



FERDINAND ALEXANDER PORSCHE
1936 ~ 2012



THE NOR'EASTER

MAY 2012 MAY 2012

theast Region Porsche Club of America Northeast Region Porsche Club of America Northeast Region Porsche Club of America Northeast Region Porsche Club of Ame

Ferdinand Alexander Porsche
1935-2012

WHILE I, LIKE MANY OF YOU, HAVE NEVER MET BUTZI PORSCHE, I THINK IT WOULD BE SAFE TO SAY HE HAS LEFT AN INDELIBLE MARK ON ALL OF US. HIS INFLUENCE ON THE AUTOMOTIVE LANDSCAPE HAS BEEN AS PROFOUND AS IT WILL BE PERPETUAL.

THE 911, BUTZI'S GIFT TO THE AUTOMOTIVE WORLD, HAS SEEMED TO TRANSCEND FASHION, TECHNOLOGY AND EVEN TIME ITSELF. WHILE THE 911 WAS JUSTIFIABLY VIEWED AS TRULY REVOLUTIONARY NEARLY FIFTY YEARS AGO, IT NOW UNQUESTIONABLY DEFINES THE WORD EVOLUTIONARY IN AUTOMOTIVE TERMS. WITH A PURITY OF LINE, ITS BRIGHT-EYED FACE AND PERFECTLY "DRAWN" SLING SHOT PROFILE THE 911 CREATES AN UNBROKEN LINK THAT SPANS SIX DECADES.

FOR ME, THE WORD THAT SPRINGS TO MIND WHEN I THINK ABOUT THE 911 IS "ICONIC." HOWEVER, AS FAR AS I AM CONCERNED "ICONIC" SEEMS TO BE FAR TOO LIBERALLY THROWN AROUND THESE DAYS, SEEMINGLY DILUTING ITS DESCRIPTIVE IMPACT. WELL, THIS MORNING I DECIDED TO CONSULT WITH TODAY'S ULTIMATE ARBITER OF ALL THINGS CULTURAL. I WENT TO GOOGLE IMAGES AND SUBMITTED "ICONIC SPORTS CAR." IN AN INSTANT I WAS INFORMED THAT THE GOOGLE WIZARDS HAD FOUND ABOUT 17,500,000 RESULTS.....AND THERE ON PAGE ONE WAS A PICTURE OF BUTZI STANDING NEXT TO A BLACK 911.

I HAVE ALWAYS ASSERTED THAT A TRULY GREAT DESIGN IS BEST REALIZED WHEN A PRODUCT ACHIEVES ITS PROPOSED OBJECTIVE IN THE SIMPLEST AND MOST ELEGANT WAY. THE GENIUS OF THE FINEST DESIGNS IS CAPTURED NOT ONLY BY THE EYE; BUT IS EMBODIED IN THE ENTIRE EXPERIENCE THE OBJECT HELPS TO CREATE. THE GERMANS REFER TO THIS AS "GESTALT"I WOULD SAY THAT BUTZI'S CREATION HAD THIS IN SPADES.

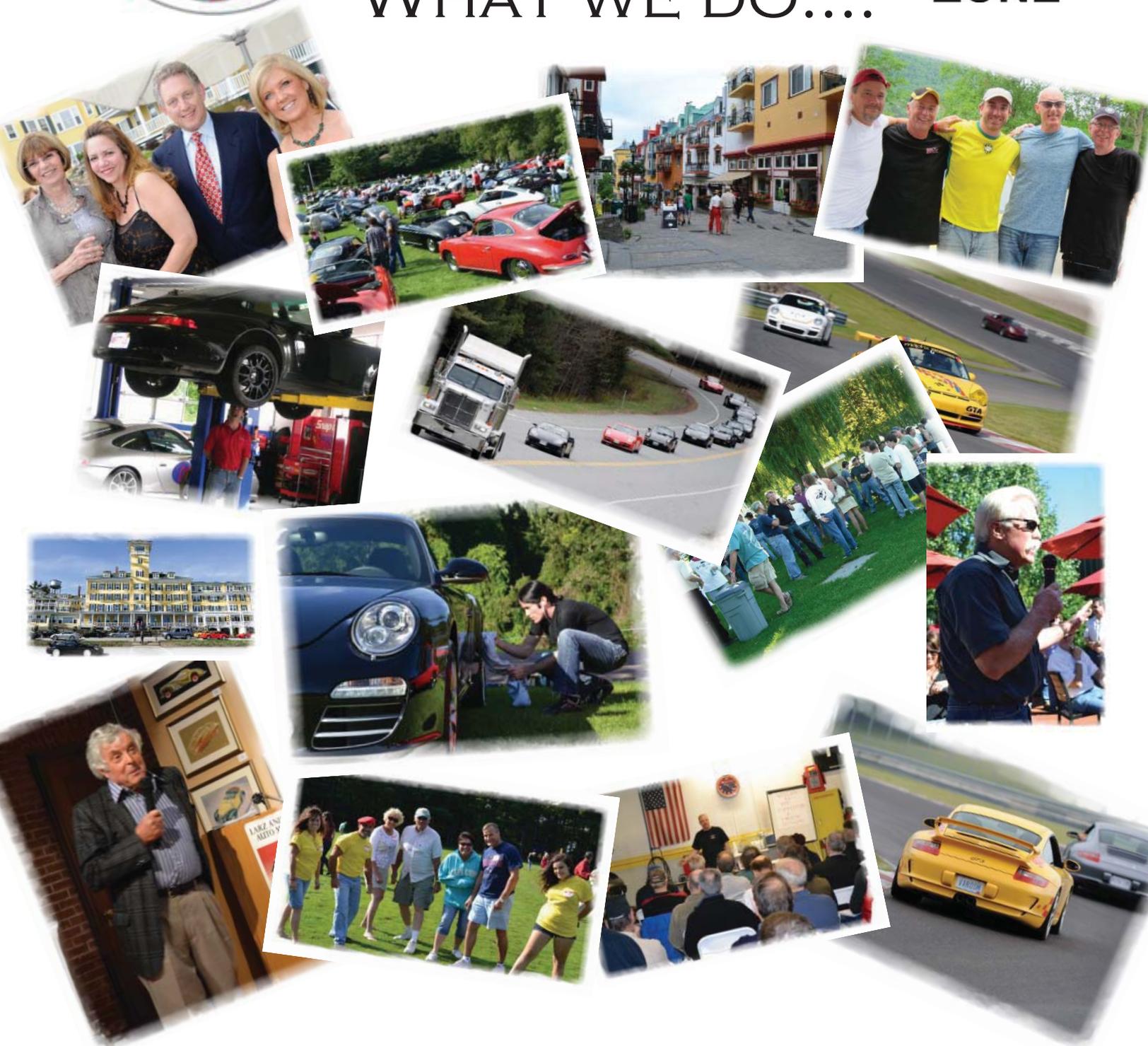


WHO WE ARE....

PORSCHES



WHAT WE DO....



INSIDE THE NOR'EASTER

012 MAY 2012 MAY 2012

FEATURES

- 15 PORSCHE PARADE
- 16 Visit to the Collings Foundation
- 17 MAY SPONTANEOUS DINNER/TECH SESSION
- 18 What is Driver's Education?
- 22 NCR Make-a-Wish Day!!
- 24 ZONE 1 CONCOURS AND RALLY
- 27 NER AX SERIES EVENT #1
- 28 Volunteer for the Clash at the Glen!
- 29 Run the 48 Hours at the Glen (DE)
- 30 Calabogie!
- 32 Mont Tremblant!
- 34 Autocross School Not Snowed Out for 2012!
- 35 IT'S IN THE GENES - A MEMBER'S STORY
- 36 Are Porsches a Cure for a Mid-Life Crisis?
- 38 Ferdinand Alexander Porsche
- 43 THE EVOLUTION OF THE PORSCHE 911



34



38



43

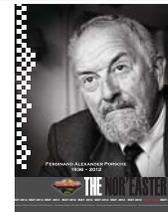
DEPARTMENTS

- 10 Anniversaries
- 16 Calendar
- 49 Marketplace
- 50 New Members
- 50 Board of Directors and Committee Chairs

COLUMNS

- 6 On the Edge
- 7 On the Loud Pedal
- 9 Four Speeds & Drum Brakes
- 10 Minutes Of The Board
- 11 Under the Radar
- 12 The Long and Winding Road
- 13 Around the Cones
- 14 Don't Lift

COVER



Cover Photo
Leonard Turner captured this image of Butzi during an informal interview session in 1995 in Germany.

www.porschenet.com



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

Writing and opinions expressed by the contributors in The NOR'EASTER do not necessarily represent those of the Porsche Club of America, or any of their subsidiaries, or regions.

