Germany with the Professor famously saying, "I couldn't find the car of my dreams, so I built it myself." That is where we come from. That is our origin. That is a part of what makes Porsche so special. We thought it would be fun to tap into that spirit by visiting with a diverse group of people who like to get their hands right into the workings of the machine. We hope you will enjoy it too.

This concept started last fall when we met Richard and Valerie Mackoul and saw the unbelievable lengths they went through to restore their 1955 Porsche Speedster. Their car is the perfect mix of beauty and function – the fact that they drive it constantly is testament to how highly functional it is in their lives.

We also explore the other end of the spectrum - a completely custom vehicle that looks like a slammed 1958 Chevy pickup that has seen hard times. But look closer and you can see a mix of art and functional engineering that makes it so much more than an old truck. And the details. There is art hiding in there.

Finally we examine the hands-on

approach of an academically-inclined, financially-focused business person and NER member, Marshall Stocker. He's won awards for his rapid improvement in our driver's education program, and he shares some tips with us on how we, too, can continue our driving education. And he is deep into rebuilding the transmission of his Lotus Exige S right now.

For those of you who may say, "what's going on with all of these non-Porsche's" - we hear you and, rest assured, our focus is and will always be on the core of our brand's roots. But our club is diverse – both the people and the machines. So why not take a brief look around and embrace some of that diversity? Our vitality as a club and, we daresay, the ability to make sure our club stays healthy and relevant for at least another 59 years means that we need to reflect broadly on the amazing people we have and embrace each and every one of them as best we can.

Let's face it, there are some big changes looming on the horizon for cars. The electrification of nearly everything, Porsches included, is going to have some major implications for how cars are built and maintained. It won't be enough to spin wrenches soon. Honestly, it really hasn't been enough for the past ten or so years.

But the old cars and the custom creations aren't going away. In fact, their allure may grow stronger as the complexity of the new machines wrests connection to the mechanics from our restless hands.

Our theory is that interest in old cars, their history, their beauty, and their maintenance will endure for many more years to come. Cars are about autonomy and freedom and speed and adventure. Human beings will always crave those qualities.

Come take a few precious minutes of your day to embrace the handmade with us, if you will. Hopefully you will be inspired to check those tire pressures, change your oil, maybe spruce up that interior bit that's been nibbling at you for a while now. Many of us will never have the will to take our car apart, let alone build one from scratch. But, hopefully, each time you touch your car you it makes you happy so why not do more of that?

On the topic of what makes you happy, this is the final issue of having Sterling as the transitional primary editor of the NOR'EASTER. He's enjoyed it tremendously, but it was always meant to be a short-term gig. The reigns are being handed over to Anker and Gary as the primary editors starting next month. Their passion

will certainly be evident as they work hard to continue producing this magazine.

Some of you may notice a somewhat different look to the magazine this month. We've switch technological horses for this issue to a more industry-standard content production toolset - in the hope it streamlines production somewhat and also for the higher quality final product. We'll keep trying to get this to be as good as we can make it and hope you'll stick with us as we bump along.

We hope to see you soon at many of the amazing events we have lined up for this year. We hope you'll consider capturing your thoughts as you experience things this year, many of them will be new and unique. Take lots of photos. And let us know those thoughts and what the world of NER looks like through your eyes. We're all members of this club and everyone's experience is important. This publication is here as one piece of the glue that binds us all together - and we can't do it without you.

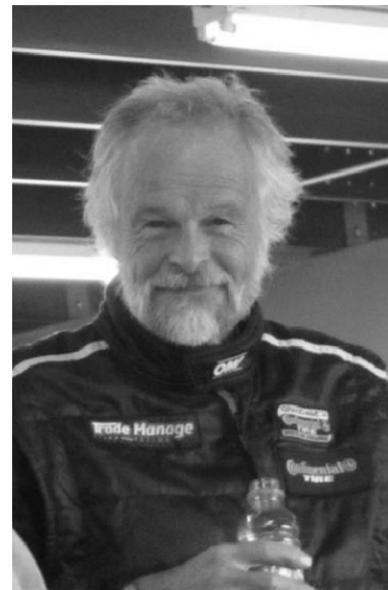
Happy Spring and happy motoring!

Your communications team,

Gary, Anker, Adrienne, and Sterling

The Long & Winding Road

- Bill Seymour, NER President

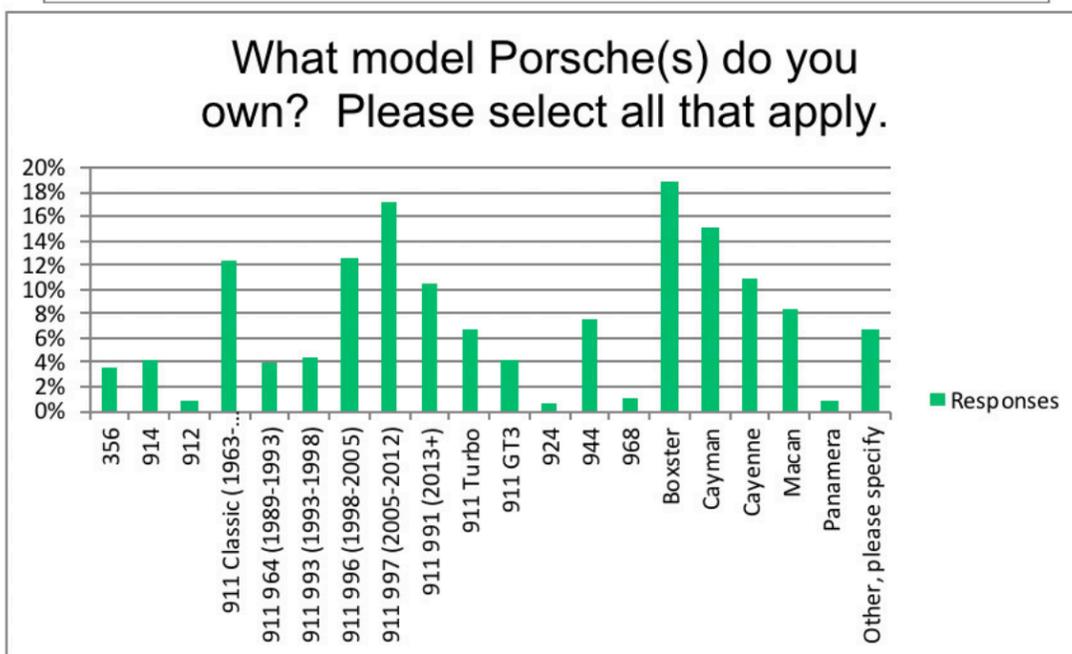
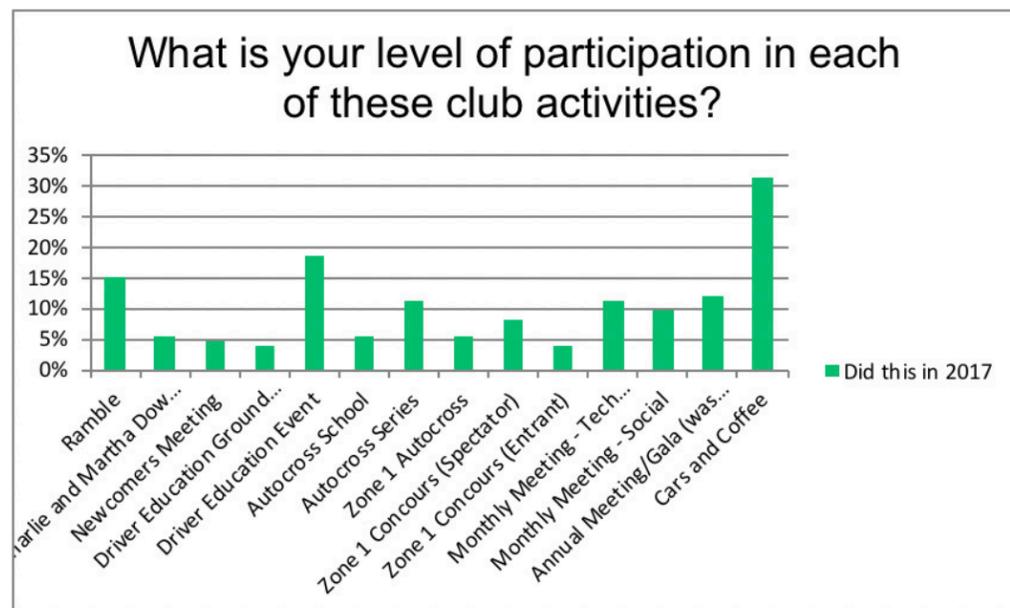


PCA NER 2018 Survey

Thanks to the members who took the time to respond to our recent survey. We finished with 375 respondents - 19 more than in 2015 - with a 95% completion rate and an average length of 9 minutes. That's a 21% response rate which is amazing for a no incentive online survey - and indicates that we have a lot of interest from our members. That said, there is obviously a lot of response bias - the people who answered are those who are most involved in the club. So we use the information cautiously. The activity participation numbers in particular are bogus and no replacement for actual behavior reports (that we are building by merging motorsportsreg, clubreg and our bookings data). However, overall response rates in surveys done in 2011 and 2015 were very similar so the trends that we see are actionable.

There was one particular issue that precipitated the need for this year's survey and that was to determine preference for the location of the 2018 Annual Dinner. We did a "split sample"

test to compare interest in holding it at the Newport Car Museum versus a



more traditional country club setting in Metro-West. And (spoiler alert) the Newport Car Museum was a runaway winner. More details will be forthcoming but we have booked January 5th for the event. And just to do a little early selling, please note that the location is actually in Portsmouth RI and the travel time from, say Newton, is barely over an hour. There will be a block of hotel rooms reserved, as was also the case for the Museum of Science event. See you there.

Another reason we do the survey is our ongoing quest to improve membership retention - to learn why people join and what will keep them from leaving. While almost half of new members list "get Panorama" as a reason for joining, we have discovered that, not surprisingly, if new members don't get involved in activities within the first or second year they won't continue. So we are particularly interested in what our newest members are looking for that we are not doing. We heard a lot of requests - and yes, the Board has studied all the answers - but unfortunately there is no agreement: someone would like a TSD rally, someone else wants to meet GT4 owners (don't we all!), etc. But many people are asking for things that are already provided. So we take away the need for better communications and are working on this. For example, look for an expanded Facebook presence. And, particularly if you missed the Newcomers Meeting, come to any of our Tech Sessions or Cars and Coffees and ask what else is going on.

What activity our members do participate in (and let's call the people who answered the survey "involved members") is shown in the chart below. We definitely have some "camps" within the club: there are Ramble people, DE people, Autocross people, Cars and Coffee people, Tech Session people, etc. that have surprisingly little overlap. The Annual Dinner is the one event that pulls both the most dedicated members, but also from across all of the different camps. Recognizing that we need more events like that - and events that are fun for the whole family - look for the first Summer Party coming up on July 21st at the German American Club.

One of the questions of interest is what Porsche do you own (and many have more than one)? Not surprising the Boxster is the most owned model but others are close and there are a lot of vintage 911's.

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(The survey author offers a sincere mea culpa to the three 928 owners – it should have been listed!)

