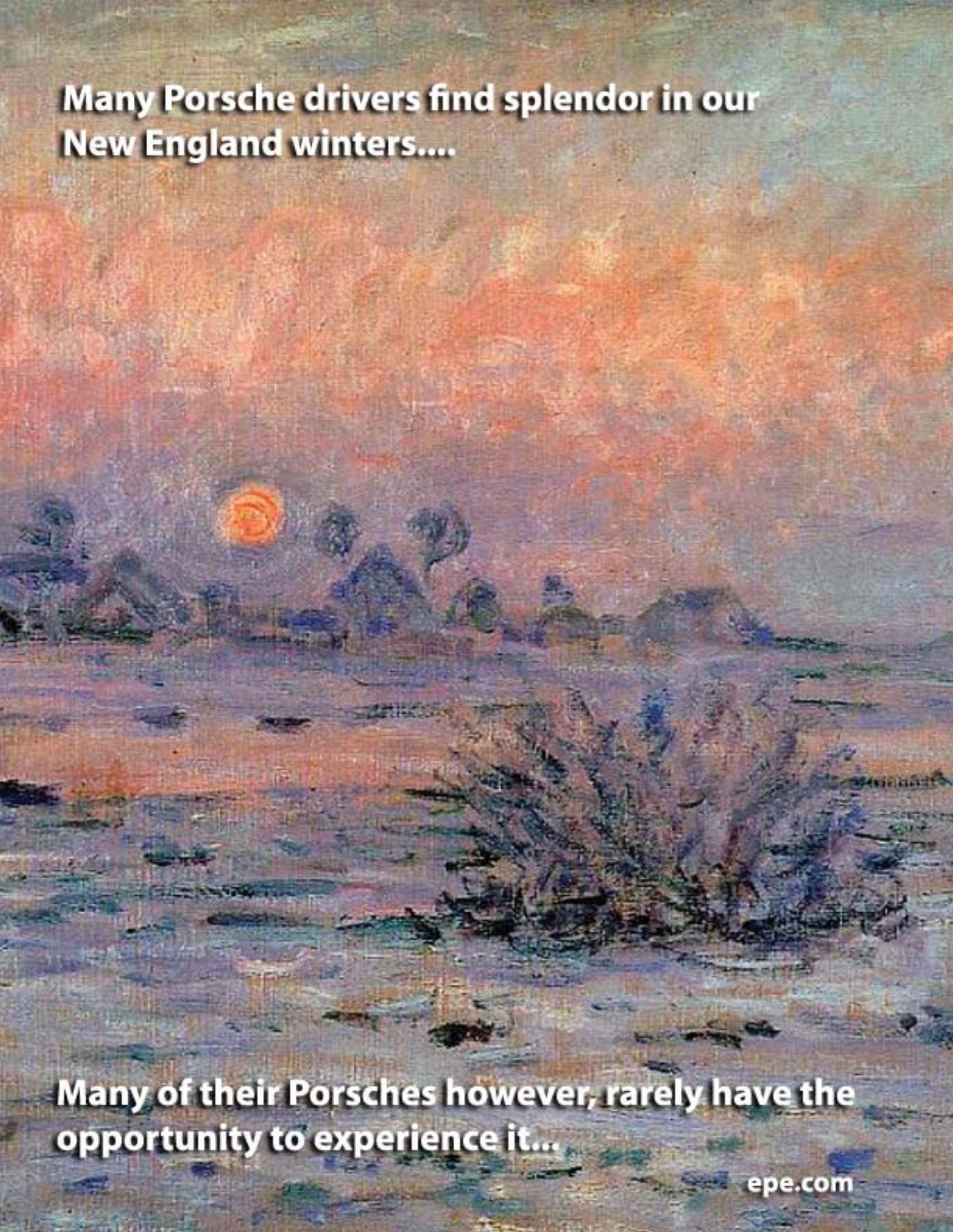




# THE NOR'EASTER

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An impressionistic painting of a winter landscape. The sky is a mix of warm, hazy colors like orange, pink, and light blue. In the middle ground, there are several dark, silhouetted trees. The foreground is dominated by a large, dark, textured bush or tree, rendered with thick, expressive brushstrokes. The overall mood is serene and atmospheric.

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

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

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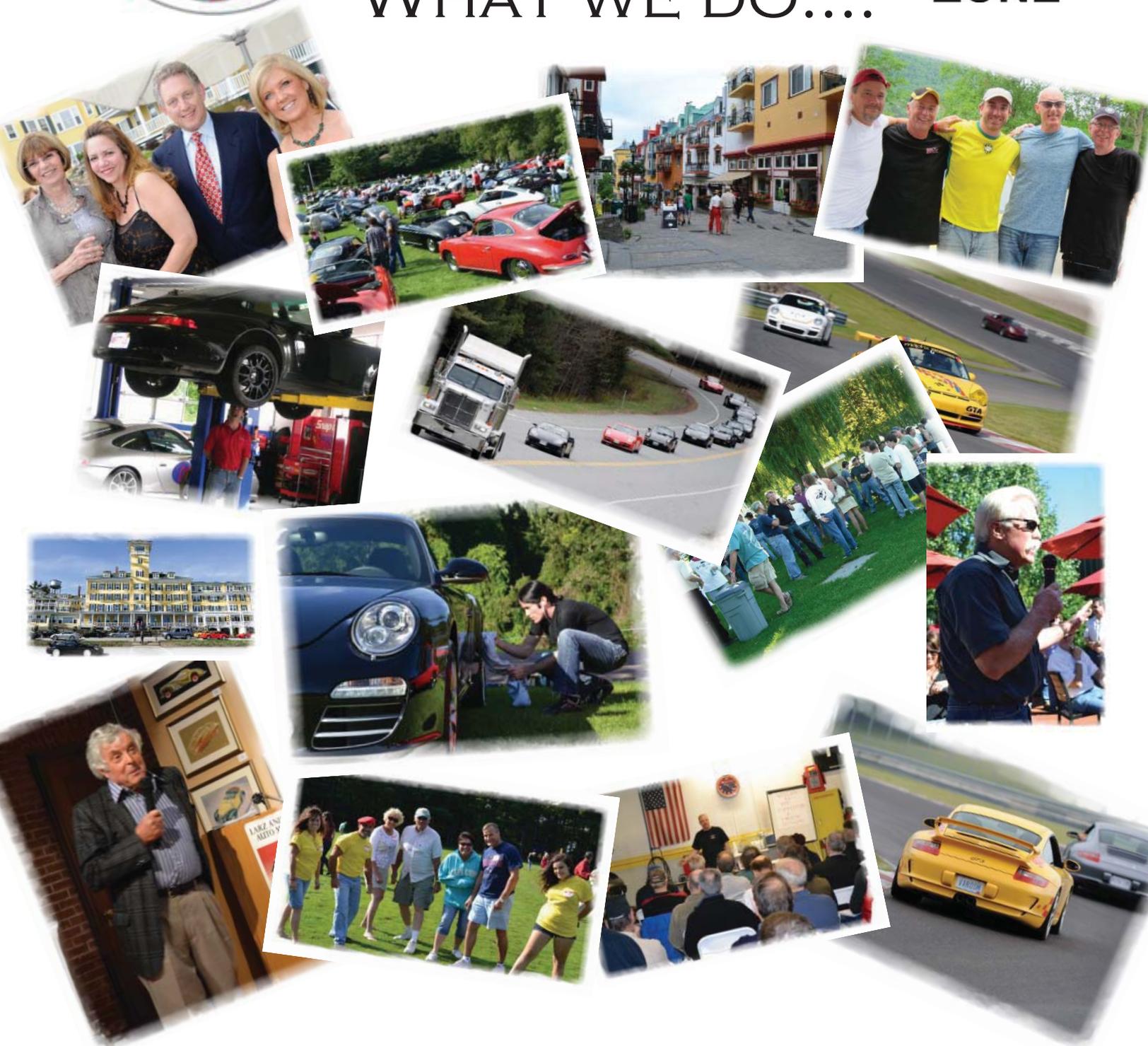


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# On the Edge

Adrienne Ross



I wish I could write like John Phillips. I wish I could wax nostalgic over my days rebuilding Mustangs, and make some seriously funny quip about how I get weak in the knees every time I see a solid '69 Boss 302 frame, and practically weep every time I see one properly restored, especially in blue.

Every month I crack open my Car and Driver, and turn to his column first. Three years after I read one of his pieces for the first time, I still remember it was about his days at Roush, and Jack, and drivers fighting with each other. I had just come back from my first week of race travel from the consecutive weekend races of Daytona 24 Hours, and the 48 Hours of Sebring (with a 24-hour trip back to Boston in between to shovel snow) and found John's column describing his typical work week doing PR for Roush like this:

On Thursday he would fly to whatever track the team was running, and spend the rest of the night concocting a publicity plan. On Fridays, Saturdays and Sundays he would usher drivers

***On Monday night he'd go home and on Tuesday he would sleep for 20 hours, and sob the other four.***

around from 'meet and greets,' to press conferences, and other interviews. On Monday night he'd go home and on Tuesday he would sleep for 20 hours, and sob the other four. Wednesday found him in the office working, and Thursday it would start all over again.

After a week of sleep deprivation and pit lane, let me tell you it made a lot of sense to me at the time. I laughed and laughed, and haven't stopped reading him yet.

But we can't all write like Da Vinci, or paint like Dickens. Wait... Well, whatever. I'd settle for writing like Clarkson. Now there's a job for you. Tuck yourself away in your attic on the Isle of Man, and hammer out whatever is frustrating you in the funniest way possible. I used to do that; write my rants down. I've got a great one on the Statue of Liberty being slapped onto my can of Folgers; I have another on the dance of the umbrellas in downtown Boston on a soggy, soggy morning.

I'm just not creative in that way. I admire people who can paint, or write symphonies. I can paint a wall, and I can play the piano a little. My job

keeps me around people who can write very well, and I'm just not one of them. I do things like wonder about the end of the universe, and what happens when the universe becomes entropic. The second law of thermodynamics (entropy) is an expression of the tendency that over time, differences in temperature, pressure, and chemical potential equalize in an isolated physical system. From a state of thermodynamic equilibrium, the law deduced the principle of the increase in entropy and explains the phenomenon of irreversibility in nature.

That means that as time progresses, any system tends toward equality — a state of no change (entropy) — balanced. It also means that time moves forward. Things change, and cannot be changed back; that is why time exists. How you can prove time exists? Because something has changed. The sun rises (but never goes back), trees grow— (and never ungrow), the earth revolves (and never unrevolves). Remember Superman unwinding the earth to save Lois Lane?

That unchanged the Earth as it rolled back time.