The NOR'EASTER (ISSN-0199-4425) is published monthly for an annual fee of \$15.00 by the Porsche Club of America, Northeast Region at PO Box 409, West Boxford, MA 01885. Periodicals postage paid at West Boxford, MA and at additional mailing offices.

Postmaster: Send address changes to:
The NOR'EASTER
PO Box 409

West Boxford, MA 01885

All communications should be directed to the editor. Permission is granted to reproduce any material published herein, provided the full

credit is given the NOR'EASTER and the author. No material may be reproduced if the NOR'EASTER was given the right to publish another publications material.

They reserve all rights to that material.

Editor Adrienne Ross

Graphic Designer Susana Weber

Copy Editor John Koenig

Advertising Mgr. Susana Weber

Advertising - Advertising is inserted on a prepaid basis. Discounts are offered for three months (5%), six months (10%), and one year (15%). Copy should be supplied photo ready or

equivalent. All advertising inquiries and all advertising copy should be submitted to: Susana Weber, PO Box 409, W. Boxford, MA 01885, Phone 978-352-6601 (business hours please). All checks payable to NER/PCA

Advertising Rates

Full page - \$104/issue

Inside front & back cover, full pg. - \$144/issue

Back cover, 2/3 pg. - \$114/issue

Half page - \$83/issue

One third page - \$68/issue

Quarter page - \$52/issue

Business card - \$37/issue

On the Edge

Adrienne Ross



There was a big adventure to Barber Motorsports Park in the last month, and then of course LeMons is in a few days, but those stories will have to wait until June, because on April 5th, we lost an icon.

A few months back I did a bunch of research on the Porsche family. The struggles of an under-educated engineer who under some quite bizarre circumstances managed to achieve his dream of building race cars for the masses. That was F.A. "Butzi" Porsche's grandfather. Butzi went on to design the 911, easily one of the most recognizable sports cars in the world. His conviction was: "Good design should be honest."

This month's issue is dedicated to Butzi, a tribute to his work, and what he's contributed to our lives. Even if you don't own a 911, he rescued the company that is Porsche at least once and we wouldn't be the community we are today without him. So there will be pictures, and stories about him, his family, and their brand.

At his passing, Time Magazine, MSNBC, and all

demands authenticity and discards anything that is unnecessary or superfluous.

F.A. Porsche: "A product that is coherent in form requires no embellishment. It is enhanced by the purity of its form." Form should be presented in a way that is easily understood and that does not divert attention from the product and its functional purpose.

Professor Ferdinand Alexander Porsche applied four fundamental principles in his work: "Reduce everything to its primary function. Focus on the clear and timeless form created in this way. Use the most suitable and progressive materials for this purpose. Choose quality of finish combining tradition in craftsmanship with high technology."

I know most of you are conversant with my story. My ownership of that perfectly engineered little car that changed my life completely is familiar to you. So I've asked some contributors to tell us their stories. Ones maybe not so familiar, and yet I'm sure will resonate with most of you.

Here then is NER's tribute to Butzi, and what he's contributed to our lives.

"A product that is coherent in form requires no embellishment. It is enhanced by the purity of its form." - F.A. Porsche

of the motoring/sports journals took some time and space to recognize Butzi's contributions to the automotive world. Most of them even mentioned that he started Porsche Design in 1972. This was very bad news for my wallet, but really wonderful news for my lifestyle.

From time.com "Nobody outside his family had seen or spoken to him in a long time, ever since he withdrew from the Porsche board seven years ago. Word had it then that Ferdinand Alexander Porsche was a very sick man, although neither his family nor the firm made any details public. He will be one of the rare car designers to live on through his work."

From stuttcars.com – "As a designer, Ferdinand Alexander Porsche enjoyed the reputation of a functionalist. A strict and clear line is discernible in all of the product designs that had emerged from his studio. "Design must be functional and functionality must be translated into visual aesthetics, without any reliance on gimmicks that have to be explained," was the credo for his design work. The purism of "Porsche Design"

In This Issue...

This month's issue is a special tribute to Ferdinand Alexander Porsche. Known as F.A. to his colleagues, and "Butzi" to his family, he was responsible for designing the 911 in 1963.

I've asked for some special offerings from some of our regular contributors about how Porsche has influenced their lives. Some responses were just short emails, "I met my wife over a Porsche."

"I'm the one who got my husband into driving." All great stories and all, I'm sure, resonate in your heart too. Some were born to the marque, others found it by chance, all of us love it though, and so Butzi contributed to our lives.

Besides Butzi the Region is just exploding with cool things to do with your car. I highly recommend all of them:)

Next month I'm looking forward to your reports and pictures from the Ramble! Please please contribute!

On the Loud Pedal

Christopher Mongeon



There are a relative few car models that have spanned 50 years or more and I don't believe that the Chevy Suburban has inspired the auto industry quite as much as the Porsche 911. In the early 1960's, Ferdinand Alexander 'Butzi' Porsche was commissioned to breathe life into the next creation to come from Porsche and from that, the 911 was born. There is far more to be said about his contributions, but the most widely recognized would be the 911. After all, the majority of us probably have more seat time in a 911 than a 904. The continued success of the 911 and Porsche, as a marque, has paved the way for so much throughout automotive and racing history. It has become a sizeable portion of our lives too. My first driving experience came at a fairly young age. I think I was 12 at the time. It was a simple means of transport. It had a seat, 4 wheels, a steering wheel and the motor was properly placed in the back. The seed was planted and I was hooked. Who knew what a go-cart would lead to over the years? Friends and I would spend

rack on a single axle. The tire rack was home to 4 filthy rims and tires with gobs of rubber stuck all over the tread. I listened in total disbelief as the purpose of the trailer was explained. It turned out that the trailer was pulled by the Porsche to race tracks and the filthy tires and rims were put on at the track because they handled better than the street tires. At that time, I had no idea that there was a place for all certifiable car nuts to really enjoy our cars in the way they were intended to be. Color me enlightened. The car was fired up and backed out of the garage for further ogling. What a sound it made. It was precision with a sinister agenda. I was hooked all over again and my journey to Porsche ownership began. I'm looking forward to this now and in the future with my sons who have already spent countless hours sitting in that same 993. Looking back at that first encounter, I had no idea what it would all lead to, the connections I would make, and that I would eventually become an instructor and help others learn to enjoy their Porsches as Butzi intended.

Was it all because of a 911? In a word, Yes.

Who knew what a go-cart would lead to over the years? Friends and I would spend countless hours...running that silly thing ragged.

countless hours and tanks of fuel running that silly thing ragged. My how things have changed, or have they? I remember my first real up close and personal with a Porsche. The story may sound familiar, but I never really explained the actual car that started it all.

The house was your standard colonial but with an obscure third garage bay. I'm not saying it looked like it did not belong; it just looked like that third garage bay came about sometime after the house was originally built. Circumstances allowed the owner of said third bay and its contents to give me a glimpse into my future. The door opened to reveal a beautiful 993. It was a stunning dark blue and without sounding too weird, had the most attractive view from the rear I had ever seen in a car. The rest of the car did not disappoint. But why on earth was it parked so crooked in such an easily accessible garage? Clearly this guy did not know how to drive such a great car. What I did not see was a very small trailer placed sideways in the front of the garage. It was little more than a tool box and tire





PRECISION AND PERFORMANCE DEFINE YOUR PORSCHE - AND OUR SERVICE TEAM.