And while we are on the subject of what Porsche models our members own, let's consider the four doors (Cayenne, Macan, Panamera). (We did have a member who felt the club looked down on these!) With only 30% of new Porsches sold being the traditional sportscars it was surprising that only 14% of newer members own a 4-door while 23% of longer tenured members do. While many members own more than one Porsche (pull your 911 track car with a Cayenne Turbo!), the survey is consistent with the membership data we get from National: most of the new members are joining with a 911, Boxster or Cayman. This is not to say that we don't welcome the 4-door owners! Come on a tour and put the kids in the back seat! Or come to the Summer Party!

Finally, while there were lots of suggestions and some complaints (many justified and all considered), there were many members who took the time to say "thanks" to the board members, committee chairs and other volunteers who make the club work. So thanks for that. In addition, there were 20 members who sent in their contact information and said "I want to help." We've already contacted most of them and are taking them up on their offer!

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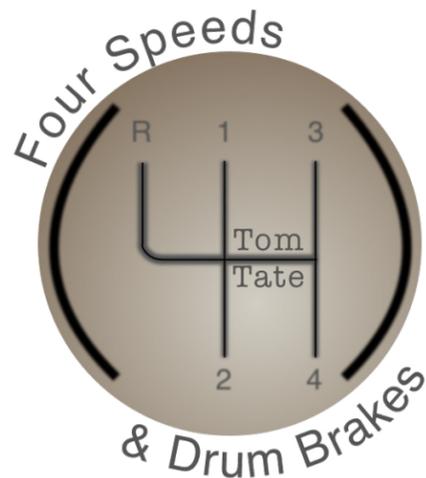
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Back to the Left Coast - Land of Porsches

It has been a couple of years since the All Porsche Literature Meet was on my calendar. Held at the LA Hilton just down the street from LAX, it is a gathering of all things Porsche. At least all the things that you can pick up and walk with. The actual cars are to be found at the shop tours earlier in the week or at the huge Swap Meet/ Car show on Sunday at the Phoenix Club in Anaheim, CA. The other big draw for the week was the just opened display at the Peterson Automotive Museum, The Porsche Effect.

After an easy flight out (three movies and a limp salad) on the blue jet, a bunch of us grabbed an Uber over to the Proud Bird, an aviation museum and food court on a LAX runway close to the hotel. Previous visits had gangs of car guys all seated at long tables with great food and drink. Calling ahead for a table revealed that the restaurant was gone and there were food stations (3) in their place. Worth a try as the rental car wouldn't be picked up until the next day.

Turned out that the Proud Bird is still the place to go for good food and a look at planes and pictures from the early days of flight in LA. There were a number of WW2 warplanes on the property and lots of photos lining the walls that showed how elegant airline travel was back in the days when people got dressed up to travel.



The following day, after breakfast at our favorite Denny's, we drove over to the new digs for the Sierra Madre Collection. They had moved to a huge new warehouse only days before but were already at home in the neighborhood. With the cooperation of local neighbors they were able to block off the street for Porsche only display parking. We hid the Nissan rental around the corner. Everyone that came got a ticket for free lunch at one of the four fast food places in the block. A great way to make nice with the other merchants, very clever.

The next stop was the new exhibit at the Peterson Automobile Museum called The Porsche Effect. With the support of the Porsche Factory and many of the cars in their priceless collection, the display showed many cars seldom seen in the US.





Beginning with the Berlin to Rome race car of 1938 and including many examples of our beloved 356, we were treated to cars that had only been seen in magazines.

One of the most photographed Tubs was the black Speedster that belonged to Steve McQueen, looking very similar to Blackie in my garage. Except his Rudge wheels were real, not fake like mine. There was also a row of Factory race cars that lined an entire wall of the museum.

We had signed up for the 1 1/2 hour guided tour of the Vault located in the basement. There were an additional 120 cars there that many thought no longer existed. Photos were not allowed but the list would be recognized by car guys around the world. Presidential limos from Roosevelt, Truman, Kennedy and Nixon, Porsche 911R number 1, the Back to the Future Delorean, and the 1927 Rolls Royce that belonged to Fred Astaire. A Tucker that was the builders personal car and a Mercedes convertible found in Hitlers bunker were all tucked away safely.



The Porsche Effect will be on display until January 2019 which should give car guys all over the country a chance to see it. Not to be missed.

That evening found us again at the Rockin' Fish in Huntington Beach for another great meal and a walk on the pier that goes out into the Pacific ocean.



Saturday morning started late for our bunch as we were still on Boston time. We were looking for breakfast at 4am CA time and the doors to the Literature Meet didn't open until for another 3 hours. This year was bigger and better than ever with both banquet halls filled with all things Porsche. As expected, lots of celebrities were present, besides Jerry. Factory driver Patrick Long was there filling his backpack with treasures.

The afternoon open house at European Collectibles was another chance to overdose on Porsches. A row of Speedsters were inside and a row of 911s were outside next to a taco stand and a Bratwurst station. These guys really know how to throw a party.

The last day in LaLa Land was spent at the huge Porsche only Swap Meet and show at the Phoenix Club in Anaheim, and what a show. The hit for me was the three Singer 911's that showed up together. Built at a reported \$400G's each, the details just went on and on. Side mirrors that were mounted through the glass on the vent windows, rear tow hooks that were mounted inside the rear bumper guards and front LED lights that looked like an original lights but weren't. Amazing cars, worth it? I'm not sure about that but it sure was great to see and hear them up close.

It wasn't until a 13-year-old walked up and asked the builder a question, that I understood the paint work on the dark blue car. His question was if the wide orange stripe was the east end or the west end of Mulholland Drive, the famous road in the Santa Monica hills. So that was the strange line up and over the car. The other lines were the topographical lines of the surrounding hills. Very clever.

The swap meet did offer up some parts and pieces that would fit in my carry on and pass through TSA security. Not that I need more parts but they were cheap and I figured they'll help pay for the trip.

A great trip with great friends, life doesn't get any better than that, even if I had to take the Red Eye back.

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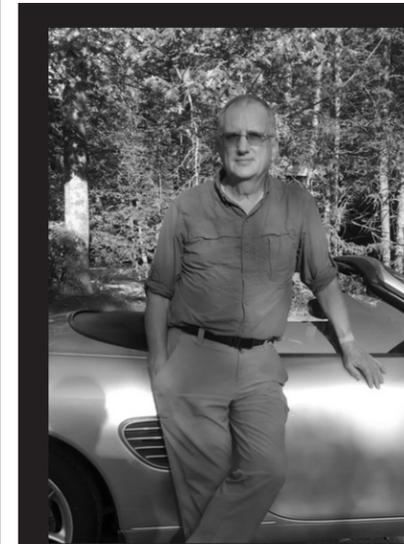
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BACK TO BASICS

- Anker Berg-Sonne,
Membership Chair

Wrenching our Boxster

In my January column I mentioned that I have returned to doing my own wrenching after an almost 50 year hiatus. The return is motivated by wanting to for the satisfaction of doing a good job, and knowing that there are several jobs that can safely be done by me.

There is another reason, listening and feeling what your car is trying to tell you and immediately diving in and determining what is wrong, and then fixing it right away keeps the car up to snuff. Also, I like to keep the car looking new, so I fix little things that break, like the sun shades in the Boxster that tend to break the covers, a broken spring in the drivers side arm rest cover, and replacing the cover for the motion sensor above the wind screen. All little things that are easy to neglect, but that accumulate and make the car look old and unloved. Any time I am working on the car I check everything that is easy to access, like when the engine covers are off I check the serpentine belt, look for fluid leaks and listen for unusual noises.

When we bought the car it had a bad rattle from the rear suspension. The seller, swore that he had replaced everything they could think of that caused the rattle, but it persisted. After we bought it I noticed that the rattle disappeared when accelerating and braking, so I had a hunch that it had to be the trailing arms, so I bought a set of used trailing arms and replaced them. Rattle gone, so now I can hear a faint tinkle when I drive past a wall that reflects sound back at me. I'm still chasing that.

Something I didn't have in my younger days was a complete tool set and sense of mortality. I had a set of sockets that I still have and occasionally use when it helps to have two sets of 1/4" sockets of the same time, and all I had to lift the car was the scissor jack that came with the car. No torque wrench. I just tightened nuts and bolts until they felt right. I did know enough to use the right tightening sequence when putting a cylinder head back on. Car ran like a champ until the rust devil ate it. Back in those days you were lucky to put 100,000 km on a car before it rusted away.

So these days I am a lot more concerned about having the right tools and a lot more aware of the risks inherent in climbing under a few thousand pounds of car.

I don't agree that cars are much more difficult to work on than in the old days. Back then the only diagnostic tools you had were your ears and hands. Our second car was a used Simca 1000 (mille in French) that had a brand new engine installed. The engine never ran perfectly. It ran OK but didn't feel right, like it was running too lean, but I was never was able to nail down the problem. Worked on the carburetor, timing, everything I could think of. Another example is our fourth car, a Matra Simca 1300. It was a beast, had a four cylinder engine with two double barreled carburetors. Any time you changed driving habits, like going on vacation and driving on the autobahn after commuting for a while the carburetors would get out of balance and it would idle very roughly. I always packed a

screwdriver and a “ball in a tube” vacuum gauge so I could get the carbs back into balance. What a pain, but stepping on the throttle and hearing all those barrels sucking air was a thrill! Nowadays you have an ECU (Engine Control Unit) that does all the adjustments (as long as the sensors are working properly). Even worse were the late 70s and early 80’s where engine compartments were a sick mess of hoses and valves because of the tightening pollution regulations. ECUs and fuel injection are better and simpler.

A good OBD II diagnostic computer and some common sense makes most diagnostics much easier. On our Nova Scotia trip last year the CEL suddenly came on in the middle of nowhere. The code reader immediately told us that it was an implausible reading from the O2 sensors in bank 2. Bingo, the simplest cause was a bad O2 sensor, so I replaced both on the indicated bank when we came home. Problem gone.

So what are the rules for home wrenching:

- Don’t even start without getting the right tools. Not just hardware, but also manuals and a code reader that can read proprietary codes and reset airbags, etc. For the Boxster the 101 Projects and the Bentley manuals are a great supplement to the Porsche shop manual and the parts listing.

- Be safe. Never get under a car that isn’t held up properly with a backup device. Spare tire jacks are not safe, neither is a gravel driveway. Jack stands or a lift are the right tools, and if you use jack stands take a spare wheel and push it under

the car, so if it falls off the stands (you did remember to shove the car hard before you got under it, didn’t you?) you may get hurt, but you shouldn’t get killed. Think about whether you should have a friend help you out, or at least have someone else at home.

- Know when you are in over your head and need to get a professional to do the job. I personally sinned last year when one of my caliper bleed nip-

ples sheared off shortly before the Thompson DE. Because of time pressure I tried to get the stump out, and failed, in addition to making a real mess of it. I finally had to get my indie to get a brand new caliper and take care of the installation. Where the point of realizing that you are in over your head is requires a bit of personal honesty and also varies from person to person.