But eventually of course, in an unfathomable number of years — 1 million for every atom in the universe — the

*continued on page 35*

## In This Issue...

Happy Holidays from ALL of us here at the NOR'EASTER ..... \*cough\* that would be a party of one. Yes, right, well, Happy Holidays from me personally.

It's been a whiz bang year over here at the PCA, and we hope for many more adventures in Rambles, Ground School, track time, and Galas.

This issue goes back to Porsche for some information about the new cars coming out of Stuttgart. And a new member, but long time friend of the Club tells us about the trip to Rick Heatherington's Autobahn Performance Engineering.

In Anniversaries we have a FIFTY FIVE year memeber!! Congrats John, and thanks for stickin' with us this long.

I'd like to just make a note that our friend Mike Kitterage, who has opened his home and garage to us for the past 2 years, has suffered an illness. You're in our thoughts Mike, and we wish you a speed recovery.

# On the Loud Pedal

Christopher Mongeon



It's hard to believe I'm writing for the December NOR'EASTER. This year has set a track record for fastest lap, hands down. The pace at which our society feels it needs to move will either pass you by or leave you hanging on for all you're worth. We used to have to stop and smell the roses in person, now there's an 'app' for that. The only time we might slow down is when nature makes us. Just recently, the northeast was saddled with another October storm. They named it Sandy this year. I had an Aunt Sandy. She could put a hurting on you too. This year we lost power for a few days again. Some neighbors on the lake had trees fall on their homes, but no one was hurt. Those further to our south took a little more of the brunt Sandy had to offer. At the Presidents' meeting last weekend, I was able to catch up with others from the New Jersey and New York regions and ask how they fared. Efforts had been put into place to help and they seemed in good spirits. On the lighter side, when Mother Nature turns out the lights, you are forced to slow down a little. Sure, we still have our trusty smart

## ***My mother-in-law gets a kick out of my columns because many of them involve two of her favorite people, her grandchildren.***

phones, but we can always read a copy of the NOR'EASTER by candlelight. We get to do this because someone makes the time to write about it for the rest of us to enjoy. What do you enjoy most in this newsletter?

Writing does not come easily to me at all. A simple text can take a couple of minutes for me to finish so you can imagine the sweat that occurs while writing a column. I can get overly concerned that no one will like it. However, I am reminded that the idea is to be something to someone, not everything to everyone. The latter will drive you insane. My mother-in-law gets a kick out of my columns because many of them involve two of her favorite people, her grandchildren. Peter says he reads it every month too. Do you suppose you can be something to some of our readers? At our last NER board meeting, we discussed how we can draw our members out to contribute to our NOR'EASTER.

What's going on in your world? We

want to know. The foundation of the PCA has always been the people, not just the cars. I can go look at or drive a car anytime I want. It is more fun when the rest of you are there. I encourage you to share your ideas and life with other PCA members via our NOR'EASTER. Please send in your submissions. You can always contact any member of the board found on our website. We look forward to hearing from you.

I mentioned in last month's column the Fall Tour. We were able to enjoy a beautiful day and an even more amazing estate and car collection. Recently, our very gracious host for that tour has been dealing with health issues and we all wish him a speedy recovery. He has accomplished a lot in his life and has generously shared with our members the fruits of his endeavors. Thanks Mike, it was our pleasure to be your guests. The morning after the tour, I was graced with another beautiful car collection. My boys were so inspired by the two car barns we toured that they decided to display their Matchbox cars in the same fashion. The Porsches were together on the right and all other exotics in the corral to the left. While their Porsches were not arranged by age, they were displayed by which was coolest. A 997 GT3RS made the front of the line.

As the year draws to an end we reflect on what we did, what we missed and those for whom we still need to shop. I want to wish all of you and yours a very happy, and hopefully healthy, holiday season. It's only three months until DE registration opens.

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# Enhancing MOTORing SKILLS

Jerry Pellegrino

**D**ecisions... Decisions... Since the beginning of last year, I have been proud to serve as our region's Chief Driving Instructor. In the past, the position has been occupied by numerous region luminaries, every one, eminently qualified for the job stemming from years of DE participation. Without exception, all of the CIs that I have had the pleasure of knowing and working with have strived to elevate the quality of our universally respected DE program.

As CI, my most important responsibility is to do everything in my power to ensure safe, educational, and entertaining events. Now, you might have noticed that I listed "safe" first. That was in no way coincidental as I consider it my most important priority, therefore it will be the main topic for this article.

To give this missive a bit of context, it might helpful if I formally introduced myself for the benefit of those club members who may not know me. For nearly thirty years I have owned

***As CI, my most important responsibility is to do everything in my power to ensure safe, educational, and entertaining events.***

and operated a small "Porsche only" business. My team and I are focused exclusively on the repair, service, and development of all things Porsche. As you might imagine, this means that I have spent more than a few days (and nights) at various race tracks around the country. I have personally raced, and also supported numerous clients that have competed in many of North America's most prestigious races.

One of the most important discussions that we have with all of our clients who participate in any form of track driving addresses the major differences concerning the maintenance and service requirements of a car that is driven on a race track, as compared to cars that are utilized in a more traditional street driving role. Their understanding and acknowledgment of this distinction is the first step towards enjoying safe and rewarding track events.

Many DE participants assume that prudent decisions that contribute to safe and successful driving events need only be employed on the course itself. This is a dangerous misconception.

It is imperative to begin the use of sound judgment and make wise choices long before arriving at the track. Here are a few key areas to illustrate my point.

1. Create, foster and maintain a healthy, long term working relationship with the Porsche service facility you feel most comfortable with.

Never lose sight of the fact that the competency and attention to detail shown by these professionals is absolutely vital to your safety.

Ideally, their staff will have a thorough familiarity of your car, and specifically how "you" intend to use it. If they ask seemingly obscure questions, be as candid and accurate with your responses as possible. This is instrumental in their ability to provide meaningful advice which will not only keep you safer, but should also increase the overall enjoyment of your track events.

2. When scheduling your pre-tech inspection, always allow sufficient time before the event date to resolve any issues that might potentially be discovered during the pre-tech process. Hopefully a proper and thorough pre-tech inspection will bring to light any shortcomings with the vehicle that will need to be remedied before the driving event.

If, for example, it is found that the brake pads and or rotors are worn to the point that they could cause a potential problem by "the end" of the event, it would be prudent to replace the offending components before track day.

Tire condition is also crucial for safety. The expected "burn rate" of tires is impacted by many factors. Always consider variables such as tire compound, alignment settings, driving style and track configuration, the length of the event, as well as the vehicle's basic set up and modifications. In addition, do not lose sight of the fact that most cars will need to be driven home after the event, often on the same tires that were used on the course.

3. Whenever possible, observe the pre-tech inspection procedure. If you have any questions or concerns about the various items on the tech form, be sure to mention them and be certain that you understand and are comfortable with the answers. Drivers who pursue the most complete understanding of their car's workings are the group that benefits the most from the services being provided.

4. Be certain to mention details about your

*continued on page 35*

# Four Speeds & Drum Brakes

Tom Tate



**R**acing Junk – Part Two  
The second local LeMons Race of 2012 was held at the New Hampshire track at the end of October and was called the Halloween Hootiefest, where Halloween meets gasoline. After our experience back in May where we finished, but with only third gear left, we figured that we could improve on that record and were really looking forward to the race. The car had gone back to the folks at O’Neils Rally School in Vermont so that they could plug in another transmission. Ford had put a deal together with the school that supplied a fleet of Ford Fiestas for students so the collection of VW Jetta’s had been “field stored” making parts available and most important, cheap. Since the car’s value had a \$500 limit before safety equipment, cheap was an important consideration.

Our team of seven had been reduced to four and now that everyone had track experience, we were feeling pretty confident about a better finish. At the very least we wouldn’t be limited to 65

***It looked like a boat, drove like a boat and was an entry that even we could pass every few laps.***

mph down the front straight when everyone else was doing 90mph. That got pretty exciting when the field of cars went past.

This race saw the field increase to 133 cars, which made the start look like rush hour on interstate 95. The course is 1.3 miles long, which meant that there was a racecar every 51 feet when the green flag dropped on the single file start. With the average car about 15 feet long, that meant that there was a 35’ space between cars all the way around the track. Of course there were a few different classes represented, which resulted in some rather large speed differences between cars.

The Tech inspectors were easy to bribe but it did leave a mark for all to see.

After spreading out the field, they waited a few laps until everyone looked orderly, then every corner went green at the same time. Suddenly every corner had cars going by four abreast where there was only room for three, if that. Our strategy was to stay out of trouble for the first few laps until things got sorted out but they never

really did.

There were some pony cars — Mustangs, Camaros and Firebirds, with V8 engines — that could really pull away in a straight line but didn’t corner well. There were small-engine examples of VWs, Suzukis, Saabs and Toyotas that went around the corners really well but were really slow on the straights. Then there were the cars that weren’t fast and couldn’t corner either.

One example was a Chevy S10 pickup that had the body removed leaving only the 6-cylinder engine and frame rails, to which was added an open fiberglass boat complete with fishing poles mounted on the transom and a flying bridge. It looked like a boat, drove like a boat and was an entry that even we could pass every few laps.

The popup camper that ran in May didn’t return, but there were what seemed like a fleet of entries that were dressed up to look like pumpkins, all painted orange with stripes and piles of insulation foam carved to look like stalks. A couple were so tough to recognize that they had signs that

said, “it’s a pumpkin, duh.” The Jetta was still sporting its Audubon Cruisemobile logos with only a slight wrinkle in one door to mark it as a veteran. There was a New York City taxi or a Crown Vic in taxi orange that had twin turbochargers,

but they were mounted on the floor in the back seat where it was easier to hook up the plumbing. I asked the driver about turbo lag, considering that the compressed charge had to go the length of the car before it found the intercooler and then the engine, but he said that it wasn’t a problem. Maybe it was because everything else was a problem, including the plywood air intake scoop hanging out the side window like a flower box. My guess was that it had a one turn lag — in other words for power in turn two just hit the gas in turn one, it will be there when you need it, no problem.

In the garage stall next to us was another turbo, this one was a Saab convertible dressed up to look like an Angry Birds game. The top was gone and long straps down the sides were attached to the pocket that was as wide as the car itself. With big eyes on the hood it looked like a bird ready to fly but the engine just wasn’t up to the task. It ran hard for the first few hours, then rolled to a smoky stop on the track, but the crew was ready for any problem. They had brought an extra engine that

*continued on page 36*

# Minutes Of The Board

Nick Shanny–November 14th , 2012 NER Board Meeting



**M**embers present: Chris Mongeon, Steve Ross, Stan Corbett, Bill Seymour, Adrienne Ross, Kristin Larson, Virginia Young, and Nick Shanny.

The board met at 6:30 pm on November 14th at Nick Shanny's house. Drinks and appetizers were served followed by a wonderful dinner. Many thanks to Kay for all the work she did.