Your Porsche is designed to meet and exceed all of your expectations. You can expect the same level of excellence from *Eurotech Advanced Automotive*. Our goal is simple - to provide you with a premium level of service so you get the most from your Porsche. When you bring your Porsche to *Eurotech Advanced Automotive* for service, you'll know exactly what to expect. **Expect Excellence.**

EVERYTHING TO KEEP YOU IN FRONT OF THE PACK AND WINNING

- Factory Computerized Diagnostics
- Maintenance Service & Repairs
- Wheel & Tire Service
- Dynapack Dyno Services
- Corner Balance
- Four Wheel Alignment
- Custom Fabrication



EUROTECH 
ADVANCED AUTOMOTIVE

w w w . e u r o t e c h r a c e c a r s . c o m

14 Grant Street | Framingham, MA 01702 | phone. 508.879.9911 | fax. 508.879.9119

Four Speeds & Drum Brakes

Tom Tate



Market, Market, Where's the Market? The annual run to the auctions in Phoenix showed that the early Porsches were rising in value as the U.S. economy was recovering. The prices on fully restored cars continue to climb. That keeps the incentive there to spend the money and do an expensive restoration that only a few years ago would cost more than the finished car was worth. It's easy to remember those days when all we were trying to do was fix it so that we could get to work on Monday.

Back in the day there were long discussions about how to use fiberglass to patch holes in the floors, and the wisdom of installing a VW engine if the original Porsche powerplant expired. Back when the cars were all but used up you didn't want to spend a lot to keep a \$500 car alive. More than one car ended up with a state highway sign holding the seats in place and bungee cords holding on to the bumpers. Nobody ever expected these 'Tubs' to last 50 years, let alone be worth what they are today.

I swear there are people out there that just collect photos of other people's cars. I know because I have sent thousands.

In Scottsdale, a restored Speedster done by a well-known shop in aquamarine blue with a tan interior brought over \$330k, easily \$50k over the last high-water mark for that model. Remember these are "auction" prices with two rich guys in the same tent at the same time wanting the same car. Open-car prices had the effect of pulling up the value of coupes, as A coupes (built '56-'59) hit \$100k, and later C models (built '64-'65) were over \$70k. The last two were models that I've had in my driveway in the last few years, and really tell the story.

In 2006, I bought a '58 356A coupe and drove it home from Albany, NY. It ran great and just needed a little cleanup, tires and detail work. I played with it for about a year before sending it off to a new home. In the driving condition that it was in, \$20k seemed like a fair price. The same car today would easily bring three times that amount. In '07 I found a '64 coupe from Texas with an electric sunroof in the back of a garage in Rockport after many years of sitting. When it finally came back to life I struggled to get \$20k from a fellow in CT.

That car now would be headed toward \$75k with that unusual option.

The entire market has moved upward with the best examples moving up the most. Buyers will pay more than they should for fully restored cars, but won't pay enough for projects. The truth is that as we all get older we don't want to spend time on projects; we want to drive a nice car now. Most are willing and able to spend more to get more. I believe that's what pushes prices steadily up.

While in Scottsdale in 2011, my son asked if I would stop by his friend's house to give him a few pointers on his project, a '64 356C coupe. Like Rob, he was a 911 guy and not that familiar with old Tubs. We took a look and saw that he was well along in the process. The car was actually a project that his father had bought 10 years before and never completed. He had lost interest and just wanted it finished so that they could sell it. The car had been painted its original black and the red interior had been replaced with new material making a great combination. He had a company come over to his house and install a new headliner. The windows were still out when we saw it but there were only a few details to finish. I offered to buy the car and have Rob finish it as a learning experience but the owner declined.

A month or so back I asked what became of the black coupe and we discovered that it was still in the same garage but ready to go to a new home. I called the owner and offered to list the car on the website available to 356 Registry club members in the Cars for Sale classified section to see if we could help find a buyer. We priced it below the current market because the seller really needed the room, and the hope was that someone in the 356 Registry would get a restored car for an un-restored price. I am a broker, after all; I put deals together.

In the first couple of weeks there was the usual flurry of requests for more photos, but no offers. I swear there are people out there that just collect photos of other people's cars. I know because I have sent thousands. Then, out of the blue, I get a call from a woman who is a fireman (fireperson?) in San Francisco on vacation in Hawaii. She is a 356 Registry member and has a black '60 356 Roadster and is looking for a coupe to match. She was very knowledgeable about Tubs after hav-

continued on page 47

Minutes Of The Board

Nick Shanny—April 11th, 2012 NER Board Meeting



Members present: Chris Mongeon, Kristin Larson, Virginia Young, Adrienne Ross, Steve Ross, Nick Shanny, Bill Seymour, Stan Corbett, and Robert Cohen.

The board met at 6:30 pm on April 11th at JJ Grimbsby in Stoneham. The board spent the first hour socializing as well as dining on decent pub food. The official board meeting began at 7:40 pm.

Chris started off the meeting without much to report. He provided the board with a quick update regarding the search for Dave Maynard's replacement. Matt Romanowski, from NCR, will be taking Dave's place.

The meeting quickly moved on to an update from Steve Ross. Steve indicated that Bill Seymour would be filling in for Charlie Dow for the upcoming Newcomers meeting, being held April 15th. In addition, Steve discussed the upcoming Zone 1 Concours, and the upcoming Rally. Bose will be sponsoring the rally and will be providing the trophies.

Steve also mentioned that the spontaneous dinners have been successful enough to increase the number held going forward. He also mentioned that NCR would hold a spontaneous dinner Tuesday, April 24th. For this reason, there will not be the typical wine and beer social held after the first DE day.

Bill jumped in after Steve to provide a report on Autocross. The recent AX school was considered a success with good positive feedback received. It was noted that the AX team had questions regarding the torquing of centerlock wheels. Since this is not something normally done at AX events, the board decided to find language to insert into the AX forms. Nick volunteered to find such language and pass it along to Bill.

Stan quickly updated the board on the state of Driver Education. It was noted that all DE contracts have now been received and deposits, where necessary, have been sent. Stan then went though sign-up numbers for all events, indicating which events were filling up, as well as the percentage of individuals paying immediately. Stan then raised a concern with the upcoming NHMS event: the number of novice drivers is down. As a result the number of novice run groups will be decreased to one.

Kristin provided a very brief summary of the Treasurer's report: "We are doing well." A more in depth discussion was postponed due to the public setting. During the prior meeting it was

noted that many of the advertisers had not paid their bills. Kristin reported that the majority of advertisers have now paid their bills with only two dropping off.

Adrienne then provided a quick NOR'EASTER update. The upcoming issue will be a tribute to the late F. A. Porsche. Adrienne was looking for volunteers to write about their cars or Porsches in general.

Virginia provided the following Membership report: NER has 1,442 Primary members, 981 Affiliate members, for a total membership of 2423. During the month NER had 23 new members, with five transferring in, and two transferring out.

Motions

Adrienne made a motion to increase the donation given to the Collings house from \$500 to \$1,000. Kristen seconded, and the motion passed unanimously.

Adrienne made a motion to accept the Treasurer's report. Nick seconded, and the motion passed unanimously.

The next meeting will be held May 16th at Chris Mongeon's home, although there is distinct possibility that this meeting will be relocated.

The meeting adjourned at 8:50 pm.

Happy PCA Anniversary

Thirty-Five Years

David E. Maynard

Twenty Years

Jonathan S. Kelly

Fifteen Years

David J. Husak
Robert J. Lepofsky
Hugh E. Richmond

Ten Years

P. Scott S. Fabyan
Patrick S. Harris
Michael A. Palmieri
Kirk Stingle
Wyatt Stevens
Steve A. Uliiss

Five Years

Thomas Dodd
Thomas P. Feid
Robert D. Forster
Robert Hampson
Christopher Natkanski
Todd Ofenloch
Burt P. Sackett
John R. Schrum
Roger Slocum
David A. Stewart
Richard L. Tuck

Under the Radar

Virginia Young



Baltimore Grand Prix
Last August I got an e-mail blast from Peter Bourassa's Motorheads website that the first ever Baltimore Festival of Speed would be held over Labor Day weekend. Having been in education all my life, Labor Day signals the end of fun and the beginning of another work year. So it's important to me to always do something truly memorable on that weekend!