- It is more expensive to mess up a job and then take it to a professional than to have the

By the Numbers

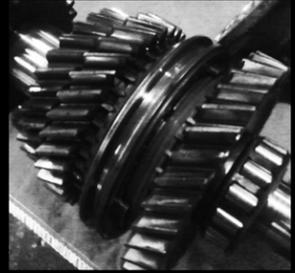
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professional do it from the start. Not to mention the embarrassment.

- Follow discussion groups of like minded owners of your car. I follow 986forum.com, boxerregister.com, rennlist.com, pedrosboard.com and boxa.net on a daily basis. You pick up a lot of knowledge and information there. And don’t be shy about asking for help, there are experts there that are more than willing to assist you.

- Find the “do it yourself” (DIY) guides. Pelicanparts.com, rennlist.com, pedrosgarage.com and boxa.net, as well as the forums mentioned above have DIY guides for even the most complicated project, like engine replacement.

- Don’t ever be in a rush (the caliper story is a perfect example). Having more cars in the family than persons is a big help, and so does being retired.

- Know where to buy parts. Your Porsche dealership is right in your local area and has experts who can help you find the right part, so does your local independent. On the web Suncoastparts.com is great for original Porsche parts, pelicanparts.com is great for both original, OEM and third party parts. Find the part number for what you are looking for and do a web search. Don’t forget that you have PCA discounts.

- Know what parts to buy. It is fine to buy used sun visors on eBay, but I would never buy a “no brand” AOS (Air Oil Separator) there. Critical parts should be preferably original or OEM. For non-critical parts I buy from anywhere I can find them.

- Don’t do it if you don’t enjoy it! I just turned 70 and eventually arthritis and other age-related aches and pains will end my wrenching, but until then I’ll have fun playing grease monkey.

There is a final rule that I observe: Wrenching takes second place to participating in NER events and spending time with friends and family.

Tech Tactics East



Gary Cooper, VP Communications



Those that know me best know that I am not the world's most mechanical car enthusiast. I like spirited driving, I like touring, I like the occasional AX (sign up, folks - it's one of the cheapest ways to have the most fun in your Porsche), I like viewing cool cars (great museum info in the March Nor'easter, BTW) and I like surfing the net for car-related content. Working on cars, not so much. Well, OK - I can do some things like change the oil, and other lesser jobs, and I did sort out a significant heating system issue. But suspension work, dropping a tranny, swapping an engine - these are beyond my skills, garage space, and tool inventory.

Why then, you may ask, did I choose to drive down to Easton, PA for PCA's Tech Tactics East event? Because, after reading about the event, I found out it is geared (pun intended) towards both the skilled DIY mechanic - and the rest of us as well. As PCA says "for the casual information gatherer to the everyday Porsche mechanic." I guess I am now identified as a casual information gatherer! Seriously, it's a great event that has been held annually for nearly 30 years, first in the Hartford, CT area and now at the PCNA technical training center in Easton. PCA brings in a bunch of great speakers to conduct seminars, again not all are extremely technical. I signed up as soon as registration opened.

It's a fairly easy 4.5-hour drive down to Easton. I wanted to take the more scenic route using

the Merritt Parkway in CT. Unfortunately, the forecast called for snow, so I decided not to take the Boxster and drove my daily beater, the 2006 Honda Civic with 156,000 miles that I have put on it since new. It's a dependable little car. One of my good friends, Bruce Russell was attending with a friend from Virginia, including Hank Weil (President of Shenandoah Region). He had been to Easton before and clued me into the best motel to stay for the event. In addition, the esteemed Mr. Pedro Bonilla, who we purchased our Boxster from, would be one of the presenters.

After an early breakfast at the motel (a complimentary continental breakfast was also available at the event), we made the short 2-mile drive to the Technical Center which is located amongst several other light industrial buildings. I also ran into my friend, John Novotnak, from the Boxster Register Special Interest Group and the outgoing Parade Photography Chair. It really is about the people you meet in PCA. There were 125 slots (a sellout) and we were divided up into color coded "run groups" based on our selections at registration. My group included the featured speaker, Rob Ida (who would talk about custom builds); Nathan Merz (market trends); David Becker (GT3 Touring); Charles Navarro (preventive maintenance); Lake Speed (used oil analysis); and the afore mentioned Pedro Bonilla (cheap HP tricks).

Rob Ida represents the third generation to run the family restoration business, now called Rob

Ida Concepts. You may remember the Less is More article from the April 2017 Panorama - it featured Rob's hot-rodded 930. He let us know about the painstaking process of restoring Porsches, and that it was all about - in Rob's words "saving precious metal." They just aren't making many of the body panels in classic cars anymore, and Rob would always prefer to save existing panels when possible rather

innovations that were years and decades before their time. Rob's family has a connection to Tucker in that his grandfather was one of the last authorized Tucker dealers (he stayed in business 3 days).

The Tucker Torpedo was a concept car in concept only - it was never actually built. Rob was able to locate the original small-scale clay model from the Tucker family and has set about building it from

scratch. This really ties into the hand-built theme of this issue of the Nor'easter. The wooden "buck" or form, for the car took one year to build by itself. The car would feature 4-wheel disk brakes, fully independent suspension - and here's the tie in for Porschephiles - an air-cooled flat-six engine. The concept was a "no camshaft" design featuring hydraulic valves! Rob thought that to be a bit impractical, and instead will install a traditional Porsche engine. This wild concept also included steerable fenders and center steering wheel. This last feature, while undoubtedly cool, did present an obvious problem - how to access the driver's seat. Working with Preston Tucker's great grandchild-



dren, Sean (an engineer by trade) and Mike Tucker, they devised an extremely clever and Tucker-like solution - a hydraulically operated, rotating turntable. It would move so that one of the three seats could always be the driver's seat. You open one of the gull wing doors, take a seat, and push a button - and voila! - be rotated into the driver's or passenger seating positions. Radical!

than fabricate replacements. Saving panels requires literally months and months of tapping with hammers, or shrinking and shaping, to take panels from the "sack of walnuts" dimpled look to the smooth, factory-new, fully restored piece. Another one of Rob's philosophies is less is more. He is not much interested in either backdating or updating a car.

But Rob is not all about Porsche and is a true custom builder. One of his current passions is fabricating a rare and unusual concept car - the Tucker Torpedo. If you're a car or movie buff, you know about the Tucker 48 sedan that Preston Tucker hoped to bring to market - before his fledgling company failed (due to bad publicity and an SEC fraud investigation generated by the Big Three manufacturers - if the legend is true). There are only 47 remaining of a total of 51 built. They featured many technical

Next up for me was Nathan Merz with a presentation on the state of the Porsche collectible market. Nathan is the founder a Columbia Valley Luxury Cars, and the author of a fascinating piece in Pano 731 called the Power of Color (Viper Green, Maritime Blue anyone?). Basically, he told us the insanity of steep increases in Porsche prices reached a plateau in late summer 2015, but it remains a "nuanced" market and certain cars will continue to climb. Factors such as originality and quality will always matter. Good condition survivor cars,

original examples with patina, well-executed hot rod builds, celebrity associated, truly rare, and top end restorations will always command a premium. Of great interest to this author was he identified the 986 Boxster as being amongst a group of cars (including G-body 74-89, 964 manual coupes, the transaxle cars, 996/997 Turbo, and the 914) that he expects will start to gain value in the coming years (albeit from a low starting point). His top tip was to Google the VIN on any car you might be considering.

The interestingly named Lake Speed, Jr. gave a nice presentation on used oil analysis. He works for Joe Gibbs Racing (JGR) and told the story of when JGR first started out they had 1 in 10 engines with camshaft failures. Racing engines are expensive, and they needed to understand the cause. This led them to contact a firm called Lubrizol, which was one of only three manufacturers of oil additives. They discovered the importance of ZDDP (I will



not attempt to spell out what this stands for), but most people simply call this zinc. It's extremely important in reducing metal wear, and after changing to oils high in ZDDP they immediately saw a decline in engine failure. They also found that 70% of engine wear happens during cold starts, so now all of their racing engines are started only FOUR times before complete rebuilds! Used Oil Analysis (UOA) is like

a blood test for your engine and can help identify trends or problems. The lab will read the results

and provide you with important insights that can tell if you have higher than expected wear (iron, copper, brass, etc), whether there is the presence of dirt, or oil/coolant mixing. Performing regular UOA builds a history or database on the health of your engine. These tests are moderately priced and easily performed with the postage-paid sample bottles that are provided with the test kits. The author uses Blackstone Labs and has been pleased to learn his M96 engine seems to be in fine shape (knock on wood).

After a nice boxed lunch, we were able to explore the PCNA tech facility and view some really cool cars on display and take a tour of the parts warehouse and learn about the incredible feat of inventorying thousands and thousands of parts for every car Porsche makes. Additionally, attendees were given the



opportunity to purchase parts and other merchandise at a 10% discount and pick it up on site. This prompted me to purchase the wiper cowl for my old Boxster. This 15-year-old piece of plastic had seen better days and was broken in a few places, so it wouldn't seat firmly against the windshield. I installed it when I got home (see, I can do one or two DIY jobs).

Pedro Bonilla, PCA's Tech Advisor for Boxsters and Caymans, gave a real interesting talk on ways to gain "cheap horses" for those who seek to put a little more fun in their car's go pedal. First, he gave a pretty technical explanation on torque vs. horsepower and let us know HP is really just a mathematical function of torque. HP just sounds more macho than pound feet! Some inexpensive suggestions for adding HP/torque were converting to an under-drive pulley to reduce drag on the alternator, AC, power steering and water pumps (\$200-300); equal length headers that help eliminate back pressure for a more efficient internal combustion process or "suck, squeeze, bang, blow" as Pedro calls it (\$300-400); and a bigger throttle body and aerodynamic plenum for more/better intake air flow (\$1,000). Pedro recommended against oil-soaked air filters that maximize air flow at the expense of increased debris entry and said the OEM paper filters are best.

Charles Navarro of LN Engineering also gave an informative talk on the importance of not putting off regularly scheduled preventive maintenance. Unfortunately, I deleted my notes on his presentation, but it was just a good, common sense reminder of owners of any Porsche. Dave Becker's talk about the new GT3 Touring (a GT3 without the big wing and with a manual shift) model was a spec-filled account of the awesomeness of this new iteration in the 911 lineup. However, I admit to being less

than focused as my only chance of owning one of these would be winning it as the grand prize of an upcoming PCA Raffle (congrats to the winners of the 911T's that were the prize of the Fall 2017 Raffle).

Before leaving, door prize winners were announced. Hank Weil won a cool model of a working flat six engine. We all got nice goodie bags to take home. We all left to a snow-covered parking lot and the next morning the sun was shining brightly on six inches of fresh snow. After digging out my Civic, I brushed off Hank's Cayenne (license plate BLUPEPPER) - it seems the guys from Virginia aren't too used to the white stuff as he had no snow brush!

All in all, it was an informative and fun day at Tech Tactics East and I would recommend you look into a trip to Easton next spring.