The official meeting began at 7:30 pm.

We started with the financial report previously emailed by Kristin Larson. Kristin had a glowing report starting the clubs accounts receivables were in good shape. Chris put forth a motion to accept Kristin's report. It was seconded by Adrienne and passed unanimously.

Virginia Young followed with the membership report. NER has 1,477 Primary members and 991 Affiliate members, for a total membership of 2,468. During the month, there were 2 transfers in, and 10 outgoing transfers.

Next up was Adrienne Ross, presenting an update on the Nor'Easter. Adrienne provided a quick update, discussing the successful sending of ballots as well as the checks being received for the Nor'Easter subscription. After a quick discussion about assignments, we then moved on to an update from Steve Ross concerning admin issues.

Steve reported that the tech session, held last Saturday, was well attended by 50 individuals. He then provided an update on the number of people currently signed up for the yearly dinner, which were 75 as of the meeting. Steve will be heading over to the Wellesley Country Club for one last look before the event. Steve then went on to discuss potential speakers for next year highlighting two potential speakers. Bill Seymour added to the report with a discussion around a survey he will be sending out to the club membership. A motion was made by Bill to allow him to send a survey to the club member base, seconded by Chris, and unanimously accepted. Board members were invited to add any additional questions.

Stan then proceeded with the DE update. The DE schedule for 2013 was presented to the board. Stan indicated that the prices for the 2013 would be going up. He then went on to report on the visit to Thompson speedway, which appears promising, with potential availability late 2013. A motion was made by Chris to approve Stan's DE schedule, seconded by Virginia, and unanimously passed.

Bill Seymour provided a very short update on the state of Autocross, which was that he had

nothing to report.

Chris Mongeon asked the board if we wanted to continue with our yearly Angel Flight donation of \$5,000. He reported that the funds we raised this year we far less due to the demise of Taste of The Track. Nick Shanny made a motion to donate \$5,000 to Angel Flight, seconded by Virginia, and it passed unanimously. Adrienne requested that the club reach out to those clubs affected by hurricane Sandy, which all agreed was the right thing to do. Chris indicated that a discussion would be held this coming Saturday during the presidents meeting.

Finally, the code of ethics has been written and presented to the board. The board reviewed the document and will take it up at the next board meeting.

The meeting adjourned at 9:48 pm. The next meeting will be held December 13th at Nick Shanny's home.

## Happy PCA Anniversary

### Fifty Five Years

John M. McCoy

### Fifteen Years

John Richardson

### Forty Five Years

Edward M. Morin

### Ten Years

Joseph F. Leduc  
Stephen Raab  
Graham M. Rippel

### Forty Years

Michael D. Caldwell

### Five Years

Michael A. Dube  
Craig W. Hartigan  
Lawrence E. Rainville  
Edward S. Reed

### Thirty Five Years

Philip B. Gaudet  
Kenneth Hull

### Twenty Years

Mark G. Lappin  
Barry M. Yomtov

# Under the Radar

Virginia Young



By the time you get this issue of the NOR'EASTER, chances are the annual dinner will have occurred and a new slate of officers will have been chosen.

A year ago, I agreed to take on this board position when asked. I've come to realize that each of these positions requires a large amount of time, and membership chair is no exception. None of the tasks is terribly difficult, just time consuming. My former secretary, who fortunately lives nearby and can do remarkable things with a computer, showed up at my home frequently the first few months to give me a crash course in creating and updating Excel spreadsheets and tricks for opening documents that arrive in strange formats. After that, the computer sessions were on a sporadic, spur of the moment basis. Sometimes it took both of us to figure things out relating to excel or files or picture scans, so we both had a good laugh as well as an aha! moment.

I was amazed when all the NOR'EASTER checks started rolling in before I was even elected! This

***Thank you to those of you who took the time out of your day to express "Good wishes," or "I enjoyed what you wrote," or "Thank you for your time."***

went on for a period of months. I didn't know I'd be handling money. Each one had to be documented in case of an audit, and then entered onto a spreadsheet before being sent out to Kristin, our treasurer. There were papers, checks, and envelopes all over the place in my home office! I prayed that I was keeping everything straight.

The day-to-day component was also unexpected, but actually nice in many ways.

Members had questions. Members asked me things that I'm flattered they thought I could answer. So I found the answers, and learned a lot I didn't know about the club in the process.

Members wanted to tell me things. "I'm riding on M6 in the UK and I'm behind a RS 4.0!" or, "I made it to yellow on my second day of DE!" or, "I'm somewhere above Green Bay. New Boxster is awesome, still!" It's more fun to share a thought with someone who actually gets what you're excited about!

Steve Ross was in touch almost daily, as the interim activities chair, coordinating e-mail blasts

for events and clarifying policy and information. He really does have an answer for everything; he's a great resource for NER.

Then there were the monthly meetings, always a long drive for the one member living down south, and the various reports that needed to be submitted. I enjoyed the camaraderie of the meetings; I developed a lot of respect for the others as the year went along. Everyone worked so hard doing their part to make things work for you. I think the vast majority of you are aware that we are members just like you who have volunteered to keep it all together.

Thank you to those of you who took the time out of your day to express "Good wishes," or "I enjoyed what you wrote," or "Thank you for your time." Sometimes the personal ones made me laugh out loud. Those notes/e-mails have all been saved. The sentiments were appreciated because sometimes the e-mails surprised me. I had to sit back, take a deep breath, and try to answer graciously.

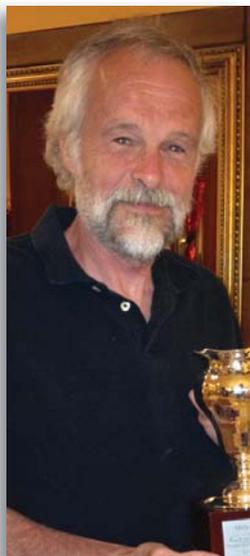
I must admit I can laugh at them now, and in the interest of sharing a couple of these laughs with you, I'll give you the flavor for what occasionally came out of the woodwork.

In one instance, I got a note from a member asking me to refrain from writing anything political, as this is all about cars and nothing else. If you read all the columns every month, you already know that not everyone writes about cars, but I always have. It appears that when I wrote my Naples column about the Collier Museum, I made a comment about having to sit and listen to a speech about what a wonderful president George W. had been before I could view the car collection. I noted how painful that had been, but I kept my eye on the prize: the cars. I politely wrote back and told him I was sorry if he was offended, but that anyone who writes finds their viewpoints and their personalities seeping into their writing. People who know me well are aware that my column reflects my everyday humor. Therefore, I couldn't guarantee this member that I wouldn't say something else he might not like. To my amazement, he cancelled his subscription! I didn't see that coming. I thought of him at the Collings Museum when we were viewing a WWII airplane piloted by George the First. A comment was made that day by a member that actually brought down both Bush presidencies.

*continued on page 34*

# The Long and Winding Road

Bill Seymour



Once the driving season ends, it gets a little harder to write my column. I have no interest in attempting some literary tour de force (you may recall Ron Mann's assault on James Joyce), so that path is denied. And, while my column goals are modest (keep it car related — that means you Mongeon! — and make it longer than one sentence — sorry Stan), it is a lot easier when I can tell autocross or DE stories. So I was pleased that the muse descended and whispered a good topic: a short memorial to an interesting car guy, Lou Plavidal.

I met Lou in 1992. At that point I was driving a company-supplied Acura Legend and the 356 I had inherited from my Dad. While the 356 was, and is, a lovely thing, it didn't supply a very sporting experience (I was easily outrun by panel trucks). So, I started a search for something more fun. (I was accused of having a mid-life crisis but that's wrong — no crisis, just sensible behavior.) I focused on either a Lotus 7 (as a kid I had watched them chase Corvettes at SCCA races at

***...Lotus build quality being what it was. We corrected that with a crow bar and sledge hammer and went off to test the new rubber.***

Lime Rock and Thompson) or a Mini Cooper (I bought a 1275S new in 1967). In explaining this to a neighbor, I learned that there was a fellow who lived less than a half a mile from me who had one of each. I went and introduced myself. The Mini didn't run, and he also had an Alfa project car under a tarp. But the Lotus did run — and how! With right-hand drive, cycle fenders so you could watch the wheels turn, and a very potent dry sump engine, the Lotus more than delivered on "something more fun." I found a Caterham soon after that and Lou and I built a nice friendship.

Lou was 20 years older than I was, and even more of a curmudgeon. Bowlegged and maybe 5 feet, 6 inches, he looked like the ex-Navy guy that he was. His charming wife Bel (they went well past their 50th anniversary) was as sweet as Lou was gruff and might weigh 100 pounds dripping wet. Lou was a semi-retired GE engineer who had every tool and sporting item known to man. Tennis, golf, hunting, fishing, boating, camping, remote-control model airplanes, a fancy old Italian racing bike — you name it, he had it. Equipment for woodworking, welding, a compressor for

air-powered tools, generators, lawn tractors, and every other tool you could imagine (snakes with a magnet on the end, curved socket wrenches, etc.). Lou spent most of his time in his garage or basement working on a project — he always had at least 10 going. This was helpful, of course, when my car needed something — I'd just pull up to the garage and start taking things apart. Ostensibly this was so I could borrow tools but it was really so that I could get help when I inevitably ran into trouble. The deal also included Bel, who was expected to retrieve tools and supply "sammies" (that's "sandwich" in Lou-speak).

Lou and I, along with his son Rick, attended a Jim Russell driving school at Mont-Tremblant (they said he was the second oldest student they'd ever had). We took the Lotus and the Caterham to autocrosses. We also had lots of dinners and a few Manhattans. Lou went winter elk hunting in Montana, traveling on horseback and sleeping in tents (pretty nice ones, admittedly) in his late 70s. But as he hit 80 it was clear he was slowing down. He fought back but it wasn't pretty to watch.

He and Bel stayed in their house as long as they could. After a neighbor found Lou lying on the ground in his yard (he fell while working on some project and couldn't get up) they had to go to assisted living. He declined quickly after that and died three years ago.

Lou taught me some valuable lessons and they mostly had nothing to do with cars (although using a "come-along" attached to a tree to compress suspension parts may come in handy again). This is the most important one: enjoy it while you can.

And he also left some vivid memories and some great stories. How about this... After Lou had been introduced to autocross, he decided he needed some new tires and wheels to make the car faster. He ordered some lovely Minilites and wide Hoosiers, but when we mounted them they rubbed on the fender, but only on one side (Lotus build quality being what it was). We corrected that with a crow bar and sledge hammer and went off to test the new rubber. It being a Sunday, we headed for the local high school parking lot where Bel was posted as a lookout (what she would have done if anyone came, God only knows). Lou in the Lotus and I in the Caterham then chased each other around imaginary cones. Can't you just see the 75-year-old Lou sitting in the back of a cruiser had we been caught?