This race sounded good to me for two additional reasons: it's a street race, which I have never seen and have always wanted to view, and, it was being held in the area where my son and his family live.

I investigated the tickets immediately and discovered how many other people had the same idea. With two weeks to go before the race, the only way you could get a seat for Sunday's IndyCar race was to buy three-day passes. So I thought about it for the length of time it took me to book a flight on Southwest. I'm telling you about this event early on, because if you plan to

The 140K people who made their way there ...were a testament to the faith that organizers had in racing fans, old and new.

go, get your tickets now. If you are concerned about weather, request a grandstand seat that is covered. I'm sure those go fast.

The city of Baltimore took two years to organize this event. Fortunately, downtown Baltimore lent itself to an easy street race design. Baltimore's mayor, Stephanie Rawlings-Blake, worked in conjunction with Baltimore Racing Development, holding 50 meetings in all, to make sure everyone with a concern was heard. The event occurred just two weeks before voters went to the polls for her reelection. She's a gutsy lady! She must have had some nervous moments. If you remember, a few days before the race Baltimore (and we) had an earthquake and then a hurricane. The CEO of the race, Jay Davidson, had commented he was "now waiting for the locusts."

No one knows how the city of Baltimore will make out financially when all is tallied up over the five years they will be hosting this race, but it is hoped to be \$60 million, which will more than compensate for the \$6 million initial outlay. If the crowd was any measure of the success, the

140,000 people who made their way there over the three days were a testament to the faith that organizers had in racing fans, old and new. The people I saw were well behaved, and very patient and humorous. There was no violence to speak of (yes, it was Baltimore!) and I saw no one noticeably drunk. Of course Baltimore jokes prevailed, such as, "We've never seen anyone do over 30 mph on Pratt Street unless he was running from the cops." And, "Only Baltimore would list in the program not to bring in guns, knives, mace, and zappers." But the first edition of the Baltimore Grand Prix appeared to be a huge success, at least in the short term, from the standpoint of those who were there. All you had to do is look at the Inner Harbor and Camden Yards to realize you were, all joking aside, in an inspiring place.

Friday's schedule was practice and qualifying, and lots of parties. We missed that, as going all three days would have been stretching it a bit for us with Chris' family obligations. But we heard that Friday's racing was the largest crowd for a practice session, with the exception of the Indy 500.

As we started out Saturday morning for the IndyCar practice and the American Le Mans Series (ALMS) race, the skies opened up and torrential rain poured down on us. Not a good sign. Then we got to the "T" stop and discovered that the very large parking area for this stop had been closed off, meaning you had to leave, drive your car to the airport, pay to park there and then pay \$12.00 each to take a shuttle back to the closed-off parking area. That comes under the "It's not the money; it's the injustice" category in my book. So we left the car on the side of the road, as did about 50 other people, and got on the train. From this not-too-auspicious start came a wonderful experience because it was all uphill from there.

We first saw the Porsche corral on the right as we entered. There were some incredibly cool cars — all types, models, years — in evidence, and some colors I have never seen. The license plates were just as diverse as the cars. We chuckled over quite a few; my favorites were OHY-NOT and NO-DCAF. We got into the Porscheplatz very easily and enjoyed refreshments, a screening of the events, and lots of PCA literature and souvenirs.

We then viewed the racing teams working on

continued on page 46

The Long and Winding Road

Bill Seymour



A Month (or three) in the Life of the Autocross Chair

The Autocross School (first AX event of the year) was on April 1st. Recalling that last year this event was snowed out, here's a recap of this year's school, in timeline form...

Mid-February: The call goes out for instructors. As an enticement to volunteer (and to help the students) we will have instructors give rides to students. This means each instructor will get 6+ cracks on the mini-course. I am deluged with volunteers and wind up turning some away, including "The Stig," who apparently doesn't read his e-mail often and called in way too late. Kyle Busch did respond in time but was judged inappropriate (better on ovals, not a "people person").

March 1: Registration opens for students and we have quite a few immediate sign-ups, with a limit of 40 proposed. With about a week to go before the school there are less than 10 spots left and we send an e-mail blast announcing "last chance!" We quickly bounce over 40, as there is a small prob-

I am deluged with volunteers...Kyle Busch did respond in time but was judged inappropriate (better on ovals, not a "people person").

lem with the registration website. Ultimately we wind up with 46 sign-ups.

March 1-31: Jon Cowen (Autocross Registrar) and I are bombarded with questions from students. Most are appropriate but some are... well, let's just say that, yes, there is such a thing as a stupid question. No, you can't wear a bicycle helmet. (I made that one up.)

March 18: I get an e-mail from Dave Berman (Jon's replacement as Registrar for next year, a.k.a. Mr. Larson, as he is married to Kristin Larson, NER Treasurer) saying, "Is there anything you'd like me to help with in regard to the April 1st event?" Hellooooo sucka! By the way, the next person who calls me Bill Driscoll gets a punch in the snout.

March 19: Dave Berman is assigned early registration duty.

March 23: Long-range weather forecast calls for sunny and 60 degrees. I have a beer to celebrate.

March 24: Dave Berman wins appointment to Safety Officer for event.

March 26: Medium range weather forecast calls for rain/snow mix and 35 degrees. I have a martini.

March 29: We need someone to pick up water and ice for the event. (Okay, so I forgot about sodas — water is better for you). A good job for Dave, don't you think?

March 31: I pack up Rosemary's van for the trip to Devens the next morning. In go: seven fire extinguishers, eight chairs (the awards for last year's AX season series winners; those who failed to come to the annual dinner to get them in person — shame!), t-shirts for students, left over trophies from 2011 (which go to instructors for helping out), left over trophies from 2010 (coffee cups with logos that come off in the dishwasher — thanks Cuan!) that go to whatever fool wants them, a broom, 10 packs of Dymo labels for the printer and assorted another re-supply items. Whew!

April 1, 5:30 am: Temperature is 26 degrees. I put on long underwear; best move of the day.

April 1, 7:00 am: Christine Skaubitis and Dave are at gate welcoming the students that are already arriving. It's cold but the sun is out. Life is good.

April 1, 8:00 am: Our eager students pay rapt attention at the Drivers' Meeting and soak up every detail of how the day will run. (Note: Brooklyn Bridge is for sale, see AX Chair).

April 1, 9:00 am: Professor Nann Weissenberger finishes the chalk talk a little early and to hearty applause. Exercises are set up, students get lost finding them but we had those extra minutes from Nann so we are right on schedule.

April 1, 10:00 am: Neil tries to order pizza for lunch. No answer.

April 1, 10:30 am: Neil tries to order pizza again. No answer. We are worried. I ask Dave Berman if he knows how to make pizza.

April 1, 10:45 am: Pizza place answers phone, Dave is told to stand down.

April 1, 11:45 am: Pizza is only a few minutes late and very good (after standing around all morning on a freezing runway, kibble would be "very good"). However, pizza would be easier to eat with plates and napkins. I declare that this is 'Paleo-pizza' and part of the autocross training in hand-eye coordination. A lovely lady student remarks, "We don't need napkins, we have pants" — what a club!

April 1, 12:00 pm: Instructors, the little rascals, decide they don't need lunch and start terrorizing

continued on page 48

Around The Cones

Steve Ross



As most of you know, Ferdinand Anton Porsche, known to PCAers as “Butzi,” passed away in April. He was the son of Ferry Porsche and the grandson of Dr. Porsche, which now leaves “Peter” Porsche as the only direct descendant of the family.

Our editor has requested that our columns this month reflect on our personal interaction with Porsches —the cars and/or the family. I have chosen the former.