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Minutes of the Board

Gary welcomed us into his home on March 10 for the monthly board meeting. Attendees, who may have enjoyed a few too many of the provided desserts, included:

Bill Seymour - President

Gary Cooper - VP Communications

Robert Jacobsen - Treasurer

Nick Durham - Secretary

Anker Berg-Sonne - Membership Secretary

Kristin Larson - Past President

Stan Corbett - DE Registrar Chair

As usual, Bill opened the meeting by covering administrative tasks. These included firming up the dates and locations of this year's remaining board meetings, creating a master list of club-related media passwords, having a more succinct subject line identifier for our monthly email blasts, and providing submission guidelines for the NOR'EASTER. Gary will be covering the latter task as he and Anker are getting primed to take over the newsletter publishing editor position while Sterling moves to concentrate on a full plate of other club duties. The newsletter publishing template, which Sterling has put many hours into creating, is proving to be invaluable in the transition of this enormous task. One variation to the newsletter is likely to come in the form of some new club racing content, which was pointed out as an interest to our members in last month's survey. Bill also related his experience attending the Zone 1

presidents meeting where the PCA Juniors program was described and much emphasis was placed on social media presence and practices. Our communications team created a list of social media guidelines that the board voted to accept. Additionally, Sterling was named as social media chair. A last administrative task was raised by Anker who voiced the need to select a winner from the membership survey for the free Summer Party admission tickets.

After covering quite a lot of ground at the start of the meeting, the next agenda item was for the board to commit to the location of the winter Gala dinner. With the results of the member survey and previous discussions of potential locations, Kristin made a motion to confirm the front-running Gala location and to have the final costs determined by mid-summer. The board was satisfied with the exhaustive consideration of the subject, and the motion passed easily. Turning to the warmer months, the committee for the new Summer Party has been formed and has an upcoming meeting scheduled. A motion was passed to authorize spending up to \$6,000 for this new event.

In addition to his work on the communication team, Anker reported this month's membership. Our trend would make a great investment: membership is up again with 16 new members. Along with the welcome packet from PCA national, Anker is composing a personal welcome to the new members.

Robert submitted the treasurer's report, which was accepted by the board. Bill created an outline of our annual financial allocations, partitioned into individual club activities. This inspired

some discussion over soft targets for the various activities and the comparison of allocations over the past several years. Not only was this a convenient analysis of the club's expenses, but the board was interested in using this break down as a way to communicate the club's financials to the membership. The board agreed on the usefulness of sharing this format with the caveat that a narrative would need to accompany the numbers.

Stan reported on the DE updates for the month. Noting that the Mt. Tremblant event has the added incentive of coinciding with their International Blues Festival, and that registration for the Vintage Days program has opened. The Mt. Tremblant event, co-hosted with NNJR, has sold out though Stan indicated that those who register and pay to secure their position on the waitlist have a very favorable prospect of admission.

In other driving events news, an agreement was reached with national PCA over how the new "Minimum Tour Standards" rules would relate to our beloved and very successful annual Ramble. Bill cheerily announced that our Ramble would be grandfathered in with a few modifications that will not negatively impact the enjoyment of the participants.



New England Winter Dreaming

By Mike Leo

As I look out my window at the third nor'easter to hit New England in less than two weeks, I am seriously questioning if Spring will ever arrive. And, although my Boxster is covered (again) with over a foot of snow, I'm excited about the coming months and the anticipation of cruising down some great roads with the top down, the music playing and enjoying events with fantastic people with the same passion I have for Porsches. Why? Because instead of waning away the winter just dreaming of things to come, I decided that dreaming wasn't enough. Time to plan for 2018.

The first thing I did was join the NER-PCA. I had thought about it many times but kept putting it off. Then last October I attended a "Coffee and Cars" PCA meet-up in Northborough MA and met some wonderful car fanatics. The next day I went to the "Porsche on the Mountain" event at the Palmer Motorsport Park. Again, just being around fellow Porsche fans was addicting. I decided it was time to sign up and become a member. I look forward to volunteering for PCA events so I can meet fellow enthusiasts!

The next thing I did was join a number of Porsche forums on Facebook. Not only did I have a chance to interact with Porsche aficionados from around the world, but I learned a great deal about my car and how passionate people are about their Boxsters. It was a place where I could pose any question about a problem or issue I was having and get a wealth of feedback with many diverse opinions and suggestions.

Then I took a look at my 18-year old 986 and decided it was time she got a little love. Another great thing about belonging to a club or forum is that you can gain great insight as to upgrades and modification that work and don't work. I discovered that there

are minor cosmetic enhancements that would make a big difference in the look of the car. New spoiler, side skirts, Porsche wheel caps and tire valve covers, new titanium lug nuts, leather seat covers and a "no-holes" front license plate bracket are all in the works.

Finally, it was time to look at the calendar and getting my itinerary in order. As a member of a local Porsche dealer rally club, I know that each month I will have an opportunity to drive to a beautiful destination somewhere in New England



with wonderful people. Plus, I decided to step up this year and organize a rally or two. There's the Misselwood Concours d'Elegance in July that I'm looking forward to attending. There will also be plenty of "Cars and Coffee" events where we can show off our ride. And, have you ever noticed, the Porsche corral always seem to be packed!

So, even though I sit in my home office watching the snow come down, I am ready for 2018. I look forward to seeing you somewhere on the road. And don't forget to wave when we pass each other...we're all part of the Porsche fraternity.

THE SLIPPERY SLOPE

by Robert Jacobsen, Treasurer



On March 3rd NER held their 2018 Ground School hosted by HMS Motorsports in Danvers, MA. I attended admittedly not knowing a lot about DE, but discovered that I had no idea how much I did not know. Now that is not a statement to imply that the average person leaving the event

was walking away feeling intimidated, but rather the opposite. Taking myself as the "average Joe", I now feel much more prepared going into my first DE event. Touching on everything from rollover protection for modern, convertible Porsches to helmets, seatbelts and a general overview of what to expect when you pull up to the gate on the day of your first event, the speakers from NER as well as HMS were excellent. NER livestreamed the event on Youtube and it is available for replay at <https://youtu.be/iu9xccam00o> [and with better audio at <https://youtu.be/7QHjAu-eQgg>]



If you are thinking of participating in a DE event in 2018, I highly recommend taking the time and watching. I had to leave the Ground School as soon as it was over so that I could get over to my other volunteer role outside of treasurer of NER which is



patrolling at Wachusett Mountain. So, unfortunately I did not get to make efficient use of my lengthy drive and address the need for a new helmet. A couple weeks later I made the hour and a half trek back out to HMS to try on helmets and check it off the to-do list. Brady over at HMS was incredibly helpful and I walked away with a very comfortable Simpson Bandit helmet which is good until 2025. Putting on a new helmet felt wonderful as I guess I had not realized how much the padding in my current helmet had declined and there were no funky smells either. Although unnecessary for beginners, I also purchased a pair of red Alpinestar gloves and a tinted lens that I can swap onto the helmet on bright days. To be clear, gloves are not required to get started in DE, but my reasoning behind the purchase was having a brightly colored glove should make my point by's much more visible on the track and as I am driving a car with barely triple digit HP at the wheels, I am guessing I will be doing a lot of point by's. Secondly, it was pointed out at the Ground School that as you check your tire pressure throughout the day, the air coming out of your tires can be quite hot and the gloves offer good protection from that as well as the brake dust that will inevitably be coating your wheels. While I was there I also picked out a pair of Schroth six point harnesses that I will pick up later once the seats and rollbar are installed. Remember that driver and instructor must have equal restraints for DE events. So if the driver has a six point harness, then the passenger must have the same.

With the helmet and seatbelts checked off the list, I turn my attention back to the car. I know that some of you might find the prospect of prepping a Miata for the track and then subsequently driving it on the track to be boring. Please remember that the purpose/ goal of this project is to help beginners get into DE/ autocross by providing information that transcends all makes and models of vehicles.

Given the last couple snow-bomb-cyclonados and my work schedule not giving me an opportunity on days when the weather has cooperated, I

still have not had a chance to get the car inspected. Which was probably fortuitous as I have an update on the brakes from the last issue. I checked the brake pedal after finishing my last article and found it to be lacking in resistance. One quick look under the car and the dripping of brake fluid was a clear sign of a major problem. The hard line running from the rear passenger side to the driver side had ruptured (good thing I discovered this in the safety of my garage and not on the road/ track). A quick trip to Autozone and I was back with a length of new hard line and since I was going to have to rebleed the brakes now anyway, I bit the bullet and replaced both front calipers thereby removing any question marks left with the entire braking system. The car now sports all new everything brake related aft of the master cylinder. At only \$55 per caliper, better safe than sorry in my book. Now if only parts for my 993 were this inexpensive.

Turning to the suspension, in my personal experience, this is the area where a lot of new people get lost

and end up spending way too much money and getting way too confused. I fell victim to this in my first car where before I had never completed a single autocross, I bought and installed coilovers, swaybars, and camber plates. Proper suspension set-up is a bit of a dark art and the more adjustable, aftermarket pieces introduced only complicate matters. I want to avoid making the same mistakes again and leave the door open to future improvements to the car as my driving skill improvements warrant. The Miata already came with upgraded Koni shocks and front sway bar (25.4mm versus 19mm OEM). The previous owner autocrossed the car and I am assuming the car was decently balanced with the current set-up, but I have a feeling given the larger front swaybar that the car might have some understeering issues. Driving the car will be the only way to find out. Note: There is still going to be an alignment done just as soon as I can get on the road.

So, with the oil changed, I took the car off jack stands and started getting into the seats and rollbar. At 6' tall, sitting in the stock driver seat my

head would almost be the first point of impact in the unfortunate event of the car forgetting which way is up. Add the increased height from wearing a helmet and I need to drop the surface I am sitting on by about 3 inches in order to successfully pass the "broomstick test" for a DE event. This test takes a "broomstick" and runs it from the top of the windshield to the rollbar behind the driver



and while connecting those two points it is slid across the car and cannot come in contact with the driver's helmet. There are different solutions to this problem depending on how deep you want to go into the car (and your wallet). The options range from a more or less bolt in option for seats and seat rails to cutting and replacing floor pans/ cutting and reshaping portions of the transmission tunnel. The latter option is not in the scope (or budget) of work for this project and thus I picked out a seat mount and an Ultra Shield Rally Sport Seat from Track Dog Racing that should lower the driver side seat sufficiently. The new seat and seat mount weigh in at ~19lbs while the OEM seat and seat mount weigh 43.4lbs. Since I elected to go down the road of installing six point harnesses, I have to replace the passenger seat as well because you are not allowed to modify a stock seat to work with the additional belts. HMS Motorsport provided me with a great solution here in the form of a Cobra Monaco seat which weighs in with the new mounts at about 25lbs. The OEM passenger seat and rails weigh the same as the driver side. So, in addition to actually

being able to fit properly in the car, there is also a combined weight savings of almost 43lbs.

Moving on to the rollbar, I ended up ordering the M2 rollbar from Track Dog which will fit under the hardtop. Unfortunately, everything is still in the process of being shipped so I do not have any pictures of these items in the car. Next month I will go over the actual install of the seats, harnesses and rollbar (provided there is not another snow-pocalypse that delays shipping). Maybe the car will even be inspected by then too. If we get more snow well then you will find me on the slopes or doing my taxes as April 15th is only a couple weeks away by the time this gets published.