*continued on page 34*

# Around The Cones

Steve Ross



Well we have finally come to the end of the calendar year, and again NER/PCA has offered an impressive array of activities for our members, with more than 40 choices of driving events, social events, eating options, tours, visits to interesting place, a sporting event, a picnic, a number of 'Coffee and Porsches' get-togethers, an auction, and tech sessions.

Winding down the year in November, the active SoBo (South of Boston) group, headed by Roger Slocum, held a very successful get-together on a brisk morning in Tiverton, RI, where almost 40 PCAers gathered to chat and sip warm drinks.

The following Saturday, our friends at AutoBahn Performance in Peabody hosted a sold out gathering with more than 50 'techies' in attendance. See the story in this issue through the eyes of a new NER member.

Finally, as you read this, the Annual Dinner and election results will be history as we conclude the year.

Now on to 2013. Admin-elects Bill Seymour

## ***Some of you may remember him from years ago as ... winner of the 24 hours of Le Mans in a TRW Porsche.***

and Rosmario Driscoll have put together a new venue at Aston Martin/Lotus of New England in Waltham for January 13th. Check out the promo in this issue and on the web page.

In the non-NER subjects category: have you noticed that kids of today don't seem to have the burning interest in cars as we did when their age? I mean, did you ever lust over an SUV or a hybrid (if they were available) and treat your car like an appliance as these kids do. Sure, it's not all of them but a large majority seems to lack any enthusiasm for cars as either 'artforms' or fun-to-drive vehicles.

Do you remember that last year for the celebration of Chevy's 100th anniversary they tried to push the concept of referring to the brand as "Chevrolet," sort of like a more proper name? Well, it was a total failure, as even their advertising failed to keep up the charade and the thousands of fans of the marque continued to refer to it as it's always been.

While driving my two cars back to back one day, I noticed that their mileages were closing in on

each other. The '04 Boxster, with lots of summer use had surpassed 67,000 miles. The '07 Honda Civic SI winter beater is now nearing that mark as it becomes the primary car driven in late fall. Maybe I should see if I can get a picture of the two odometers at the exact same mileage. Check out your cars and see if you can replicate this occasion.

Late this fall I received an invitation to attend a Jaguar ride and drive at Patriot Stadium. It turned out to be a rather massive undertaking with large tents, and almost 50 new Jags all open to driving on the street, drag strip, autocross course and slippery condition course. I lost out on the top time in my group by a mere two thousandths of a second. Interesting to drive something different, but not my cup of tea (subtle British reference) as all of them, even the two-seater, were larger and less agile than what I am used to. Interesting side notes: when driving in the autocross we had an instructor ride with us to give us instruction on how to traverse the course and one of mine as a

gentleman named Davy Jones. Recently the Boxster had the check engine light come on a couple of times. After having it determined that a very small vapor leak was the fault, I had it reset and all was fine for a few months, then it reappeared again. So, since the 'Coffee and Porsches'

event was coming up at Auto Engineering in Lexington, I decide to ask their Porsche tech to take a look at it. Fortunately it was only a gas cap with a cracked seal, so after the get together I drove down 128 to Porsche Burlington and purchased a new cap — simple.

As most of you know, the caps on Boxsters, Caymans and 911s each have a rubber tether holding it to the body to prevent losing it. With the old cap it was simple to just wiggle the tether off the cap and swap caps, but the new cap came with a hard plastic surrounding the cap and that was not possible. After careful examination I found that the hold-down at the body end was a simple pin thru the rubber end of the tether just below the hinge of the gas door. With a very small screwdriver I was able to press the pin thru the hole and it fell conveniently onto the lip of the door cavity and the various pieces were all loose. Assembly was, as they say, the reverse, with the only difference being the need for a pair of pliers to squeeze the pin tightly thru the end of the tether.

*continued on page 37*

# Don't Lift

Stan Corbett



In the "Don't Lift!" spirit, work on next year's DE schedule got underway in earnest as we wrapped up the season with our final event at NHMS in September. Completing the schedule is highly dependent on successful, timely communications with the managers at the various tracks where we hold our events. This process went pretty smoothly over the last couple months, so I was able to present the proposed 2013 DE schedule to the NER board at the meeting on November 14th and receive approval to proceed with the schedule. For those of you interested in advance planning, here is our DE schedule for 2013 (including the NCR and Zone 1 events):

- February 24th (Sunday) @ HMS; Ground School (see separate article in this issue for details)
- April 13th–14th (Saturday – Sunday) @ NHMS; an NCR event
- May 7th–8th (Tuesday – Wednesday) @ NHMS; our combined Novice Day and regular DE
- May 27th–28th (Monday – Tuesday) @ NHMS; an NCR event

## ***For those of you interested in advance planning, here is our DE schedule for 2013 (including the NCR and Zone 1 events)...***

- June 14th–16th (Friday – Sunday) @ WGI; the Zone 1 48-Hours at The Glen
- July 8th–10th (Monday – Wednesday) @ LCMT; once again concurrent with the Blues Festival which runs 5–14 July
- July 12th–14th (Friday – Sunday) @ CMP
- August 6th–7th (Tuesday – Wednesday) @ NHMS
- August 23rd–25th (Friday – Sunday) @ WGI
- October 10th–11th (Thursday – Friday) @ NHMS; an NCR event

Missing from the list is the NCR event at LRP, which will probably be in September. I'll keep you posted; both in the NOR'EASTER and on-line in the Driver Education pages of our website, as we make progress on more details related to next year's DE events. This will include hotel deals, fuel and tire availability, and anything else I think might be of interest to us as 'track rats.'

One item of particular interest is the potential addition of a new local track next year. We have been contacted by the folks from Thompson Speedway in Connecticut, the current location of a 5/8-mile (~1 km) oval that hosts numerous circle track events every year. Thompson also

included a 1.6 mile (2.6 km) road course which was in use in various configurations on and off for many years starting in the '50s and running through the late '70s. For those interested, Google or Bing searches provide several links to historical information, not all of which agree on the details. At any rate, there is a plan afoot to resurrect the road course with a potential to reopen mid- to late-summer 2013. Steve Ross and I visited the track in late October for a tour of the proposed facilities. We will continue to monitor their progress with the intent to score an event there in 2013 if they are successful in reopening the road course. It would be really great to have another local track for DE events, one that is close enough to afford our Green and Yellow run group drivers another venue without having to invest in traveling to our away events at LCMT, CMP or WGI.

Last month I provided a summary of our new-for-2012 DE Rebate Program. This program will continue in 2013 and I'll provide details, along with any changes, early next year in this column.

I hope to see many of you at the Annual Gala Dinner on December 1st where, as part of the festivities, we'll present the Instructor of the Year and Most Improved Driver of the Year awards to two of our fellow DE-ers.

Don't lift, Stan

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**2012 Calendar  
At-A-Glance**

**December**

1 NER Annual Gala  
12 Board Meeting

## **NER's 2013 Driver Education Ground School Sunday, February 24th @ 10:00am, Hosted by HMS Motorsport**

Ladies, gentlemen and younger drivers... if you've ever dreamed of driving your Porsche at speed, feeling exhilarated by its performance and testing your mettle, we invite you to get a leap on our upcoming track season by attending NER's Driver Education Ground School on Sunday, February 24th. This is NER's annual classroom-based introduction to our Driver Education (DE) program and again is being graciously hosted by Joe Marko of HMS Motorsport at HMS's great facility in Danvers, MA. Directions can be found at [www.hmsmotorsport.com](http://www.hmsmotorsport.com).

PCA's Driver Education program is the most popular activity offered by PCA, and NER's events are especially well known to be among the best organized, safest and the most enjoyable and rewarding DE events in this part of the country.

The Ground School will give you a great overview of NER's on-track driving program. While not geared to grooming you to become the next Formula 1 champion, we will discuss the fundamentals of high-performance track driving and how many of these techniques can be applied to improve your everyday, on-street driving. You'll hear how to prepare for an event, how and where our events are held and, most of all, you'll learn how much fun it all is. You'll also get an informative handout to jog your memory if all else fails.

Advanced registration for this highly popular event is strongly suggested. Check-in and a continental breakfast will begin at 9:30 am, followed by our presentation from 10:00 am to 12:00 noon. At the end of the program, HMS will host a pizza lunch. You'll also have ample time to ask questions and see the practical and fun stuff that HMS has to offer, including helmets, gloves, harnesses and other safety equipment.

Sure, February 24th is a Sunday in mid-winter, but before you know it your fellow Porsche fanatics will be completing laps on world-class tracks next spring while you're fertilizing the lawn wishing you'd taken us up on this offer.

Who should attend? Anyone interested in learning about our 2013 Driver Education program and improving their driving.

And remember, attending this Ground School in no way obligates you to sign up for a DE event. However, we hope you agree that the only way to truly experience and appreciate what you and your Porsche are capable of doing is to drive it on a road track.

Questions? - E-mail [stevegt3@porschenet.com](mailto:stevegt3@porschenet.com).

While everyone is welcome to register for NER's 2013 Ground School, drivers participating in NER's Driver Education events must be current PCA members, have a valid driver's license and be at least 18 years old.

NER's 2013 Driver Education Ground School at HMS Motorsport Sunday, Feb 24th @ 10am

Name(s): \_\_\_\_\_

Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Cost: Early registration (must be postmarked by January 31st) — \$10 per person

Late/On-site registration — \$20 per person

Send check payable to NER/PCA to Steve Artick, 17 Colburn Street, Burlington MA 01803

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It's that time of year again! Time to renew your subscription to THE NOR'EASTER. Three time winner of the Heinmiller Newsletter Award, PCA's award for BEST region newsletter, THE NOR'EASTER is a must for every Northeast Region member who wants to keep informed of what's happening in the region. With an annual subscription fee of only \$15 for 12 issues, THE NOR'EASTER is a terrific value. Here's only a sample of what your \$15 buys you:



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How can you ensure that you won't miss any of these great events... this timely info? Subscribe today using the form provided below. Send it with your check for \$15 (Payable to NER/PCA - no cash please) as directed below. Your subscription must be received by February 15th to continue or start your 2013 subscription. As a new member, you may have been receiving complementary issues in 2012. To continue getting THE NOR'EASTER, you must subscribe for 2013.

**ONLY \$15**

Contact Adrienne Ross, Editor with any questions you have about the content of THE NOR'EASTER. 781-249-5091 evenings before 9:00 - aross@porschenet.com  
For information on mailing issues, including change of address, contact Danielle Fleming 16 Meriam St. Lexington, MA 02420

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Yes, I want to receive THE NOR'EASTER for 2013. Enclosed is my check for \$15 for the subscription.