My first drive in a Porsche was in the late ‘60s after joining the sports car club in college, which held autocrosses at their suburban campus. It was an early ‘60s 356 Super 90 that was offered to me by the owner, a gentleman named Don Racine. Prior to starting the autocross he would “de-camber” the rear end by adjusting the camber compensator to tilt the rear wheels outward to achieve negative camber, which stopped the rear end from hanging out on fast turns. Upon driving the Porsche it was like nothing else I had driven (a ‘67 Mustang was my comparison car). While not

My first drive in a Porsche was in the late 60’s after joining the sports car club in college, which held (AXs) at their suburban campus.

as fast in a straight line, the handling and steering feel were far superior and allowed me to drive much faster on the course. The shifter mechanism was unfortunately not as good, being very vague and with long throws between gears. Overall it was a fun car to push on the course.

Years later, in 1980, I finally bought my first Porsche after experiencing a number of other sports cars; a ‘65 MG Midget, ‘69 Datsun 2000 roadster and a pair of early ‘70s Fiat 124 spiders, all of which had the open air, top down feel but were wanting in the Porsche handling that I had experienced with the 356.

That Porsche was a bright yellow 1973 914 1.7 that I kept for seven years, autocrossing and DE driving it, having the engine rebuilt twice and the car repainted before selling it to a PCA member in CVR who turned it into a 914-6 vintage race car. Then, low and behold, it resurfaced a few years ago in New Hampshire when NCR member, Judy Hendrickson, bought it from the son of the person to whom I had sold it. Now is back on the track, nicknamed “Chiquita.”

Over the next 31 years seven more Porsches went through my hands, starting with a 1984 944 that was sold to then-new member Paul Dudley, who put many miles on it (over 100k) before selling it to Jay Wright, son of my former girlfriend. Next up was a 1990 944S2 which again was used for autocross and DE events and then sold to another PCA member, Dr. Jay Erickson. A gorgeous midnight blue ‘94 968 took the place of the 944 and lasted in my possession for a few years before my first 911, a 1996 993, which became the best autocross and track car I had owned. It stayed with me before being sold through European Locators to a PCA member in NH. Up next was a red 968 that was purchased from club member Charlie Learoyd and sold a month later to our former autocross registrar Don Wolcott, who still owns it. In 2003 I switched to a 2000 Boxster with a mere 8000 miles on it, having lived in a garage in Boston most of its life. This one stayed with me for six years, again helping me to enjoy autocross and DE days with the best handling Porsche I had ever owned. This one went to another local couple who immediately joined PCA and have enjoyed it too. Finally, when the 2000 went away, I bought a 2004 blue Boxster from European Locators. It has done duty for me at the usual venues and is, as are all my cars, for sale.

A few reminders of upcoming events in NER: Zone 1 concours and Rally May 19th–20th; pre-registration ends May 7th.

May 6th is the Collings foundation tour in Stow, Mass.

May 8th is a spontaneous dinner at Lindsey’s in Wareham.

Most Saturdays the Cape Cod PCAers meet at Buckie’s in Harwich 8:30 am and are planning to do some driving tours on the cape.

The regions’ first autocross is on May 20th at Devens.

Another spontaneous dinner on May 23rd in Shrewsbury at Panera Bread.

Information on all these events can be found on the website and in the NOR’EASTER calendar.

Don't Lift

Stan Corbett



By the time you read this our first event of the 2012 DE season, Novice Day plus regular DE days, will be behind us. I would love to describe what a great event we had. Clear skies... warm temps... a fast track... outstanding instructors... enthusiastic students... but all that will have to wait for next month's column since the event is still a week away as I write this.

I was saddened to hear of the death of F. A. Porsche on April 5th at the age of 76. While I am relatively new to Porsche ownership, having bought my 2006 Cayman S in September 2007, his passing reminded me how much the Porsche community is based on the people, not just the cars. I love my car, I particularly love driving my car on the track, but I really appreciate all the people I've met over the past several years. PCA, in their weekly newsletter on 10 April, said "... PCA members will honor F. A. Porsche by displaying a black ribbon across the Porsche logo on their cherished vehicles. They will maintain this display until the 2012 Porsche Parade in July." My first thoughts

(F.A.s) passing reminded me how much the Porsche community is based on the people, not just the cars.

were something like, "Gee, that's silly, how can you get a ribbon to stick? You can't wrap it under the crest." And "Through July! That's a really long time." But, a piece of black electrical tape nicely trimmed is sticking just fine. If it comes off at speed or when I wash the car it will only take a moment to replace. Seems like a fitting tribute to a person who meant so much to the Porsche community.

The following paragraph appeared in last month's column:

"An additional change to our DE program relates to the required pre-event technical inspection.

In the past we have identified individual Tech Inspectors, sometimes known as "Driveway Techs," on our website that are authorized to perform these inspections, stamp and sign off our tech inspection form. The option to use these individual tech inspectors is being dropped, not because of any problems with their ability to perform the inspections, but due to liability concerns if an accident was to happen during the conduct of the inspection."

This column was misinterpreted by

someone, and passed on to others as, "...the column in the NOR'EASTER said NER is no longer requiring the tech inspection." In an attempt to nip this in the bud, and prevent an unhappy situation from developing, let me state emphatically that this is absolutely untrue. Pre-event DE technical inspections are still required and, if you show up without a signed off tech form, you will not be allowed into the event and we will not refund your entry fee. The only thing that has changed, and this was in the column, is that we no longer allow individuals, sometimes known as "Driveway Techs," to perform technical inspections due to potential liability concerns. Please read the Driver Education section of our website including the link to Technical Inspection Regulations for additional information, including businesses and Porsche repair shops by state and town that are NER-authorized Technical Inspectors. For those of you who don't have a current authorized technical inspector close by, we are working to get more businesses and repair shops authorized to perform technical inspections.

The DE season has started! I'm picking up my Hoosier R6s, all mounted and balanced at EPE, tomorrow morning. The car has been to Jerry's for the full pre-season treatment (flush the fluids, change the oil, check the alignment and replace the cabin air filter which mice decided to use for acorn storage over the winter). I'm ready, your Track Committee is ready, and we're set to have a great DE season.

Hope to see many of you over the next few months at our DE events. Don't forget our new DE rebate program described in the March column and on our website under "Driver Education" and "FAQs for DE." Attend three or more of NER's DE events and get a rebate at the end of the season — so... don't lift!

Sincerely, Stan

PORSCHE, BMW
& MERCEDES
SPECIALIST

ALL INSURANCE
WORK



MIKE'S
A U T O B O D Y

MIKE NOONAN

(781) 324-9831

251 BROADWAY, MALDEN

FAX 324-1804

PORSCHE EVENT OF THE YEAR!

amidst the stunning beauty of the Great Basin

THE 2012 PORSCHE PARADE



Salt Lake City -
Mountains
Scenic Wonder
Crossroads
of the West

SALT LAKE CITY, UTAH
JULY 8 - 14, 2012

PCA's Premier Event Of The Year!

- Autocross • Concours • Rally • Driving Tours • Tech Sessions
- Social Events • and more!

Registration
opens March 13,
2012 so start
planning now!
Register Early
to Join the
Fun!

Learn more and register at parade2012.pca.org

2012 Calendar

At-A-Glance

May

6 Collings Auto Museum
9 Board Meeting
12 Car Control Clinic, NCR
19 Zone 1 Concours
20 Zone 1 Rally

June

9-10 NHMS, NCR
10 Tech Session, KMC
13 Board Meeting

July

6-8 Calabogie, NER
10-12 Mt Tremblant, NER
16 Board Meeting

August

6-7 NHMS, NCR
8 Board Meeting
24-26 Watkins Glen, NER

September

8 Porschefest
11-12 NHMS, NER
12 Board Meeting

October

10 Board Meeting
15-16 NHMS, NCR

November

14 Board Meeting

December

1 NER Annual Gala
12 Board Meeting

Visit to the Collings Foundation, Stow MA May 6th @ 10:00AM

Those who live in the metro-west area of Greater Boston, or who may have participated in one of the Club's Spring or Fall rallies are probably familiar with some of the back roads in the area that provide some excellent opportunities for a little "spirited" driving in your Porsche. What you may not know is the fact that nestled deep in the woods in the middle of the small town of Stow lies one of the most impressive collection of vintage aircraft and automobiles in the country.