THE SLIPPERY SLOPE



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FAMILY BOND

The 1955 Porsche Speedster of Richard and Valerie Mackoul

I saw a woman sitting in the passenger seat of a '55 Porsche Speedster.

It was raining insistently as she sat under the tautly stretched, black convertible top of the sleek white car with white wheels. The top was clearly not intended to endure the serious elements we were enduring. A Speedster is a machine made more to enjoy sunny California days. But this woman did not seem agitated in any way. She seemed to be, in fact, quite content sitting in the car. She had a presence and a peaceful outlook that radiated into me from far away.

From that moment, I knew I needed to know more about why this scene, this person, and this car had immediately seized my attention.

As luck would have it, after posting a photo of the woman sitting in the car at the Porsche on the Mountain event at Palmer Motorsports Park on social media, a friend of the family saw it and put me

in touch with the owners - Rich and Valerie Mackoul from Grafton, Massachusetts. I didn't know what to expect when I called them and asked if they wouldn't mind telling me more about the history of their special car. I'm still struck by my luck. Rich and Valerie Mackoul are the kind of ambassadors for Porsche 356's and, specifically, Speedsters that Porsche must have worked hard to cultivate from the beginnings of their company.

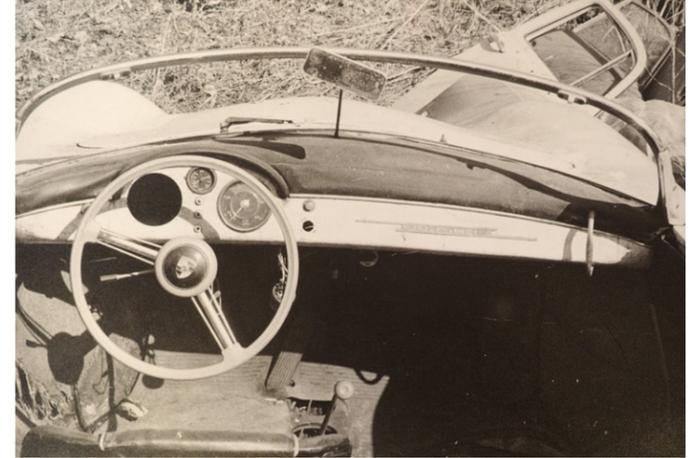
Rich and Valerie are wonderfully unique. This year, they have been married for 51 years. and they met through a car - a '59 Karmann Ghia (often called a "poor man's Porsche") that Rich bought as his first car. He bought the car over his father's objections - "It's a foreign car. I don't want you to buy a foreign car." Rich's reply - "Dad, I love you, but I'm buying the car."

A year later, Rich was going away to serve in the military reserves. so he put his car in the Worcester paper to sell it. Who answered the ad? Valerie. She came with a deposit on the car and Rich noticed her but her eye glasses did not strike his romantic fancy.

When he came to her house to finally deliver the car to her, she didn't have the glasses on and Rich was instantly smitten. He couldn't believe she was the same girl he saw prior. He took her out for a drive to show her the car...and it became their first date. Rich was leaving the next day and had no time to waste so he reached over to give her a kiss and she didn't pull away - even though she thought they might crash going around a corner. The Ghia had worked it's magic.

They were married in 1967 and in 1968 they bought a Porsche 356 D Convertible - not a bad start for a young couple working their way into the auto repair business. But it was already a very rusty car and Rich couldn't get an inspection sticker. After about a month, he swapped the engine into a body that was in better condition so he could get an inspection sticker. They eventually traded that car for a VW bus - a trade Rich still regrets. When he saw a Speedster in rough shape for sale in 1975, they bought it and put it away in their barn, hoping one day to restore and enjoy it.

Together, Rich and Valerie have lived an impressively dedicated life. Dedicated to their business, dedicated to restoring their old house (Valerie

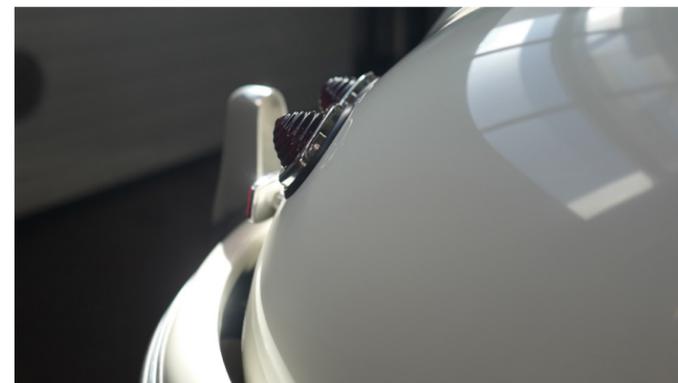


hand-built their entire 1700's chimney brick-by-brick - it had gone missing after the house was moved, and she hand-planed miles of woodwork in



the house), to preserving old cars, and of course to each other. When you see how carefully Rich makes sure that Valerie is safe as they move about the machines and lifts in the family business, Mackoul's Cars, a working auto body shop with service and sales, you can't help but be touched by the devotion and tenderness that are instantly evident. Valerie is fairly quiet but she is clearly taking everything in. And it is clear that she equally returns Rich's devotion.

This car, a 1955 Porsche Speedster, number 80419, is an apt symbol of their dedication and a happy reminder of those first cars they shared. They have owned this car for 43 years, buying it as a used wreck of a former racing car. To say it was rough would be a massive understatement. It wasn't just rusted. It had no floors whatsoever. The pedal assembly was barely clinging to the interior or it would be lying on the ground. The body was riddled with pock marks and holes. The paint had many layers applied - and the weather had transformed



it into something resembling a topographical map. Absolutely everything needed to be touched, refurbished, repaired, or, as a last resort, replaced.

After looking at it for 15 years sitting in their barn, Rich and Valerie finally decided they would undertake the restoration. They wanted to attend a 356 Registry show in Lancaster Pennsylvania. With their car.

They started a ten-year restoration process. They built a rotisserie. They worked on it, off and on, for many of those years and finally dedicated three full-time people in their shop to focus on it for the final two years. Rich ground down the forged aluminum bumper guards by hand with successively-finer files then sandpaper then polish to their current state. They could have been replaced. Rich wouldn't dream of it. If there is a way to keep the original parts, he was out to do just that. Valerie worked alongside an engine builder to learn how to rebuild one side of the motor. And then did the other side herself. Every piece of this car was lovingly restored by Rich and Valerie, their son Jesse, Ralph Delucia - a master body man, and a few other people in the shop. The care and attention and labor that went into this car is mind boggling. And, frankly, priceless. I don't think you could hope to hire someone to put the care, time, and personal attention into a car the likes of which Rich and Valerie have lavished on their Speedster.

As Rich shows me the huge book of photos chronicling the full restoration process, I start to get a feel for the philosophy that has guided their life. It's been hard work and full dedication that has made all this happen. When Rich gets kidded by others about enjoying the finer things in life, he

quickly recalls very hard times. And nearly selling the Speedster. During a particularly difficult time financially, he and Valerie sat around the kitchen table and contemplated parting with it. Valerie was the one who finally decided that if they sold it, the money they gained would be used, but they might never be able to get another Speedster. So they kept the car and struggled on. These are some very deep souls.

As Rich describes their car to me, he remarks that there are more things he could do on the car. "But I like having something primitive." Primitive is about the last word I'd use to describe this little gem of a machine. Spartan? Purposeful? Yes. But not primitive.



Rich shows me how the hood handle is set just a hair off-center at the top - a common "flaw" from the factory - but something not apparent to the casual glance. "These were hand-built cars. You can see differences in the welds from one side of the car to the other - like different people worked on each side at the same time...Sometimes I see people who have this hood handle straightened and I say, 'What did you do to the hood?' and they say, 'I fixed it.' And I say, 'you shouldn't have done that...Things are only original once.'"

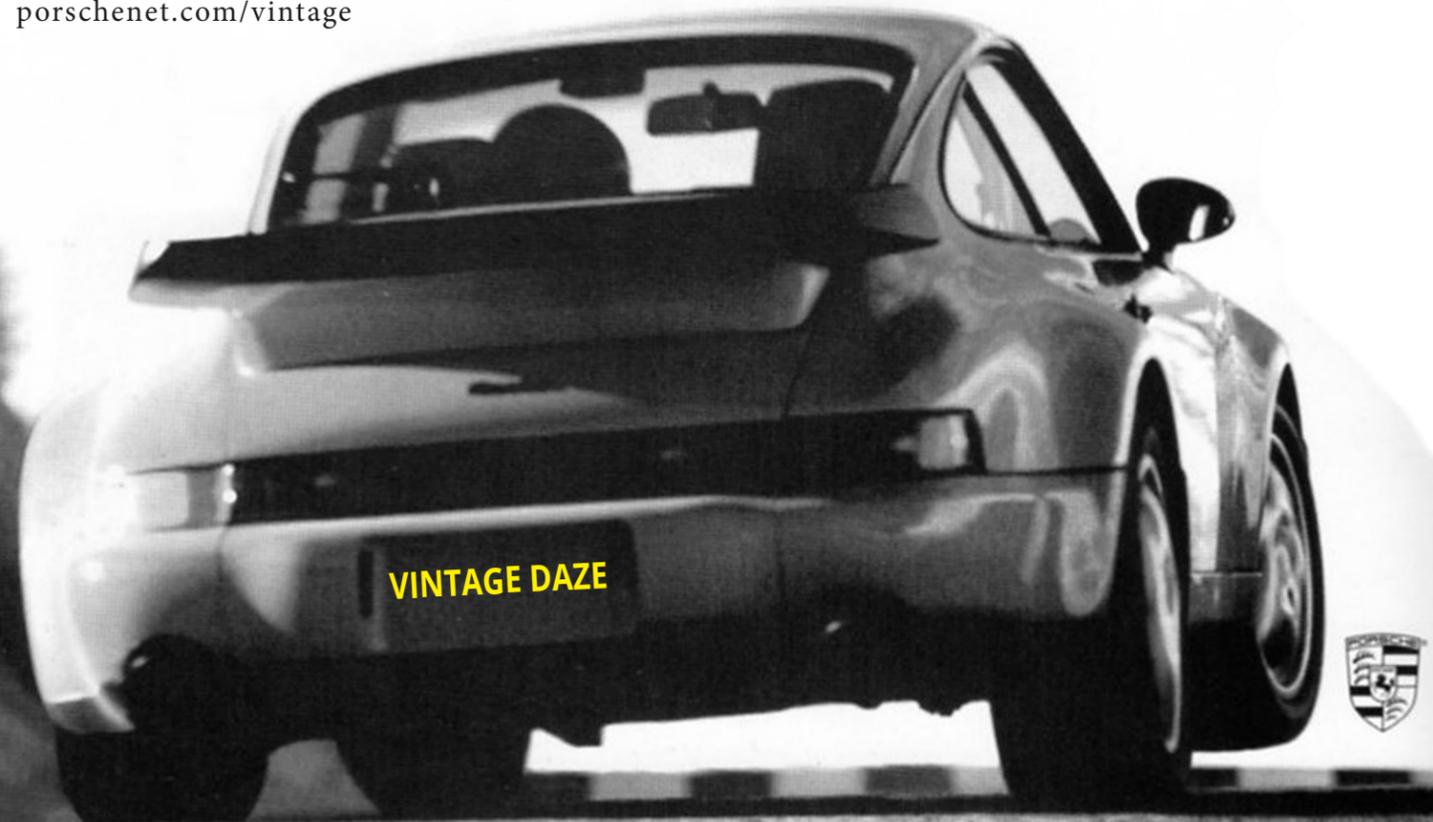
Originals like Rich and Valerie are wonderful people with an amazing work ethic that doesn't come around often. I was very inspired by their story and was honored to be able to attempt to capture it.