No, I'd rather not receive THE NOR'EASTER for 2013.



Mail to: Danielle Fleming 16 Meriam St. Lexington, MA 02420 - Enclose a check for \$15 payable to NER/PCA.  
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## **Tech session at Aston Martin of New England/Lotus Motorsports Saturday, January 12th, 10am to Noon**



**S**ure, you can buy a new Aston Martin here (they are just about to get a nice Tungsten Silver Rapide in — only \$227k — but if you come to this event they might shave a few bucks off), or a new Lotus Evora (less than a new 991 and more exclusive). But there is a lot more going on; this is a cool place! Here's how they describe themselves...

"Aston Martin of New England/Lotus Motorsports, Inc. is an authorized dealership for new and pre-owned Aston Martin and Lotus cars. We are New England's premier sports car dealership, offering the finest new cars, as well as some of the world's most significant vintage vehicles. AMNE is Aston Martin's original Heritage dealer for North America, a distinction that recognizes our expertise in locating, preparing, and servicing vintage Aston Martins. We bring this knowledge to bear by offering examples of other fine European marques as well. We offer maintenance, restoration and detailing services for all European or American Classic and Sports cars including Ferrari, Maserati, Porsche, Mercedes Benz, BMW, Jaguar, Bentley, Corvette, etc."

Check out their website for more enticement... <http://www.astonmartin-lotus.com/>

Stephen Oldford, Service Director, will be our tour guide and will describe the daily operations of the shop. Steve started his career as a technician about 18 years ago and managed a Ferrari/Maserati workshop for 11 years prior to joining the team at AMNE two years ago.

We can look at some of the new inventory to get started but the best parts of the tour will be going through their restoration shop and hearing a description of "where it came from, what's being done, and where it is headed." Then up to their winter storage facility where we'll have a look at, and hear the stories of, a very interesting fleet of vintage cars. No guarantee of exactly what we'll see but based on our pre-tour visit in October, you won't be disappointed. We may also have a few owners on hand to talk about their cars.

We'll also get to meet Steve Serio who is President and Owner. Steve is the one who buys and sells the cars we drool over. A dyed-in-the-wool car buff, Steve has been driving, buying, selling and hanging around high-performance machines since the age of 18 when he traded in the family station wagon for a '76 Alfa Romeo. This Steve will tell us about how he decides what to buy, where he finds the great cars and, in general, how the business of trading expensive vintage cars works.

Aston Martin of New England/Lotus Motorsports, Inc. is located at 85 Linden St. in Waltham. There is parking just to the right of the building and in the lot across the street.

For 2013 we are using a registration system. Please go to <http://volunteersignup.org/XYRWT>

For this first event, you won't be turned away even if you don't register, but please do as it helps us plan. And, very importantly in January, we will have your e-mail to contact you if the event has to be cancelled due to lousy weather.

Questions? Contact Bill Seymour by e-mail at [admin@porschenet.com](mailto:admin@porschenet.com)



**Winter Warmer  
Presented by...  
Herb Chambers Porsche of Boston  
Herb Chambers Porsche of Burlington  
Sunday January 27th**



Need a mid-winter taste of your favorite car? Come to Herb Chambers Porsche of Boston on Sunday January 27th for coffee and a whole lot more courtesy of Mr. Chambers and General Manager "Racetrack Rick" Scourtas. We will definitely get refreshments and a light lunch, some super raffle items (Mobil One and Porsche Boutique items) and some Porsche rolling footage. And we might get a special guest speaker, a surprise announcement, or (weather permitting) a test drive in a Panamera, Cayenne or new Boxster. And maybe we get to see the new 991 C4. That has to be enough to get you out and pumped up for some spring driving weather!

The event starts at 11am and the address is: 1172 Commonwealth Ave. Boston. You must RSVP at <http://volunteersignup.org/WJYAK>. For this event you won't be turned away even if you don't register, but please do as it helps us plan. And, very importantly in January, we will have your email to contact you if the event has to be cancelled due to lousy weather.

Questions: contact Bill Seymour at... [admin@porschenet.com](mailto:admin@porschenet.com)



April 26 ~28, 2013 The Omni ~ Mt. Washington Resort ~ Bretton Woods, NH

**W**hat is NER's Annual Spring Ramble, aside from the obvious: the 130+ Porsches (some Ramblers 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 special low rate) on your own, meet up with other early arrivers if you're one, and begin your social and partying activities. Then we'll all convene at 7:00 am on Saturday in the Grand Ballroom for registration, a Continental Breakfast and drivers' meeting, and be on the road by 8:45 am heading to our lunch stop via scenic back roads in NH. Following that respite, we'll follow an equally fun, back-roads return to the Mt. Washington. If you prefer to get back sooner to begin your partying, massage, hike or whatever, simply take the direct route that we'll supply.

For you first timers — a hearty welcome. Your registration packet will include a detailed route to and from our lunch stop (an excellent hot buffet at The Mountain View Grand) that Joyce and I have traveled many times revising and correcting. Unlike most other group tours, we drive on our own (not in lock-step with a leader) though usually in pods. Stop at an antique shop or photo op when you want and pick up the next pod coming down the road. Don't like the pod you're in? Pull off and join the next pod.

At 6:00 pm we'll meet for cocktails and hors d'oeuvre followed by a plated dinner and more socializing on your own after dinner. Sunday morning we'll have a full, hot, buffet breakfast, after which you're on your own again to head home or stay longer and enjoy the resort.

We're again sponsored by the good guys at **European Performance Engineering in Natick, MA – 508.651.1316**; give them a call for anything from an oil change to a full street to track conversion.

- Sign up early unless you're a masochist and enjoy queues. Our room block is 140, space as available after that.
- Friday room rate is all-inclusive room only, and applies to nights pre & post Saturday.
- Saturday rate includes room, cocktail hour hors d'oeuvre (cash bar after you've consumed your two freebies per person), Sat. night dinner (jackets for men), Sunday morning hot breakfast buffet, and all service charges, gratuities and taxes.
- The hotel will provide a historic tour of the property on both Friday & Saturday at 4:00 pm. Sign up with the Concierge.
- The waived resort fee includes free WiFi, valet parking, all fitness centers & pools, morning coffee & newspapers.
- The registration fee that you'll send me with your sign-up covers Saturday Continental Breakfast and Lunch, and most costs incurred in organizing and running the Ramble.

**Mt. Washington Single Double**

Friday	\$176.31	\$176.31
Saturday	\$295.42	\$407.52

Finally the details:

• **Send in the registration fee** — (this registration fee is the same as last five years) — **of \$55 per person (\$75 per person after March 1)** with your completed entry form below. **PLEASE PRINT LEGIBLY; IF I CANNOT READ YOUR E-MAIL ADDRESS... YOU GET THE PICTURE! Please differentiate between "1" and "l," "8" and "B," "0" and "O," etc. Use an e-mail address that you check frequently.**

• Registration fees are fully refundable through March 1, and 50% refundable thereafter through March 31, less a \$25.00 fee in both cases. The Omni Mt. Washington reservations are cancelable with no penalty by calling them 72 hours before arrival.

• Shortly after your entry form and check are received you'll get an e-mail from me telling you the following:

- The process for making your reservations on-line
- The Omni central reservations contact for off-line reservations and assistance

**DO NOT CALL THE OMNI MT WASHINGTON or OMNI CENTRAL # AND ATTEMPT TO MAKE A RESERVATION BEFORE YOUR ACKNOWLEDGMENT E-MAIL FROM ME — IT WILL GUM UP THE PROCESS.**

• If you do not get my acknowledgement within two weeks of mailing your registration, CONTACT ME as something has gone astray. **I'll be away late Jan. – early Feb., so factor that into the equation.**

• **Please make your reservations with The Omni Mt. Washington promptly!!**

Questions to Bruce Hauben at 978.952.8517 before 8:00 pm, or bmh993@Porschenet.com, 24/7

**2013 New England Ramble Registration Form - \$55/person until March 1st - \$75/person thereafter**

\*Entrant/Co-Entrant Names: \_\_\_\_\_

Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

Phone (day - optional): \_\_\_\_\_ Phone (eve): \_\_\_\_\_

Email: \_\_\_\_\_

Porsche: Year/Model/Color: \_\_\_\_\_ License Plate #: \_\_\_\_\_

\*Dinner Choice: Roast Chicken Breast: #\_\_\_ Herbed Salmon: #\_\_\_ NY Strip Steak: #\_\_\_  
Mushroom Manicotti: #\_\_\_

Mail to: Bruce Hauben, 5 Apple Ridge Ln, Littleton, MA 01460

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- '88 The Red Lion Inn
- '89 The Black Point Inn
- '90 The Chatham Bars Inn
- '91 The Wolfeboro Inn
- '92 The Old Tavern At Grafton
- '93 The Eagle Mountain Inn
- '94 Cranwell
- '95 The Woodstock Inn
- '96 The Equinox
- '97 The Black Point Inn
- '98 The Sagamore Inn
- '99 The Wequasset Inn
- '00 Cranwell
- '01 TopNotch
- '02 Mt Washington
- '03 The Woodstock Inn
- '04 The Samoset Resort
- '05 The Sagamore Inn
- '06 Stoweflake Resort
- '07 The Equinox
- '08 The Balsams
- '09 Otesaga
- '10 Mountain View Grand
- '11 The Equinox
- '12 The Stowe Mt. Inn

If you were on the '12 Ramble and your personal data was correct, it is necessary to fill in only these items (\*).

**Sponsored by**



# Tech Session at Autobahn Performance Engineering

Copy by Margo Otey, Photos by Mark Engelberg

Seeking Knowledge... a uniquely feminine perspective... As a confirmed "car-girl" I realize I need to know not only how to fix my cars, but also where to go to learn! When the email update from NER arrived, the Tech Session at Autobahn Performance in Peabody jumped off the page. A perfect opportunity to learn - as well as meet other Porsche enthusiasts.

In car venues, I am often the only girl. Add to that my "newbie" status with NER, and my feeling of trepidation was understandable. All worries evaporated the moment I arrived in the parking lot, where I was greeted by the friendly staff from whom I was to learn about everything from intermediate shaft bearings to air conditioner maintenance.

Inside the shop there were a variety of cars on display - including my own passion -Porsche race cars. We were even allowed look up the skirt of a restoration of a (American Iron). I poured myself a coffee, and wandered around observing the work in this shop.

Steve Ross, NER chair of the tech session, went out of his way to make me feel welcome - right up until the moment when he asked the seated group if any new people would stand and introduce themselves. "Sure," I said, "Make me stand up. I'm new, and I'm the only girl!" but then to my delight, from behind me, I heard a female voice shout out "You're not the only girl!" I introduced myself, and shared my very brief bio about the only thing anyone was really interested in knowing - my cars: a 1992 964, a 1967 911 racer, and a 1965 Mustang.