On Sunday, May 6th, the Northeast Region is pleased to invite you to join us for a tour of the Collings Foundation's aviation and automobile collection. The tour will begin at 10:00 AM, so plan to arrive 15 to 20 minutes before that so the group can be assembled by the start time.

The Stow facility includes an aviation museum and a vintage automobile collection, which includes over sixty-six American built automobiles and vehicles from the first half of the century. Included in the collection are midget, sprint and "Indy" race cars (including a 1979 Porsche "Indy" a factory race car that smashed all the track records before being banned), Frank Duesenberg's personal car, along with a Cadillac owned by Al Capone. Their website currently lists a 1993 Porsche RS America - Rolex 24 and Sebring 24 hour veteran. The aviation museum is home to a number of the Foundation's smaller aircraft, including an original Bleriot XI (1909), 1911 Wright "Vin Fiz" (replica), Fokker DR-1 Triplane (replica), PT-17 Stearman (1942), AT-6 Texan (1945), UC-78 Bobcat (1943), TBM Avenger (1945), Fiesler FI-156 Storch (1943), and a T-33 Shooting Star (1948). You can learn much more about the Collings Foundation's Stow collection, as well as the national touring schedule of their famous restored B-17, B-24, and B-29 aircraft by going to their website at www.collingsfoundation.org.

Please note that our tour group size is limited to 80 people and we need to confirm a head-count prior to our tour date.

Please send an email to Steve Ross at SLR944@AOL.COM to reserve your spot (please indicate how many people in your group), if after the April 19th deadline, please bring the \$10 late fee to the event.



**ATLANTIC COAST
TRAILER SALES**

Sales • Service • Parts
NEW LOCATION
Boulder Industrial Park
Building 10-A
(Behind Northern Equipment)
off Route 20 in North Oxford, MA

888-414-2287

Spontaneous Dinner at Panera in Shrewsbury May, 23rd 6:30 PM.

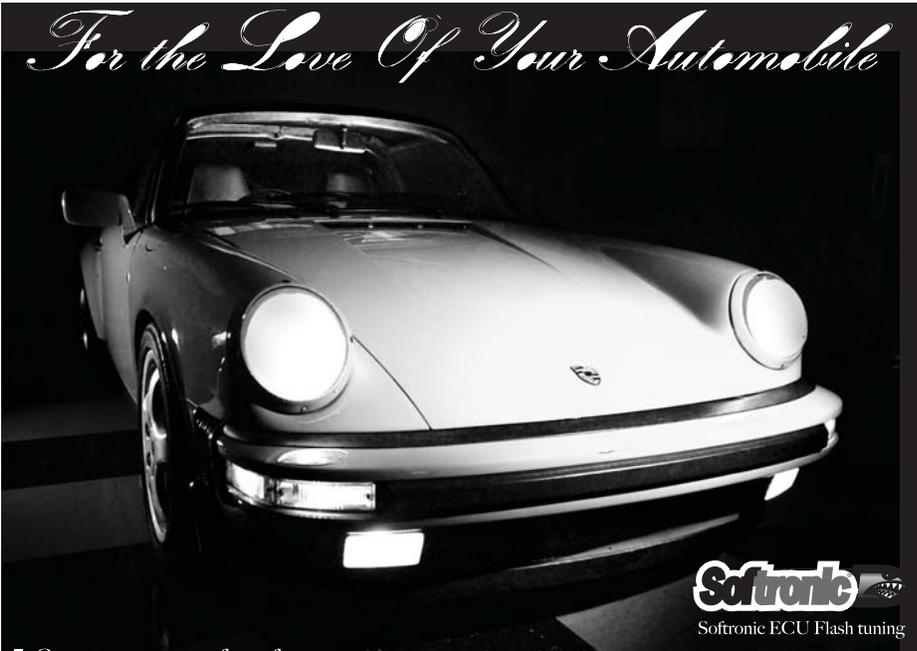
Come join your fellow PCAers in the Worcester area for dining and chatting about Porsches and anything else on your mind. No need to RSVP just show up. Questions please contact Steve at SLR944@AOL.COM

Directions and information to Panera, White City Shopping Center #3412, 50 Boston Turnpike, Shrewsbury, MA 01545, Phone: (508) 798-9949

Tech Session at KMC - June 10th 10:00 AM

Northeast Region PCA will have a tech session at KMC (Kachel Motor Company), 425 CANAL ST. SOUTH LAWRENCE, MA. where Tim Kachel will demonstrate his chassis dyno and explain the services his staff perform on Porsches. He will also answer your questions, so please forward them to Steve Ross along with an RSVP that you attending. Email to SLR944@AOL.COM

Coffee and munchies will be available and lunch will be serviced around noon, after we are done. [.kmcauto.com/about_us.html](http://kmcauto.com/about_us.html). For more information on KMC visit them at kmcauto.com/about_us.html



For the Love Of Your Automobile

Softronic
Softronic ECU Flash tuning

- Over 7,000 square feet of space
- Custom Fabrication
- Chassis Dynamometer testing & vehicle calibration.
- Selling, Maintaining
- Founded on a family business that started in 1952.
- Enclosed Car Transportation
- Factory equivalent diagnostic equipment for today's Porsche's

KMC
Kachel Motor Company

425 Canal Street
South Lawrence, MA

(617) 759 8973
www.kmcauto.com



What is Driver's Education?

There are two ways to answer the question.

From a technical perspective, Driver Education (DE) is a program developed by the PCA to give drivers the opportunity to learn how to drive their cars on real racetracks in a safe, controlled and fun environment. Typically a DE event is run over one, two or three days, each day having four or five driving groups (divided by experience and skill level) on track four times for 20 to 30 minutes each. To ensure maximum safety and fun, you're placed in a run group with other drivers with similar experience and skill levels. In the novice groups, drivers are accompanied by PCA trained and certified instructors who will teach you high-performance driving techniques and fundamentals. DE driving is not racing or even preparation for racing. The events are not timed and there are no prizes. Prescribed passing zones and rules and codes of conduct add to the safe environment.

From an enthusiast's perspective, DE can easily become a lifestyle throughout the summer and, in fact, year 'round. Waking moments are spent at the track, or thinking about the next time there. We live for the rush of adrenaline that comes from moments like touching 150 mph just before jumping on the brakes for the "Bus Stop" at Watkins Glen. Or, allowing the car to drift out to the turn-in point at the end of the front straight before powering over a blind cresting apex at Mont-Tremblant. Just as importantly, highpoints of seasons at DE events include laughing with new and old friends over the events of the day, or instructors sharing what they've learned and watching the smile of new students as they discover what they and the car are really capable of. Yes — some of us are DE addicts. Others attend only a few a days a year, and enjoy building their competency and letting the car do what it was built to do.

For this 2012 season we've lined up some great tracks and events; five different tracks as you'll see below, including two favorites in Canada and weekends at NHMS, Calabogie and Watkins Glen (WGI).

DE is a different experience for everyone. You've got to try it. The only critical components are desire and a car!

Drill deeply into the DE section of our website, you'll find lots of information and helpful ideas. Hope to see you at the track.

2012 Driver Education Schedule — Overview

For more information see the detailed DE pages that follow, including web addresses.

Event Dates	Days	Track	Host	Registration	Open Date	Pricing*		
						Inst	Solo	Student
April 24-25	Tues/Wed	New Hampshire	NER		Mar 1	N/C	\$320	\$370
May 12	Saturday	Car Control Clinic	NCR		See NCR	N/C	N/A	\$ 50
June 9-10	Sat/Sun	New Hampshire	NCR		See NCR	N/C	\$300	\$350
July 6-8	Fri/Sat/Sun	Calabogie (CMP)	NER		Mar 1	\$275	\$495	\$585
July 10-12	Tue/W/Thurs	Mont-Tremblant (LCMT)	NER		Mar 1	\$285	\$525	\$595
Aug 6-7	Mon/Tues	New Hampshire	NCR		See NCR	N/C	\$300	\$350
Aug 24-26	Fri/Sat/Sun	Watkins Glen (WGI)	NER		Mar 1	\$270	\$495	\$570
Sept 11-12	Tues/Wed	New Hampshire	NER		Mar 1	N/C	\$320	\$370
Sept 19-20	Wed/Thurs	Lime Rock Park (LRP)	NCR		See NCR	\$150	\$400	\$400
Oct 15-16	Mon/Tues	New Hampshire	NCR		See NCR	N/C	\$300	\$350

*Subject to change

Note: Instructors may register at no charge (N/C) for NHMS, provided they register 21 days in advance. Instructor registration less than 21 days prior will be charged \$75 per day to attend. At other tracks, instructors who register less than 14 days in advance of events will be charged an extra \$25 per day

What's new for 2012?