Thank you, Rich and Valerie, for sharing not just your amazing car with us, but the story behind the how and why of your car. It is truly an inspirational journey of a family bonded together through a passion for Porsche that has universal relevance. I'm sure I speak for many when I say thanks for all of the hard work the two of you have put into all of the things around you. You are truly inspirational!

See the full video of their story at porschenet.com/familybond

Honestly now, did you really keep your old Porsche all these years just to pass up the chance to drive it on the track again?

NER Vintage Days is your chance to get your baby out of the garage and back out on the track - at a pace that you decide works for you - and among like-minded enthusiasts. Think of it like a time machine. We'll be at Thompson Speedway on May 28th and August 24th. We'll be at Palmer Motorsports Park on June 16th and September 14th. Come have some fun.
porschenet.com/vintage



2018 Driver Education Events

YouTube Video Ground School at HMS Danvers

- April 4,5 Lime Rock Park
- May 25-27 Thompson Speedway Motorsports Park
- June 8-10 Palmer Motorsports Park (clockwise)
- July 6-8 Le Circuit Mont-Tremblant (on waitlist)
- August 10-12 Watkins Glen International
- August 14-16 Calabogie Motorsports Park
- September 21-23 Finale at Palmer Motorsports Park

More info: porschenet.com/events & clubregistration.net





Good For **140+MPH**
If You Dare



“Creeeeak...BAM!!” He opens the door by letting it fall outward from the vehicle where it slams down on the ground, pivoting on bottom-mounted hinges. You don’t see that every day. In fact, I’ve never seen it before. It’s a bit of lunacy mixed with a healthy dose of “why not.” I guess they are sort of like a gullwing Mercedes. But upside down. And that’s just the most immediate detail to drink in from this unique, and very fast, piece of rolling art.

Upside down might be an apt way to look at this mind-boggling automotive creation. It’s hard to call it a car, although it has the chassis and suspension of a Crown Victoria. It’s hard to call it a truck despite carrying much of the body sheet metal from a ’58 Chevy pickup. It’s hard to call it a race car but it will do more than 140mph if you have the guts. It certainly is a singular vision. All executed by hand. In our world of highly polished Porsches, this is “something completely different.”

“It’s straight to the point.” That’s how Curtis Aric, the designer, fabricator, and owner describes

the workings of the door (the passenger side is welded shut, Dukes of Hazard style). For him, this vehicle is really a race car. And a “drift missile,” in the current parlance. We discuss how it might do on the track at Palmer

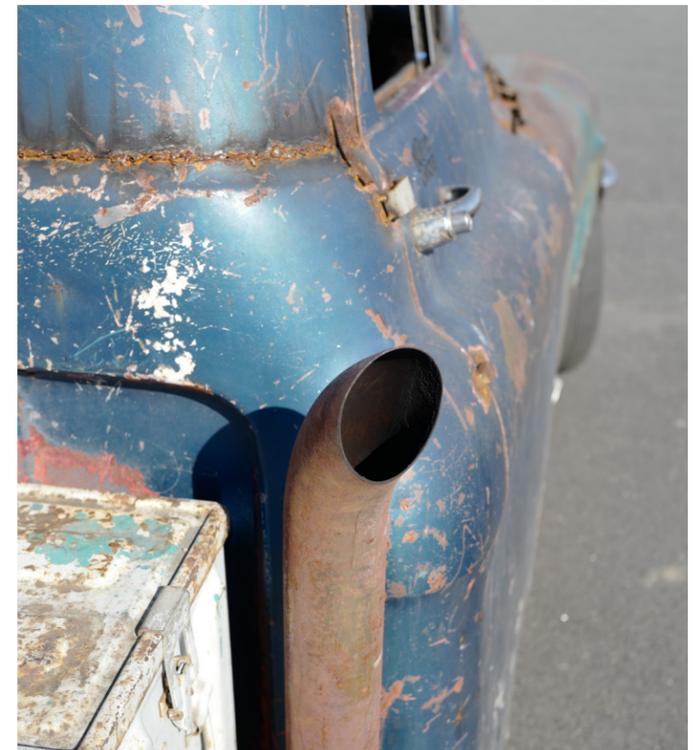
Motorsports Park for a while. It would be fun to see.

Should we call it a hybrid? The front and rear bumpers are from a ’65 Impala. Turned upside down, of course. Taillights are from a ’68 Mercury Cougar. The seats are fashioned from 40’s outdoor glider furniture - Curtis later found out that the furniture was probably worth a lot of money. The front hood flips forward in one large piece - but it takes three people to open it. Curtis says he is going to re-engineer that bit. It’s a work in progress in many ways. Curtis is always thinking of ways to improve it.

“150 hours - including putting the motor together and the tranny together...” - that’s how long it’s taken him to build it - a veritable blink of an eye for building a custom vehicle from the ground up. As he tells me about the metal grates covering the side windows he describes as “not smart but give the zombie apocalypse vibe to this thing,” I realize that it’s going to take some time to see, understand, and digest this artist’s vision of a race car. It’s definitely as much “metal art” as it is “track weapon.” Which makes sense as Curtis is an artist in metal who also teaches welding at the Steel Yard in Providence. He also maintains the fleet of racing karts at R1 Indoor Karting in Lincoln RI.

The steering wheel is hand-built with welded-on lug nuts around the rim, something that seems brutalist in theory but looks surprisingly like the molded, leather-wrapped wheel of a 70’s Mustang in execution...if you squint a bit. The manual-transmission’s shifter is made from a massive engine connecting rod that must be from a WWII fighter. Three pedals! Talk about kicking it old-school.

I follow Curtis over to an abandoned mill complex surprisingly isolated in the middle of downtown Pawtucket. It’s the perfect backdrop for this car - visually purposeful though weathered - and still surprisingly functional and beautiful in it’s own



way. Curtis shows me his personal practice track in the middle of the buildings. It really doesn’t get much cooler than having your own track.

He explains to me that this truck is his second iteration. The first, which he still has, is a more standard ’58 model with Ford 9” rear end, drum brakes, solid axle, leaf springs, and no power steering. He started using it at Seekonk Speedway doing spectator drags. Then he used it for some drifting. Then he took it to Vermont for a truck pull. Then used it for a hill climb. “I just started nosing my way into places. I went to Mount Washington and they wouldn’t even let me into the area!” So he took it to an ADSI autocross event. He said it was a real handful with no power steering. “It wouldn’t handle. It didn’t stop...I learned my defects. I was going to get killed driving this thing on the street!”

He bought that first truck in Portland, Oregon and drove it cross-country. “300 gallons of gas and eight gallons of oil! In it, here on the East Coast, I got hit head-on by a diabetic who had a seizure. The





front was completely crushed in. The rear bumper was two inches back. I went through the windshield. But I survived." And then he put that truck back together.

"I bought another truck for the frame and put a Mercedes Benz diesel in it and rode it around like that for a while. I built it up a bit but I got bored with that and discovered that I was going to have to rip apart too much of the truck to change it enough to be competitive and safe..."

"One day I was at TTM Motorsports with Gilbert Bradstreet and he said, 'Why not just put it on a Crown Vic frame?' I said, 'No, I want to build my own frame.' And he said, 'You don't want to do that.' The wheelbase was exactly the same - 114. I had this



block with a pretty mild build. And I really like it. It has a lot more low end. You don't have to rev it which is nice. With the 3.23 gears...the first time I tried to put in gear and take off, I went sideways and hit a fence. It was just too much wheel speed. You have to get it rolling before you can get into it. I like it. It's comfortable." How many of you are thinking 'comfortable'? Perspective is a beautiful thing. How quick is it? Astonishingly quick. Curtis said he had to back off at 140mph for fear of things falling off the truck. I can only imagine!



"It needs a lot of love and some finishing. There are a lot of things I wish I had done differently. I wish I put the roll cage in back of the cab instead of inside. A tall person has a tough time in there. I wish the whole cab was about six inches back. That would have provided a lot more leg room. But it is what it is. For the short-term project it is, I'm pretty happy with it."

I asked him, "Short term? What's next?" Curtis gave me his best Mona Lisa smile and said he'd be running this one this summer and then see what happens.



Thanks a bunch to Curtis for sharing his crazy, cool truck/race-car/kinetic-sculpture with us. It doesn't get much more handmade than that!

View the video of Curtis on his private gymkhana course at porschenet.com/goodfor140

2018 Northeast Region

AUTO CROSS

CAR CONTROL CLINIC MAY 6

#1 JULY 7 || #2 JULY 28 || #3 SEPT 1

#4 OCT 13 || #5 NOV 4

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CONWAY AUTOWORKS // PORSCHE OF NORWELL
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NER Car Control Clinic

Sponsored by Conway Autoworks, LLC

Sunday May 6, Fort Devens

Ever wondered what it feels like to push your Porsche to make it do what it was made to do? Without risking life, limb, your car, or a ticket on the street? Fortunately, NER offers a couple of venues that allow you to do just this - specifically, Autocross and Driver's Education (DE) events. And if you are one of those people who think these things are not for you because you're "not a good enough driver" or something like that - you're in luck! Come and get some basic training from the Autocross Team at our annual Car Control Clinic (formerly known as Autocross School) being held on Sunday May 6th.

The NER Autocross Team will be holding this ever-popular event at Moore Airfield, Devens, MA (same place we hold the regular Autocross events). We'll have plenty of instructors on hand to provide you with one-on-one instruction in your own car. The day will start off with some "classroom" training to talk about the basics of car dynamics as they apply to normal and performance driving. This will be followed by several driving exercises at moderate speeds to help teach you basic car control skills like brak-

ing, turning, and throttle-steer, that are not only useful in all the club's motorsport activities, but can come in handy in everyday driving as well. After a break for lunch (provided by us) we'll set up an actual timed autocross course so you can try out your new driving skills - with the help of an instructor for a run or two, and - if you feel comfortable - on your own after that!

Our instructors are all "regulars" at our Autocross events and many do a lot of DE events as well. You'll find that it's a friendly group of men and women who enjoy having fun with their cars, working on driving skills, and hanging out with each other. Of course we hope that after this event, we'll see you at Devens or the track on a regular basis too!

Price: \$60 (includes a free registration to one NER Autocross Event in 2017)

Eligibility: This event is for PCA members who are novices only (less than three AX's)!

Registration will open in early April.



Questions?