I really enjoyed the family business atmosphere. In his introduction, owner Rich Heatherington explained his background, and the way he started his business. He credited his mother who was present (and who had personally cooked most of the



*Under the Nova SS 350.*



*The attentive crowd.*



*A table full of fun!*



*Bob listens closely.*

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A chat around Dick's yellow GT3.

delicious desserts and snacks on hand) with helping him start his garage. His beautiful wife, and sweet daughter, were on participants as well. Rich's earnestness and humbleness was endearing. It was easy to feel his personal and professional integrity.

One by one the techs from Autobahn Performance introduced themselves with bashful pride in both their work and their employer. There was a topic for everyone - from Cayenne owners, to vintage enthusiasts. For anyone who owns a Porsche, these Tech sessions are invaluable, because what you don't own today, you might own tomorrow! It's all important information to absorb.

I likely couldn't run out to my garage and fix the problems that were presented, but if I buy a Cayenne and feel a terrible thumping and bumping underneath my vehicle, I will know to take a look at the U-shaped axle support to see if the rubber bushing has detonated. It is that ability to listen to the noises in your car and have SOME idea of where and what it might be that I think most owners need.

Some owners will do their own repairs, but a far greater number will bring their wounded warriors to a shop like Autobahn Performance, trusting their staff to be the experts. As an owner, being able to download to the mechanic some educated guess as to the source of a problem is a valuable contribution. I now know what causes the growling sound in the wheel hub. I also understand better what the future holds for air conditioning in my older 911, now that the compounds have been changed and are no longer compatible with those A/C systems.

There was a lot of detail shared by the staff, lots of questions happily answered, and lots of good food to eat during the breaks. I am very happy I went, and I am looking forward to the next opportunity to learn more about my cars. It's nice to meet the people in the club, and also get a bit of free advice from the staff. Altogether a good first event for me - Thanks to Autobahn Performance and NER!



Rick holds court.

continued next page

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Up on the lift!



Margo.



Engines and crankshafts.

# Name for New Porsche SUV is Macan

Copy and Photos by Porsche AG

Stuttgart — Dr. Ing. h.c. F. Porsche AG, Stuttgart's new sports car in the SUV segment has been given the name Macan. The name Macan is derived from the Indonesian word for tiger and combines suppleness, power, fascination and dynamics — core characteristics of the new off-road car.

"The Macan combines all sports car characteristics with the benefits of a SUV and is a genuine Porsche," said Bernhard Maier, Member of the Executive Board Sales and Marketing of Porsche AG. "The name of a new Porsche has to fit with the brand, sound good in very many languages and dialects and

evoke positive associations."

As the fifth Porsche model line, the Macan is a central plank of Strategy 2018, by which the sports car manufacturer wishes to expand its model portfolio. Porsche intends the Macan to emulate the success of the Cayenne. The SUV will start coming off the production lines in Leipzig in 2013. To that end, the site in this city in Saxony is being expanded into a fully-fledged production plant including body assembly line and paint shop — with 500 million euro of investment one of the biggest building projects in Porsche's corporate history. In the medium



The new Macan.

term, the sports car manufacturer will be creating more than 1,000 new jobs here.

Word names at Porsche have a concrete connection with the corresponding model and its characteristics: the name Boxster describes the combination of boxer engine and roadster, Cayenne stands for sharpness, the Cayman is snappy and agile and a Panamera is more than a Gran Turismo, capable also of winning the Carrera Panamericana long-distance race.



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# South of Boston (SoBo) Cars and Coffee 11/4/12

Copy & photos by Roger Slocum

On November 4th, shortly before 10:00 am, Rosemary and I arrived at the Moose Café; a few Porsches were already parked. Soon we had 35 Porsches, along with three dogs.

We want to thank Dave Melchar for suggesting that we return to the Moose Café. It was our largest South of Boston or 'SoBo' coffee group yet. Because the day was so sunny and pleasant, much of our group remained well beyond noon. Perhaps because of the location, both Massachusetts and Rhode Island were well represented.

Rick Wilson, a newcomer, wins the distance trophy with his 1969 912. Rick is in the Navy and was recently transferred, driving his 912 from California to the east coast.

Don Plant's '79 911 SC was a welcomed sight; his Porsche suffered an electrical failure during the course verification preparations for this fall's wine tour.

The 356s were well represented, and there were a couple of 914s, such as Jake Moreau's '73. Bill Nerney came with his 93 RS America. Barry and Judith Solar, driving their new black 2013 911 Carrera added much eye candy.

There were at least 12 new faces at this coffee; unfortunately I am unable to list them all.

Driving his '65 356C coupe was Mike Silverman; Bill Sooter drove in with his '65 356C. Another first-timer was Udo and Fran Schroff, driving their '07 Boxster S.

I've noted that some of the attendees have limited Porsche experience; they are looking for answers. Therefore, for the next SoBo event I will have a clipboard to pass around whereby everyone records their name and what they are driving. That will allow me to spend more time linking Porsche questions to experienced support.

Unless we have another warm winter, this will be the last SoBo coffee for 2012. However, something unscheduled may pop up before spring's thaw.



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*What a happy crowd!*

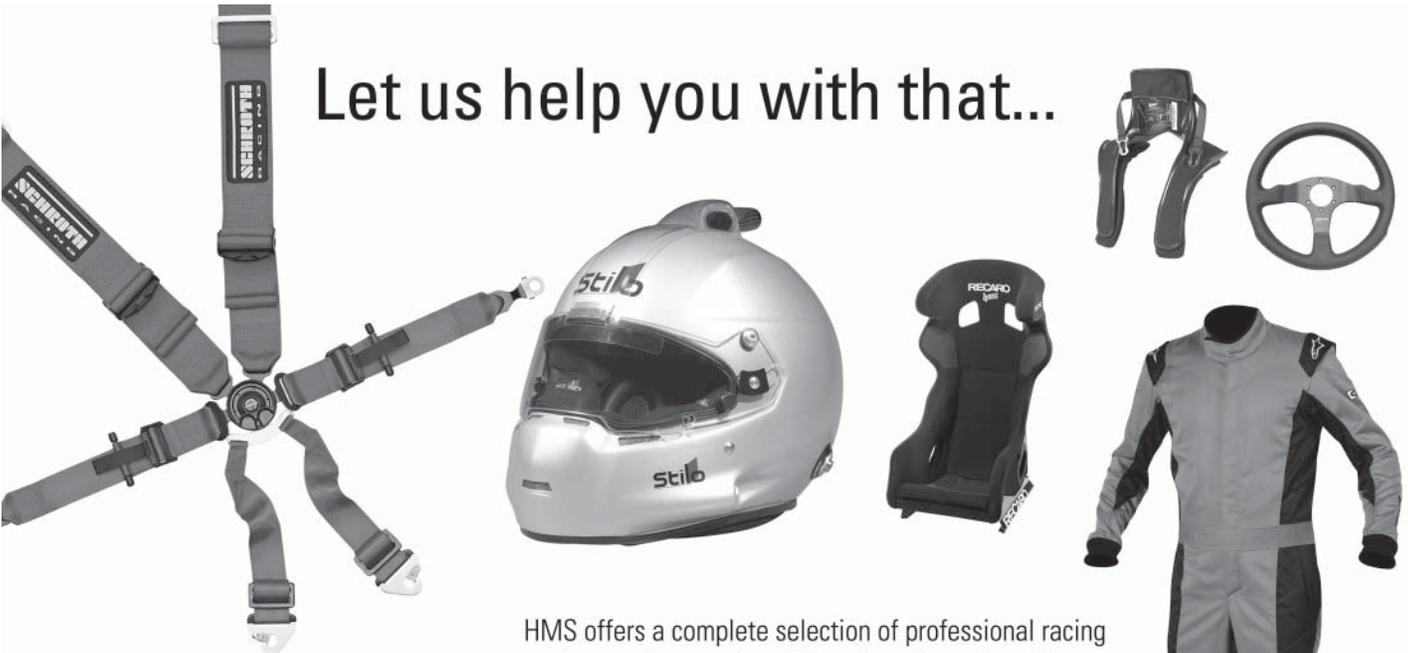
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# Boxster E Prototype

Copy and Photos by Porsche AG

Stuttgart — The two Boxster E prototypes that Porsche showed off at the Michelin Challenge Bibendum in Berlin last week have proved to be a real attraction to the public. At this forum for sustainable mobility, which was staged for the eleventh time this year, representatives from politics, industry, trade and research discussed the environmentally friendly mobility and vehicle concepts of the future. The trips in the electric Boxsters were in particular demand amongst the expert audience. On a sporty circuit, the vehicles demonstrated that a Boxster with electric drive remains a genuine Porsche in terms of driving dynamics. In the wake of the GT3 R Hybrid, 918 Spyder and 918 RSR, the Boxster E is yet another sports car concept exhibiting the brand's characteristic combination of research and driving pleasure.

The Boxster E, with one electric motor apiece on front and rear axles, runs on purely electric power with four-wheel drive, and is equivalent to a Boxster S in terms of driving dynamics. Together with two other Boxster Es, in which an electric motor drives the rear wheels, the prototype is being used to explore the everyday practicality of all-electric vehicles and how they are used, especially in terms of driving and battery charging. What the researchers are after is an understanding of the requirements facing future products, where to go next with Porsche Intelligent Performance and how to integrate electric

vehicles into the infrastructure.

The practical trials with the three Boxster Es are part of the "Model Region Electro-Mobility Stuttgart" large-scale trial. The Stuttgart model region is being sponsored as part of the Federal Government's "Electro-Mobility in Model Regions" project. The Federal Ministry of Transport, Building and Urban Development (BMVBS) is making approximately 130 million euro available from the Federal Government's economic stimulus package II for eight model regions nationwide. The project is being coordinated by NOW GmbH, the National Organization for Hydrogen and Fuel Cell Technology.

Thanks to its design as a mid-engine sports car, the Porsche Boxster is the ideal vehicle platform for conducting realistic trials with electric-drive systems. The open-top two-seater car is very light, enabling the new components (the electric motor, battery and high-voltage technology) to be accommodated within the vehicle in a crash proof way. Together with the low drag, this reduces driving resistance for optimal range. Also of importance for a Porsche sports car, even one that is electrically driven, is the high driving dynamics potential, not least as a consequence of the balanced axle-load distribution peculiar to the mid-engine design.