Lots of Days, Lots of Tracks, Lots More Fun:

This year we have once again organized a coordinated calendar between the Northeast (NER) and North Country (NCR) regions of the PCA. These coordinated events provide the dedicated DE enthusiast the chance for 21 days of driving on five different

continued from previous page

circuits, including a return to Lime Rock Park. In answer to many requests, we have three weekend events in 2012; one at our home track in Loudon, New Hampshire Motor Speedway (NHMS) with 10 total days there; a three-day weekend event at Calabogie in Canada; and a three-day weekend event at Watkins Glen in New York. Our signature event at Canada's Le Circuit Mont-Tremblant (LCMT), July 10th–12th, coincides once again during the free Mt. Tremblant Blues Festival, making it a great opportunity for a family outing. And that event is immediately preceded by a three-day event in Canada at Calabogie Motorsports Park, July 6th–8th with the 9th set aside for traveling to LCMT, only a three-hour drive.

Allegheny Region

Our good friends at ARPCA have been joining us at our Canadian and Watkins Glen events, helping to make them successful. They run their own excellent DEs. Full information is on their website and registration is through MotorSportReg.com.

For those new to DE:

2012 will feature our annual Novice Day with a few new wrinkles. The event will be held at NHMS (a short, one-hour drive north of Boston) on April 24th, the first day of our April 24th–25th DE event, and will be hosted by NER. The Novice Program will include special classroom sessions with NER's Chief of Novice Development and with pro-driver and coach Dennis Macchio, covering basic driving, driving techniques, terms, fundamentals and objectives. In addition, the Novice Program will include a number of on-track driving sessions with experienced NER/NCR instructors.

Note: While details are still being worked out, the plan is for the Novice Program on April 24th to be focused on true novices. Since registration numbers are obviously unknown, first time DE participants will be admitted first, followed by Green run group drivers with three or fewer track days experience, and a wait list will be established for more experienced Green and Yellow run group drivers who will be admitted if there are more instructors than required for the Novice group.

Solo DE Event: Drivers in the Blue, White and Black run groups may register for the April 24th–25th event and participate in a normal DE day both days.

No more paper... save the planet!

NER is no longer accepting paper registrations. To register for any event hosted by NER you will need to do so on-line at clubregistration.net. Once registered with clubregistration.net, it is a quick, simple process to sign up for an event, and electronic payment is available. You will, however, still be able to send a check by 'snail' mail if you prefer. See our website for details. For NCR hosted events, go to their website and their registration site.

Watch the NER Web Site

While we e-mail information to registered drivers, the website should be checked periodically for new and updated information. For example, the rates and reservation information for the LCMT hotels with which we negotiate special rates will be posted on the website at the "DE Event Information" page. Registration Process

How to register:

The coordination of the two regions' schedules means two different websites for registration, one for NER events and another for NCR events. On the event calendar you will notice the host region is identified. Although both regions cooperate with each other, it is the host region that handles registration. All rules and policies are consistent regardless of host region. The host region's registration website will be the only point of registration for the events they are hosting. This means, for example, for the April 24th–25th Novice Day and DE event you must go to NER's registration website, and for the NCR DE events at New Hampshire and Lime Rock Park you must go to NCR's (the host's) registration website to register.

Each region may also require you to establish your credentials as a driver, and give details of your car before you are able to register for an event. Both regions have similar policies and requirements though the registration websites may have different formats. In all cases, setting up your profile with the registration website should be a one-time affair unless your vehicle and/or other profile items change. After you have provided your details to each region, you will be able to log in and will be automatically remembered. Be sure to up-date your car info if you change cars, and keep your e-mail address current!

continued next page

Contact Information:

Northeast Region (NER)
www.porschenet.com
Registrar
Mark Keefe - 508-529-6127

Track Chair
Stan Corbett - 978-337-3095

Event Registration Site
www.clubregistration.net

North Country Region (NCR)
www.ncr-pca.org
Registrar
John Lussier - 802-728-4457
or cell 802-272-6770
Track Chair
Mark Watson - 603-488-5405/
cell 603-854-0643
Event Registration Site
www.motorsportreg.com

Tracks
NHMS – www.nhms.com
CMP – www.calabogiemotorsports.com
LCMT – www.lecircuit.com
LRP – www.limerock.com
WGI – www.theglen.com

continued from previous page

Under the DE calendar you will find contact details and web addresses for each of the regions. If you have any issues with registering either yourself as a driver or for any particular event, please do not hesitate to contact any of us.

When to register:

In most cases registration for all NER events opens on March 1, 2012.

As a general word of warning, be aware that both regions accept entries on a first-come, first-served basis. This year (as a result of the coordinated calendar) there will be much greater demand for most events; we fully expect that most will be sold out very early. Although you cannot register before the registration opening day, we strongly suggest you register as early as possible after March 1 to avoid disappointment. This is particularly important for the Green and Yellow student groups, as the number admitted to any event is dependent upon the number of instructors signing up. Instructors are historically late in registering; so Student drivers, sign up early. It's also particularly important for the Mont-Tremblant event, July 10th–12th, as only 30 cars are allowed on the track at any time (a maximum of 150 cars for the event).

Other important information about registration:

Though NER and NCR are entirely separate and distinct regions, we've done our best to coordinate our policies and procedures to make the DE season as seamless as possible. Even so, please familiarize yourself with the host region's policies and protocols by reading the host region's policies as found on their individual websites. Do not assume the rules you are accustomed to with your home region will be the same as those of other regions. Your standard operating procedure should be to check the DE pages of any region's event you are attending far enough in advance to allow compliance with their policies, and know they may change from year to year.

A few registration caveats:

Registration closes two weeks prior to an event:

Signing up for an event without paying is not a full registration. Until your payment is received, either by check or electronically, you are not registered, and a space will not be held for you in the event. If you pay after the two-week cut-off or at the event with permission of the registrar, you may be subject to a \$50/day or \$100/event surcharge, whichever is less.

All registrations will normally be for the entire one, two, or three days of the event. A driver wishing to register for fewer days than the entire event may have to pay a surcharge (\$25/day) and should check first with the registrar.

Instructors are urged to register early to allow us to admit as many student drivers as possible.

If Instructors register within two weeks of an event, they will pay an additional \$25/day beyond the instructor rate. In the case of NHMS events that period is 21 days prior to the event and the charge is \$75/day.

All of the above surcharges are at the discretion of the Reg-

istrar, Chief Instructor and/or Track Chair and will be determined by the individual circumstances of each event.

Who can drive in a PCA Driver Education event?

NER & NCR have the same basic requirements:

- You must be 18 years or older
- You must be a currently licensed driver
- You must not be under the influence of drowsiness-inducing or mind-altering substances (prescribed or not) prior to or during the event.

- You must be a member of PCA or other recognized car club.

For more information on requirements go to www.porschenet.com

What can you drive at a PCA Driver Education event?

Both regions accept any Porsche vehicle (excluding tractors, because they don't have seat belts). NER also accepts any non-Porsche driven by a PCA member, or other car club recognized by NER. NCR has agreed to conform to the above at our shared events. If in doubt, contact NCR's registrar: de-register@ncr-pca.org.

Generally speaking, any Porsche that is 'as delivered' and is currently in good, safe working order will be acceptable for entry in any Driver Education event. Depending on the host region's specific rulings, the same can be said of most cars produced by other makers. The only consistent exceptions are:

- All cabriolets (other than Porsche 996s, 997s and Boxsters) must be equipped with a roll bar.
- Some older Porsches (pre-1969) may be required to modify the mountings of, or install, seat belts.