Contact NER AX Chair Chris Ryan at autocrosschair@porschenet.com.
For registration/payment issues contact NER Autocross Registrar Jeff Johnson
at autocrossreg@porschenet.com



DR. EXOTIC



The NOR'EASTER sits down with one of our NER members - Marshall Stocker - to find out why a mutual fund manager with a doctorate in economics likes to spend his nights and weekends wrenching on his "exotic" sports car. Or, maybe he wrote this on a plane flying back to Boston from Myanmar...

NOR: Marshall Stocker - thanks very much for taking the time to tell us about the work you are putting into your track car during the offseason to prepare for our rapidly-approaching 2018 track season! Let's start with a fairly obvious question: A Lotus? In the Porsche Club? We love to have you and your car but, aside from you and John Dunkle, we don't see this too often. How did you come to decide that this was the car for you and that this was the club for you?

Indeed, Lotuses are a rarity, not only in the Porsche Club, but also in America. By my estimate, there are about 500 Lotus Exige S models in the United States, those being the factory-supercharged models which John Dunkle and I drive. A 2,000 lbs, box-sill, super-charged, street-legal car with a trunk barely large enough to hold a helmet just does not have a wide audience. Yet, at 10 years old, the model trades at only a 20% discount to its sticker price, meaning amongst a certain crowd, this Lotus model is in high-demand. When I purchased my 4-year old 2003 C4S, it was 50% less than sticker.

I chose the Lotus Exige S after an objective analysis. The impetus for moving into a Lotus was my C4S engine blowing during my first DE event. I still find the 996 S body to be gorgeous, but the M96 engine has several design flaws which limit its suitability to track driving, in my opinion.

To replace my C4S, I had several key requirements of a DE-focused car: street-legal, analog driver inputs, meaning I would do the shifting and rev-matching not Stuttgart, easy to repair, low running-costs, and reasonably fast, earning respect amongst the DE crowd. Oh, and purchase cost was an object too. Else I would have acquired an analog rocket ship like the Viper ACR.

Believe it or not, there are few cars that fulfill this set of preferences when you sort through

everything on the market. I narrowed it down to three models in May of 2015. The Lotus was my choice over a 996 Turbo and a Noble M12, both being the only other finalists. With plenty of 996 Turbos in DE and NER's own Tom Buckingham's Noble seeing track time, I figured my decision process was on the mark.

Lotus has it all for me, but the model and marque are not for all people. There are faster cars with better 'client protection technologies.' The Lotus has almost no nannies and tops out just under 130 mph on Watkins Glen's back stretch when a GT3 might achieve an additional 30 mph. The Lotus dealership network is sparse, and of mixed quality. So you better be good with a wrench. Oh, did I mention you can't be much taller than 6'1" and at that altitude you better have a short torso. Else, helmet clearance is a problem.



As for NER PCA, the club's DE program is what attracted me. A well-organized DE instructional program and the friendliness of everyone was apparent from my first event.

NOR: Can you describe the evolution that your car has gone through and how you decided to do a portion of the work with your own two hands? Aren't you a mutual fund guy? Did you have a mechanical background?

While others seek low-mileage trailer queens, I looked for a car which had seen track time. My thinking was that any of the car's short-comings will have been addressed and the car would likely come with a good bit of track-specific kit, like floating rotors, after-market aero, and such.

I did find and purchase a car which had been kitted-out for the track with a whole litany of aftermarket parts favored by Exige owners. So I did not need to start from scratch. What I did have to do was address the 8-year old dampers, a word I have taken to using as a British car owner.

Sure, I am a mutual fund manager with a PhD in economics, but we types need avocations too! Looking at the Lotus Exige, the double a-arm suspension is not much different than the remote control cars with which I grew up tinkering. Only the wrenches are bigger for a Lotus. And I did spend four grueling years to earn an engineering undergraduate degree. So I ordered new dampers from England and installed them myself. That is how my mechanical learnings started with the Lotus.

From there, I decided to do as much of my own work as possible, mostly for the self-gratification, but also for the understanding of what a driver needs of a car's systems. At the moment, I am refreshing my transmission in a complete tear-down. I have never done this before and it is very intimidating.



NOR: What is the process you use for learning how to wrench on your car yourself, especially something "exotic" like a Lotus?

Exotic? Hardly. What made the Lotus my choice over the Porsche and a Noble is that the driveline is most entirely Toyota. The four-cylinder engine is that from an early 2000's Celica, as is the transmission. While Lotus has freely-available, excellent parts manuals, Toyota's repair manuals suffice for the driveline. Too, the Toyota parts on the Lotus are remarkably inexpensive, as in 1/5th to 1/10th the price of Porsche parts. Pop a transmission? A brand new one is \$2,500. A rebuilt engine? \$2,000. Seriously.

To learn how to wrench, I relied on manuals and YouTube. If the famed online Khan Academy did car repair videos, I would have earned a Master's degree by now. There are just so many helpful instructional videos. For example, I replaced my damper oil this winter after two full seasons. The damper manufacturer's YouTube



video explained how to do this. One of the best internet resources is LotusTalk.com, a site similar to Rennlist, but with more of a Cheers atmosphere where everyone knows your name.

I am also quite fortunate to have PCA Tech Kenny Conway's shop, Conway Autoworks, located 5 minutes from my house. Kenny has been quite kind in sharing his remarkable mechanical knowledge by mentoring me through the transmission rebuild. I have observed Kenny's fastidious engine and transmission rebuilds when I come by to loiter at his shop. Now I am learning how to be similarly attentive to detail. Blue-printing a Toyota Celica transmission, you might cynically ask? Well, there is no better way to learn, and no other way to rebuild a gearbox when Kenny Conway is involved.

NOR: Do you ever get scared when it's all apart that it may not come back together quite the same way? Do you ever get a little scared while working on your car?

For sure. I mostly get intimidated by the length of time it takes to complete major repairs. Last year was an engine-out resealing of gaskets. This year is the transmission rebuild. These take weeks to do when you are an amateur with limited time. I confront this fear by breaking down the repair into small pieces and endeavoring to accomplish a

few tasks each repair session.

I do not worry much about putting the car back together incorrectly. I take a lot of photos and label parts. I know some people are scared of doing safety-related repairs, like changing brake pads, but I have the opposite view. Only I will do the best at as-

suming my own safety. So whether it is installing an anti-submarine belt, last winter's project, or changing my brake pads, I do it myself.

I should add that during the season, there is not much work to do on the Lotus. The car's light weight means consumables barely wear. I achieve well-over 30 DE runs before r-compound tires get too slippery. Never have I come close to cording them. Brake pads? They easily last 10 to 12 track days. Longer if you're as smooth as John Dunkle.

NOR: There is a rumor that your limited slip diff is a bit more limited and slippery than you might have thought at first? Is it fair to ask about that?

Hah. I drove two DE seasons and could barely keep up with NER Track Chair John Dunkle in his purportedly identically-specified Lotus, ah hmm. I thought it was my driving. Turns out, the Lotus-authorized dealer who sold me the car advertised that the car had a limited slip differential, a common factory option. When I tore down the transmission this winter, John and Kenny confirmed my novice observation: my car had an open-differential, not the cherished LSD which DE drivers want.

Fortunately, more than two years

after I purchased the car, the Lotus dealer who sold me the car stood by his word. That dealer shipped me a new, aftermarket LSD, one that is even better than Toyota's OEM version. Anyone looking for a Lotus dealer referral, just ask me, but you will have to go to Indianapolis.

NOR: Once things are back together, what is your goal on track this year? Is there some Spec Miata racing in your near future?

I reached the black run group near the end of last DE season. So my 2018 DE goals are about perfecting skills not advancing run groups. Specifically, I would like to lengthen my vision, meaning to look further down the track. Also, the Lotus is a lightweight, mid-engine car which makes it quite sensitive to inputs. So I can always be a smoother. I have mastered heel-toe shifting, but now I would like to learn left-foot braking, a skill which should be valuable in a 'momentum' car. Finally, I should begin using data to identify less obvious deficiencies, now that I have a core set of driving skills which allow for consistent laps.

I also plan in 2018 to compete in my first SCCA races in the Spec Miata class. I will rent a Spec Miata to complete the SCCA novice racing school at Thompson and then run my first race at Palmer, a track I know well. In the end, I would like to know how my skills and abilities stack-up against those of other drivers. A spec racing series allows this. Same as the Lotus choice, I considered a number of different racing series and cars, and for my Boston-area residence, Spec Miata is clearly the best choice for me.

A last goal of mine for 2018 is to see more Lotus owners participate in NER DE events. John and I both know several current members seriously considering whether a Lotus Elise or Exige should be the momentum car experience they need to hone their driving efficiency.

NOR: Congratulations on winning the Most Improved DE Student of the Year Award? What advice would you have for the rest of us in DE to help keep improving and progressing despite the demands of work and family?

Thank you. The award is quite an honor and also reflects the efforts of several NER instructors who are excellent teachers, most notably John Dunkle who has mentored me since he found me tangled up in the cockpit as a hot mess of driver inputs early in my DE career. Yet, it took a village of NER and NCR instructors to raise me to the Most Improved DE Student. This award also recognizes the success of talented instructors like Tom Buckingham, David Berman, John Dunkle, Chip Wood, Bill Seymour, and Jason Woz.

As for advice, we each learn differently: visual, aural, by mistake, and such, but I think many can benefit from what I do: I approach going to the track like going to school.

You have to do your homework or you will be lost in class. So watch plenty of YouTube in-car videos of the track you will drive. Indy-car in-cam videos at half-speed are great for momentum car lines. Then, every night when going to bed, skip counting sheep and instead imagine yourself driving the track. That is a technique John Dunkle taught me.

You also need to make sure your car is prepared and that its condition is not a distraction. Lastly, I take copious notes. I write my goals before every track day, two max. I record tire pressures and temps after every session so I can achieve more accurate pressures at subsequent sessions. Most importantly, I note specific comments instructors make.

NOR: Best of luck to you getting the car all sorted out again and we look forward to seeing you out on the track this year!