The Boxster E is an all-electric vehicle without any additional combustion engine on board. Propulsion is provided by two in-



*From the inside.*

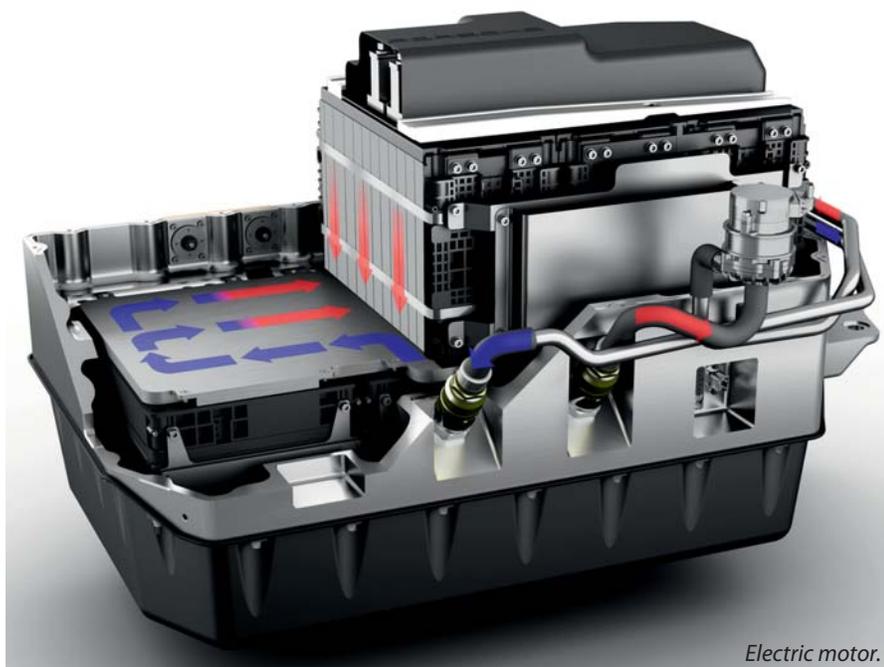
dependent electric motors with constant mesh gearboxes that act on the front and rear axles. The rear drive unit comprising motor and transmission, together with the power electronics for controlling the electric motor is located where the manual transmission and exhaust system are accommodated in the conventional Boxster. In the front end, the space vacated by the 64-liter fuel tank, now redundant, is occupied by the second drive unit. The power electronics unit in the adjacent luggage compartment serves the front axle electric motor. The Boxster E thereby features all-wheel drive without mechanical transmission of power. To ensure maximum driving stability and traction, a central electric control unit looks after the synchronization of the two electric motors and controls the drive torque distribution to the front and rear axles.

The two electric motors develop a total power output of 180 kW and a maximum total torque of 540 Nm at a maximum engine speed of approximately 12,000 rpm. That means that the two electric motors in tandem deliver significantly higher drive power than what is available from present day hybrid vehicles' electric-power units. Not only does the Boxster E's all-electric drive produce no emissions — it also offers a completely novel form of driving pleasure. The electric drive's maximum torque kicks in virtually from the first turn of the motor. The Boxster E moves almost silently while at the same time developing powerful propulsion from the very outset. The two motors enable the two-seater to sprint to 100 km/h (62 mph) in 5.5 seconds from a standing start. Its top speed, limited to 200 km/h (124 mph) is achieved without any gear change at all —

whether automatic or manual. The two machines' high power output offers a second advantage into the bargain: it means more recovered power is available because more energy can be recovered during braking. This increases efficiency of the drive unit.

In the case of the two other Boxster Es with rear-wheel drive, there is no front electric motor, which means that they deliver a power output of 90 kW and a rated torque of 270 Nm. They manage the sprint from a standing start to 100 km/h (62 mph) in 9.8 seconds with their top speed being achieved at 150 km/h (93 mph). Because all Boxster Es are comparatively quiet on the road, Porsche engineers have designed an Active Sound Design system that provides drivers with acoustic feedback as well as alerting any passersby.

Irrespective of variant, the heart of every Boxster E is manufactured by Porsche. This lithium-iron-phosphate based traction battery is fitted in place of the combustion engine. Each of its cells has a nominal voltage of 3.3 V and an individual capacity of 20 Ah. Based on the NEDC, the combined energy from 440 individual cells is good for approximately 170 kilometers (107 miles) of driving pleasure in the Boxster E with its ready-for-the-road weight of a mere 1,600 kg. For an overall weight of 341 kg, the battery's energy content is 29 kWh of which for inherent physical reasons approximately 26 kWh are available for use — an outstanding performance for a battery. Its maximum power output is 240 kW, or 60 kilowatts more than the all-wheel Boxster E draws under full load. The battery and power unit components are connected to two water-cooling



Electric motor.

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circuits. As with the conventional power unit, the heat exchangers are accommodated behind the front air intakes.

The battery is anchored to the same points on the body structure as the combustion engine in the Boxster S. There are numerous advantages to this, especially in the event of a crash, because by using the same load paths as in the Boxster S, the battery is optimally retained within the vehicle while at the same time being protected from damage by the surrounding body structure thanks to its central position within the vehicle. As with the combustion engine in the production vehicle, the traction battery is installed in the Boxster E from below and can be swapped out very quickly if so required. This is also facilitated by special motorsport fasteners that enable the battery to be disconnected from the cooling circuit without air getting into the system.

The traction battery is charged via a charging cable. Any conventional socket can be used as an energy source. The charging port on the vehicle features an illuminated ring and, as with any Porsche sports car, the vehicle is recharged at the front end. The charger is accommodated at the front of the car. It converts alternating current from the socket into direct current, enabling the traction battery to store the electric energy. Its charging capacity is a maximum of 3.3 kW meaning that it takes approximately nine hours for a full charge. The charging time can however be reduced using a rapid charging function. There is enough space left over for luggage in the front luggage compartment despite the electronic components; the Boxster E's rear luggage compartment remains unchanged.

It goes without saying that all of the production models' important safety and comfort features are replicated in the Boxster E as well. The new brake system enables an optimal melding of the braking forces of the electrical generators and the mechanical brake system, the Porsche Ceramic Composite Brake (PCCB). The electrically powered air conditioning compressor accommodated in the front luggage compartment ensures comfortable temperatures inside the vehicle.

Not only are the clutch pedal and gearshift lever absent in the Boxster E, there is no rev counter either. In its place is a special E-Power meter in the central instrument cluster display. A swing to the right indicates power call-off, and to the left power recovery. Recuperation — namely the recovery of energy by using the electric motors as generators — can be modified by means of the push buttons in the steering wheel. The effect: a sort of on-demand engine brake. Otherwise, when the driver lifts his foot off the accelerator, the Boxster E simply sails on, using the moving vehicle's kinetic energy. Among its other functions, the instrument cluster's right-hand TFT display acts as an intelligent range management system, displaying useful driving information: the range remaining or how many miles can be gained by switching off the air conditioning system.

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Some of us laughed; some of us didn't. We moved on to the next exhibit. No big deal. It's the American way.

I also remember getting an e-mail all in capital letters from a woman who was irate because she got a notice about a spontaneous dinner and jumped into the car that night with her husband and drove to the location only to find out that the dinner was two weeks into the future. I tried to politely explain that spontaneous only refers to the fact that you don't have to RSVP, and that it was very important to look at the dates...

But for every e-mail that was unsettling, there were ten more that made me smile.

Oddly enough, the one aspect of being on the board that I knew about beforehand — that most officers write a column — was the one part I was worried about. Whatever would I say? It turned out to be the part that was most rewarding.

Joining the board turned into a chance to put forth a tribute to my father in my introductory article; and a tribute to my brother, who built me the best "first car" ever. They were both avid car guys, two of the most knowledgeable I have ever known, and both died way before their time. I have thought of them and wished so much that they could have witnessed the things I've done over the past decade and this year in particular. And, of course, Jay, who was my biggest fan as well as my Porsche mentor for fifteen years, would have been quite pleased.

I also wrote about my son, who attended the inaugural "Baltimore Grand Prix" with me, and my daughter, who took the very memorable "Route 66 road trip" with me. Basically it has been an opportunity to put some very treasured happenings in my life into stories with the added opportunity of expressing them in a car magazine. How cool is that! I'm saving all these magazines and memories, and I will bring them out and read them down the road when I'm not doing these things anymore.

All in all, I really enjoyed this past year. Having the board meeting at my home gave me a chance to show my "Porsche room" to the only group who would truly appreciate the collection. I attended every event possible, and tried a number of new things. There are so many really nice, really interesting people in this club that I would not have interacted with if not for the board responsibilities and activities. But I discovered that frequent air trips, road trips, work responsibilities, and, yes, a social life, provided conflicts and it all got to be a bit c-r-a-z-y at times. I also have a new endeavor that came about after accidentally (are there really any accidents in life?) meeting up with a woman last February in Naples who runs a very lucrative estate sale business in Chicago. This led me to a woman in Wellesley who runs a similar operation who hired me on the spot to work for her. Ironically, her partner has a home near me in Naples, and there are plans in place to open a business there as well. I do have a knack for falling into things, and so far this has been fun, as all things are when you don't have to do them.

So this board position has been passed on to Dani and Marcus, who are now stepping up to help out.

To close with a membership commercial, it's very important for you to know that your PCA membership dues and your NOR'EASTER fees are two separate entities. Even though I send out e-mails to you through National, the membership chair is NER, not National. Anything that you can't resolve for yourself by going into [pca.org](http://pca.org), entering your password, and following the prompts, has to be done by contacting National on-line or by phone (410-381-0911). I can't change your information. Only you can do that. Periodically it's a good idea to check your information. For instance, a member wrote to me a month or so ago and complained that he always gets two e-mail blasts. I looked into it for him. When National informed me that he gets his e-mail and is copied on the one sent to his affiliate, I relayed the same to him. He wrote back: "OMG — an old girlfriend!" Yes, check your info so there are fewer surprises in your life. Last month I received 16 pages of member information changes from National, so it looks like many of you are doing a great job keeping things up to date. National needs your current address, e-mail address, phone number, and the car you are driving. Naming an affiliate is optional. Membership needs your current address for the NOR'EASTER. And if you don't want to receive messages, there is a link for opting out at the bottom of each e-mail.

I hope to see you around! I'll still be at lots of events, so please introduce yourself if I haven't already met you. I'd like to put more faces with all the names I know. I'm hoping 2013 will be my year to finally do a Ramble with you.

Happy trails. Take the time to enjoy your car...

---

*The Long and Winding Road - continued from page 12*

Or this... As Lou and Bel were getting close to leaving their home the Alfa needed to be disposed of. It was in sad shape and Lou had it on craigslist for a long time with no success. His kids asked me to help and I got the president of the local Alfa Club to come and have a look. He said it wasn't really worth anything but he would make a token offer — the amount was unacceptable to Lou. So, Lou's son worked a deal where the Alfa guy called back with a higher offer. Lou accepted, not realizing that he was receiving his son's money.