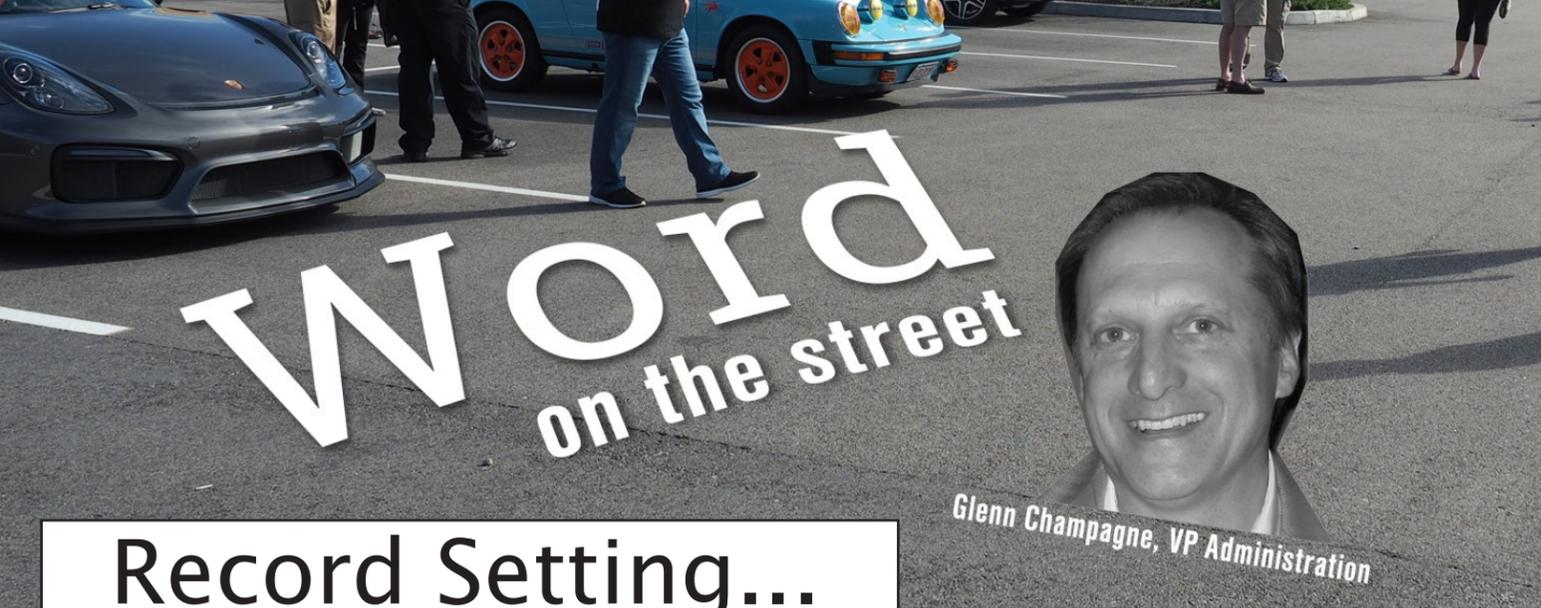
NER Social Events

Have more fun!



- 4/15 SoBo Cars & Coffee, Moose Cafe, Tiverton RI
- 4/21 Tech Session, Porsche of Warwick RI
- 4/22 Luftgekühlt IV, Los Angeles CA
- 4/27 Ramble, Ogunquit ME
- 5/12 Northborough Cars & Coffee at Lala Java Coffee House
- 5/12 SoBo Cars & Coffee at the Volvo Ocean Race, Newport RI
- 6/30 Northborough Cars & Coffee at Lala Java Coffee House
- 7/8 Porsche Parade, Osage Beach, MO
- 7/14 Northborough Cars & Coffee at Lala Java Coffee House
- 7/21 First Annual NER Summer Party! Walpole MA
- 7/21 Porsches in the Park, Dempsey Center, Portland ME
- 8/26 NER Concours d'Elegance, Canton MA
- 10/7 Porsche on the Mountain, Palmer MA
- 10/14 Driven To America 2, Long Island NY
- 11/4 NER AX Party, Ayer MA





Record Setting...

By now, it should be warm and our cars out of hibernation. This was written in the early morning on first day of Spring when the outside temperature was 33 degrees. Oh, and our fourth Nor'easter of the season is expected to deliver anywhere from 6 to 12 inches of snow later in the day. Needless to say, I hope this is the last time that I push a 2 wheel 8 hp engine up and down two driveways this season. Not record setting at all, but another late March storm ruining the chance of an early release for the 996.

The 2018 social season is off to a great start. With 170 in attendance, The Annual Gala set a new attendance record and the silent auction raised over \$5000. We followed that up with another record setting event hosted by NER's longtime friend and sponsor, "Racetrack" Rick Scourtas of Porsche of Boston. The 2018 Winter Warmer recorded 66 registrants but attracted 77 attendees. It was also the 2nd straight NER event hosted by Rick at Porsche of Boston where he sold a car! Congratulations to Rick!

As of this writing, we have 57 registrants for our newcomers meeting at Porsche of Norwell. That ties the 2nd largest number of registrants, but there's still time! By the time you read this, it may be a new record.

Switching gears to DE, John Dunkle and Stan Corbett announced that the July LCMT DE had sold 114 registrations in 1 minute. One minute. And within 24 hours, it was completely sold out. Amazing.

Another amazing record – The Ramble. As of this writing, it is sold out with 171 cars! This is really incredible. Consider this: first, it's a new Ramble venue, The Cliffs in Ogunquit Maine. Second: it's Ramble Chair Dennis Friedman's second Ramble as Chair. Way to go Dennis! New roads, new sites to be seen, more people, more fun!

I can also add Porsche itself. Porsche sold a record 4,816 vehicles in January. Boxter, 911, and Panamera leading the charge with the Panamera absolutely destroying it with 610 units sold compared to 35 in January 2017!

As Q2 starts in April, so does the driving season. Which means a full season of DE and AX. On the social side we've got at least another 11 events scheduled and the possibility of a few more. Another record in the making? I think so. Keep your eyes on the events page (porschenet.com/events) for new events and the latest updates! You can even subscribe to the calendar electronically.

We continue to increase our website and NOR'EASTER pageviews. Our Facebook group continues to grow as does the number of posts. Our communications team continues to research and implement new ways for our members to share information with other members.

It is exciting to see more members get involved in new ways at new venues as well as new events. Our 2017 theme of "things new" continues. And the numbers speak for themselves.





SOLD OUT, ON WAITLIST



2018 NER Ramble Ogunquit, Maine

With thanks to our generous sponsors



What is NER's Annual Spring Ramble, aside from the obvious: 140+ Porsches (some Ramblers do drive vehicles other than Porsches), good friends, good food and a weekend at a top-notch resort hotel? You'll arrive Friday (or earlier at our inviting rate), meet up with other early arrivers if you're one, and begin your social and partying activities.

The Spa at Cliff House (request our 10% discount), the indoor pool, golf across the street at Cape Neddick Country Club (weather permitting), the shops and galleries in nearby Ogunquit, hikes of varying levels of difficulty in the surrounding countryside, the Rachel Carson National Wildlife Refuge, and plenty of outlet stores to visit in nearby Kittery if that strikes your fancy.

MA. Give these talented folks a call at (508) 651-1316 for anything from an oil change to a full street-to-track conversion. Or visit their website at www.epe.com.

April 27 – April 29, 2018
Cliff House in Cape Neddick (Ogunquit), ME

We are currently running a waitlist with 172 cars and 332 people confirmed.

There are plenty of activities on the property and nearby including

Our Overall Event Sponsor is once again European Performance Engineering in Natick,



Anniversaries



50 Years Rudolf Boentgen Joanna Boentgen	42 Years John Burton Chuck Burton
46 Years Edward Tobolski Darlene Tobolski	40 Years Philip Brzezinski Jim Hornsby Kathleen Halloran

35 Years
David Weber
Susana Weber

15 Years
Robin Bishop
Bailey Bishop
Burton Osterweis
Na Osterweis

30 Years
A Saal
Eriks Rancans
Sasha Rancans
Gary Carr
Michelle Carr

10 Years
Greg Ward
Roy Terwilliger
Roxana Terwilliger
Russell Shu
Dawnmarie Shu
Rey Fortney
Juliette Tai
Tim Fallon
Karen Fallon
William Krohn
Elaine Krohn
Martin Filardi
Maryanne Leonard
John Fritz
Jacquelyn Fritz

25 Years
Robert Cohen
Elliott Thrasher
Karen Cohen
Thomas Thrasher

20 Years
Steve Bader
Darren Beurer
Al Puerini
Frank Gambuto
Roger Dumas
Stephen Wagner
James Killion
Andrew Bader
Kathryn Beurer
Betsey MacDonald
Jason Gambuto
Charlotte Wagner
Andrea Killion
Timothy Cronin
Judy Cronin
Ignacio Borroel
Kari Borroel

5 Years
Stephen Notarnicola
Thomas Mager
Ian Thompson
Paul Diodati
Irene Diodati
Peter Crowley
Derek Fisher
William Valday

NOR'EASTER SUPPORTERS



VIP's - Very Important Porschephiles

New members as of March 25, 2018

- Michael Lihon, Framingham, MA, 1995 911 Carrera
- Mohsin Malik, East Greenwich, RI, 2017 Cayenne
- George Salem, Hingham, MA, 2010 Panamera Turbo
- Drew Chapman, Boston, MA, 2011 911 Carrera S
- Paul Goodwin, Gilford, NH, 2006 911 Carrera S
- Ian Krop, Newton, MA, 2017 911 Carrera S
- Stephen Malaquias, Dennis, MA, 2018 718 Boxster S
- Timothy McCarthy, Westborough, MA, 1997 911 Targa
- Ryan Tremaine, Boston, MA, 2014 911 Carrera S
- Warren Kirshenbaum, Sharon, MA, 2015 911 Carrera 4S Cabriolet
- Peter Zawadzki, Sandwich, MA, 1984 911 Carrera
- Greg Slama, North Reading, MA, 2009 911 Turbo Cabriolet
- Angshuman Parashar, Northborough, MA, 2010 911 Carrera S
- Shaun Getchell, Lynnfield, MA, 2015 911 Carrera S
- Aaron Johnson, Westford, MA, 2006 Cayman S
- Anthony Leung, Somerville, MA, 2016 Cayman GT4
- Adel Malek, Weston, MA, 2017 911 Carrera S
- William Wall, East Providence, RI, 2010 911 Carrera S Cabriolet
- David Audette, Seekonk, MA, 2005 911 Carrera S
- Arun Ramamurthy, Somerville, MA, 2008 911 Carrera S
- Russ Chapman, Marblehead, MA, 2018 718 Cayman
- Bill Duffy, South Hamilton, MA, 2006 911 Carrera
- Alessandro Goncalves, Medford, MA, 2015 911 Carrera GTS Cabriolet
- Kevin Chan, Melrose, MA, 2009 911 Carrera 4S

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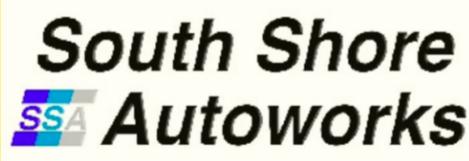


European Performance Engineering



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Mike's Autobody of Malden



Assabet Advisors LLC



Auto Engineering Inc

Carrera

Musante Motorsports

Randolph Racing

Autobahn Performance

Sound in Motion

GT4

Stuttgart Northeast

Cayman

OTS Systems

Rob Cohen Realty



Each year, the Driver Education Committee chooses one student who is “the most improved driver of the year” - who maintains safe habits, exhibits skill growth, and is a student of the art of driving.

Past Recipients

1994 Mark Forrester
1995 Mick Lafata
1996 Cal Calamari
1997 Richard A. Heatherington
1998 John Ktistes
1999 Louise G. Gill
1999 Brian Gill
2000 Steve Boris
2001 Andy Jenks
2002 David Husak
2003 Goodloe Suttler
2004 Tom Buckingham

2005 Chris Castagna
2006 Rick Myers
2008 Stan Corbett
2009 Bill Davison
2010 David Batal
2011 Sara Kuchrawy
2012 Guile “Chip” Wood
2013 Dave Berman, Nick Shanny
2014 Jason Woz
2015 Norbert Martel
2016 Justin Becker
2017 Marshall Stocker