I'll end with this... In 2006, Lou decided to put a different engine in the Mini. It had a race built 998cc engine with a Weber (and a roll cage, so it clearly had seen some action) but he also had a spare 1275 engine. With the usual 10 on-going projects and the inspection sticker on the car showing it hadn't been on the road since 1999, I didn't understand the immediate need for the swap. When I asked why, Lou's reply was simple: "I need more power." Amen, brother.

upcoming event schedule to the technician performing the inspection. Needless to say, a car heading to Lime Rock for a one-day event should be assessed differently than the same car being driven at a multi-day event at NHMS.

5. It's helpful to mention any irregularities that might have been experienced during the last track event or on the street for that matter. These could be anything from odd or new noises, vibrations, brake pulsations or other unusual performance characteristics. These observations should never be ignored and all of their possible causes should be explored. This is critical for absolute safety, it will also provide the peace of mind any driver needs to enjoy a driving event.

Also worth mentioning for those who trailer their car to the track, is that you have two other vehicles to deal with. Tow vehicles and trailers have their own set of maintenance requirements. Trailer tires in particular require specific attention. Most trailers are used somewhat infrequently and this can contribute to their tires drying out and decaying prematurely.

6. Consider carrying a few select "spares". A basic spare parts package of carefully selected "common failure" components can make the difference between a wonderful track day experience and an event that is both frustrating and abbreviated. Items such as fuses, relays, belts, brake light switches, brake fluid and miscellaneous hardware etc. can prove invaluable to you, or a fellow track member. We would be happy to assist anyone interested in this sort of "spares package." The ability to remedy many problems at the track is often limited by the lack of basic replacement parts. Having many years of experience, I can suggest the most appropriate choice of parts to include.

7. Once you have decided to participate in any driving event, be certain to prepare yourself as thoroughly as you do your Porsche. This should include planning your travel schedule accordingly. As many race tracks are located in areas with limited hotel options, good planning should include booking a room well in advance. Remember, track days begin early. It is of paramount importance that you arrive at the track well rested. For that reason I am major proponent of arriving the night before the event begins whenever possible. Many race tracks by nature have limited shade, so it is imperative to stay well hydrated and eat well, both at the track as well as the evening before. For the same reason sunglasses and sunscreen should also be regarded as prudent. Items of clothing to consider are also important because most regions require long sleeve shirts and long pants of natural fibers, and needless to say closed toe shoes are also a must.

In closing, I think that we can all agree, that the very nature of track driving, particularly the extraordinary demands one is faced with when driving on a race track, is precisely that which we find so rewarding. I hope this article has helped to shed some light on the some pre event practices that will improve your odds for having a safe and successful driving season.  
Jerry Pellegrino epe.com/musings

universe, the entire thing, will become entropic. So the universe will cease to move, cease to change, and time will cease to be.

There will still be space... without a measure of time. That cannot be.

But there's no funny way to write about that.

As for most of you, there's a lot of downtime between those moments of unadulterated joy that are driving my Porsche. What was it Steve McQueen said? "When you're racing, it's life. Anything that happens before or after is just waiting."

I feel like that a lot of the time, and it's hard to write about waiting. It's impossible to be funny about it.

I am blessed that so many of our board members hammer out a column month after month. Some of them let me (and sometimes you) know that they just didn't have much to say, or that it was a struggle to get something out. I feel their pain. I have sat with a cursor blinking at me for the better part of six hours while I struggled and struggled with what to say. A sentence would appear, and I'd back space through it, judging it to be non sequitur. Then I think about who is going to read it. I mean really... who reads the editor's column? I didn't until I became one, and now I read them religiously. I've met some of them based on their columns, invited them to the track to run with us for a story. Sought advice from some of the best... and they always lend an ear to a fellow editor. It's not always an easy thing to be, and we understand that, I think.

Those skirmishes with a cursor turn into what people comment most about.

I guess I relate to the editors because of my job here, and I relate to John Phillips because that is a job I want, and I relate to Steve McQueen because...; well seriously, who doesn't? I just hope our little publication brings you some joy every month, and informs you about something car related. We'd love you to contribute any story that you'd like to. Perhaps you had a conversation with Sir Jackie Stewart that you'd like to relate, or took that Treffen that you'd dreamed about. Maybe you accidentally scratched your hood, or your brakes are squishy. Someone out there can relate I assure you, and I happen to know a bunch of very good folks who could help you out if you need it, or just want to read what you have.

Even if you're not John Phillips.



they had picked up from the junkyard that produced the car. They even had a photocopy of a factory manual to show them how to install it, since nobody had ever done an engine swap before. Putting both to use, it took all night to give the car another two hours of life on Sunday before that engine said, “uncle” and their weekend was over.

We were going through the Jetta on practice day checking the brakes when the starter failed — not a good sign. Maybe the poor thing realized that we were back at the track and didn’t want any part of that action. I was the designated mechanic (our talent pool was pretty shallow) so into my tool bag I went for a hammer. If this were a British car, it would’ve been all I needed, trust me. That didn’t work, so out came the starter and a replacement was sourced from a local FLAPS. It only took a short time to make the swap once I determined that the bracket holding the starter was also an engine mount. German efficiency — I should’ve known.

The car across from our stall was a 1992 Chrysler LeBaron Turbo hatchback. It was a veteran competitor with a very poor record. The first event entered, last year in New Jersey, saw the car make two laps before retiring. The second race was in May in NH, and the car completed 18 laps before a replacement engine expired. Those junkyards have a great warranty — “if it doesn’t run just bring it back for another” — but that doesn’t help in the middle of a race weekend. Because the 4-cylinder turbo engine was used in the minivan line for years, they’re cheap as doorstops, although a lot less reliable. At \$50 each the team brought three spares “just in case.” As luck would have it, the engine lasted but the clutch didn’t. With an hour left to go on Saturdays race the slipping began and they limped back into the pits. It was fixed before the next days start but the bay was filled in the first hour on Sunday when the car developed a noise that sounded like a Harrier jet trying to land in your front yard. With the engine running it sounded like the starter was jammed and turning at 10 thousand rpm. Even the driver with the helmet on was trying to put his hands over his ears. I suggested that they remove the starter to see if the noise went away since, as our head mechanic, I was the expert. They didn’t even get that far. After jacking up the car to get at the starter, they could see that the bolts holding the transmission and engine together (remember that clutch job done the day before?) were loose and the gearbox was trying to leave early. As the bellhousing began to slip away, the flywheel was working like a buzz saw as it attempted to cut the aluminum housing into long thin pieces.

The Jetta took a couple of shots to the fenders and a door but continued on without any mechanical ills — what a car. At the conclusion of the first day of racing, a check found that the brake pads showed very little wear, the tires were in good shape and all that was needed was a little rattle can touch-up on the front fenders. One of our drivers had become a Jetta sandwich when a car on his left hip checked him into a car on his right while trying to go three abreast through a two-car

corner. There was a lot of that going on during both days.

Sundays start saw 92 survivors take the flag and we were in the thick of the battle. In a VW Jetta, who thought it would last? We extended our shifts from 45 minutes to an hour as everyone settled down into a rhythm. The guys did a great job staying out of trouble with only a little fuel starvation giving us cause for concern. I was driving at the time, and hard left turns (there were no easy ones) caused the 1/8 of a tank of fuel to slosh away from the pickup and cause some sputtering. Nothing serious, and it was easily corrected with a gas stop.

We did have to borrow a third fuel person on pit row because we only had two fire suits so there was nobody to hold the fire bottle, a LeMons requirement. Did I mention that swapping driving suits for two days was as good as a three stooges show? I think we could’ve sold tickets.

The Jetta just kept going around and around and did a great job for us. Our car number was displayed on the big board once we got into the top 50 cars running. Who would’ve thought that we ever be cheering for running 46th? Late-race stress saw some engines expire in a big way and a Nissan landed on it’s roof coming down the hill into turn 9, so we moved up to finish 42nd.

The race is exciting because there is someone to pass on every lap, there is always someone passing you on every lap and there are always a few cars to run door to door with lap after lap. Nobody ever talks about how valuable their car is or how it was handed down from their grandfather after a \$100k restoration. Quite refreshing — I can’t wait until next year. It may not be a Porsche but it sure is a lot of fun.

KTF



*Our trusty Jetta, a picture of German reliability.*



*The blow up skipper on the bridge lost her head over racing.*

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*The Tech inspectors were easy to bribe but it did leave a mark for all to see.*



## Around the Cones- continued from page 13

Finally, starting next year my column will deal exclusively with the past history of NER, as I have procured many of our archives and started to read them (mostly old NOR'EASTERS and newsletters with the former name: Northeast News), plus some vintage Panoramas, including issue #1 from 1955. When the series is completed, at the end of the year, I will write a short history of the region to be posted on the website for new and old members to discover and appreciate our heritage. It is interesting to note the differences in activities of the region, but also to see how many events and issues are similar. I have also discovered a great event that the club put on that combined a formal summer dinner with a concours at a beautiful location. Stay tuned.

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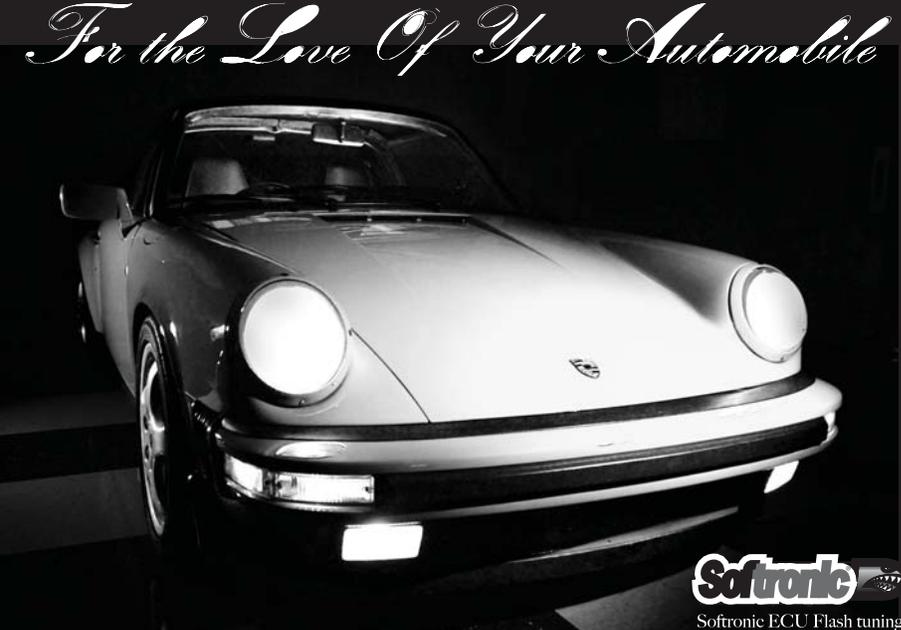
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