- Host websites will give details of requirements and should be checked periodically to stay current with any changes. All vehicles are required to have (at least) three-point seat belts.

For vehicles modified from original specification, please check your host region's website for requirements. Most importantly, check for specific details regarding the installation of racing harnesses, racing seats and the need for equal restraints on both passenger and driver seats. Also be aware that many tracks have dB (noise) limits — a modified exhaust may not be acceptable. Check the websites and read your registration acknowledgements.

What else is needed?

Both regions will require your vehicle to pass a pre-track Technical Inspection by a PCA-recognized Inspector. These inspections must be undertaken prior to arrival at the event and are intended primarily to ensure the safety and track-worthiness of your vehicle. Details of these inspections along with downloadable NER and NCR tech forms and a list of recognized inspectors can be found at each of the host regions' websites. Each host region will have slightly different forms and requirements, but each will accept the host region's "Tech" form signed and stamped by another region's registered tech inspector. Please be aware,

continued next page

continued from previous page

however, that technical inspection does not negate the driver's/owner's responsibility for the vehicle to be safe and in compliance with all PCA, host region and/or track requirements.

All PCA Driver Education events require that you wear a helmet while on the track. Both host regions require that these helmets meet at least the SA2005, SA2010, M2005 or M2010 standards. In addition, NER will also allow K2005 and K2010 helmets. In all cases SA ratings are strongly recommended for their fire protection qualities. Helmet certifications occur every five years and are valid in PCA events for 10 years, so an SA2005 or M2005 (or K2005) helmet will only be valid for four more years.

Note: If you're buying a helmet this year, the NER Track Committee strongly recommends that you get a closed-face SA-rated helmet for the additional safety it affords.

While NER does not require that your car be equipped with a fire extinguisher, NER does strongly recommend it. You should be aware, however, that most regions still do require a 2-½ lb (minimum) class BC or ABC fire extinguisher be mounted in a

metal bracket and bolted to a metal surface, although some regions allow a one-time exemption from this requirement for the first event a driver attends. Be sure to check the host region's requirements.

In summary:

Identify who is hosting the event or events you wish to enter.

Go to the host's website and locate links to Driver Education.

Go to their registration site and register for events. Pay on-line or forward a check to the host region. Have a fire extinguisher installed in your car (if that is required by the host region).

Beg, borrow or buy a helmet that meets or exceeds SA2005 or M2005 (or K2005). Download a tech inspection form a couple of weeks before the event. Locate a nearby tech inspector from your home region's website.

Have your car inspected and keep the tech form, as you will need it at the event. Read the articles on what to expect and what to bring that appear on our website.

Come to the track and have fun.



Let us help you with that...

HMS offers a complete selection of professional racing safety equipment aimed directly at discerning drivers looking for the same state of the art technology that we offer to the Pro Teams we service.

And we can install it for you.

HMS
motorsport

www.hmsmotorsport.com • 978-774-1615 • 9A Electronics Ave Danvers, MA 01923



**June 9th 2012 at New Hampshire Motor Speedway,
You have the power...**

To help a child's wish come true.

Each year, **North Country Region** Driver Education staff, instructors and members join together with the staff, families and children from **Make-A-Wish Foundation of New Hampshire**. Our objective is easy—to grant the wishes of children with life-threatening medical conditions and fulfill just a single one of their many dreams:

To drive in a "Porsche on the race track"

Ways you can assist, as proceeds benefit the NH Chapter of Make-A-Wish....

Charity Laps (Touring Group) Experience the **excitement** of driving the 12-turn road course during a mid-day session **in your own car!** (At reduced speeds, with no passing). No helmets are needed, and passengers, including children, are allowed. Come into the pits at any time to swap passengers and registered drivers. This is a great opportunity to drive "parade laps" at NHMS in your daily driver or Porsche! Participants may be PCA members OR guests of PCA members. Cars will go through a brief tech inspection for lights and basic safety features. **Register and Tech Inspection 10:00 - 11:15am, Mandatory Driver's Meeting at 11:30am**

On Track at approx 12:30pm. (Schedule on actual day of event may vary)



Silent Auction - This year there will be a silent auction going on in Control during this event. Be sure to check out all the wonderful items and place your bid. All proceeds go to the Make-A-Wish, so come check it out!~

Purchase a shirt to support Make-A-Wish.

Stylish shirts are being produced for this event. All proceeds from the June 9th event will benefit Make-A-Wish. Limited quantities will be available.

Mark your calendar for June 9th 2012!
Contact me with any questions: 603-767-6461
Ivy@ConsumerProfilesinc.com





NCR – Make A Wish Day-Saturday June 9th!



Net proceeds donated to:
Make-A-Wish Foundation® NH
Additional donations accepted.

NHMS Laps for Charity

Charity Laps (Touring Group) (Rain or Shine)

Experience the **excitement** of driving the 12-turn road course during a mid-day session *in your own car!* (At reduced speeds, with no passing) No helmets are needed, and passengers, including children, are allowed. (Note parental waiver requirements below) This is a great opportunity to drive “parade laps” at NHMS in your daily driver or Porsche! Participants may be PCA members OR non PCA members. Cars will go through a brief tech inspection for lights and basic safety features. You will be required to sign proper waivers.

Register and Tech Inspection 10:00 - 11:15am, Mandatory Driver’s Meeting at 11:30am
On Track at approx 12:30pm. (Schedule on actual day of event may vary slightly)

Driver’s Meeting - MANDATORY - June 9th, 2012 All drivers and passengers MUST attend a short Driver’s Meeting. The Driver’s Meeting will familiarize drivers with the track, the rules of the Parade Lap session, track terminology, safety flag definitions, and answer any and all questions.

Check www.ncr-pca.org for updates and details on all these events.

REGISTRATION: Bring copy to the track on the day of the event !

Name _____ Add'l Drivers _____

Address _____

Phone (day) _____ Phone (evening) _____

PCA Region _____ PCA # _____ or, Guest of _____

Car Model _____ Year _____ Color _____

_____ Charity Laps Touring Group @ \$35.00 per car

_____ Long sleeve event Shirts @20.00 each – Size ___M ___L ___XL ___XXL___

_____ Total **Amount Enclosed (ALL Checks payable to NCR-PCA)**

_____ Donation only: _____

Bring a copy of this page and check (Payable to NCR-PCA) to the track. For any questions, contact:
Ivy Cowles, NCR Charity Chair, (603) 767-6461(cell) (603) 742-4000,day/work email charity@ncr-pca.org

Passengers under 18 ? BOTH parents/guardians must sign an additional waiver (We recommend to print and sign it prior to the event, and bring it along to registration)



ZONE CONCOURS & RALLY MAY 19 & 20, 2012



ON MAY 19 & 20, 2012, THE NORTHEAST REGION OF THE PORSCHE CLUB OF AMERICA WILL HOST THE 33RD ANNUAL ZONE 1 RALLY AND CONCOURS WEEKEND.

SATURDAY MAY 19, 2012, THE CONCOURS WILL TAKE PLACE AT THE LARZ ANDERSON AUTO MUSEUM IN BROOKLINE MA. (<http://larzanderson.org>)

SUNDAY MAY 20, 2012, THE RALLY WILL DEPART FROM THE BOSE CORPORATION HEADQUARTERS IN FRAMINGHAM, MA.

CONCOURS:

THE CONCOURS WILL BE HELD ON THE LAWN OF THE BEAUTIFUL LARZ-ANDERSON MUSEUM OF TRANSPORTATION. THERE WILL BE TWO CATEGORIES: FULLY JUDGED (NO UNDERCARRIAGES BUT WHEEL WELLS) AND A "PEOPLE'S CHOICE" (WASH AND SHINE).

CONCOURS PREPARATION WILL BE AT THE HOST HOTEL SHERATON-FRAMINGHAM WHERE THEY WILL HAVE HOSES AND TOWELS AVAILABLE FOR USE ON FRIDAY EVENING AND EARLY SATURDAY MORNING.

PLACEMENT OF THE CONCOURS CARS WILL COMMENCE AT 8:30AM SATURDAY MAY 19TH WITH JUDGING TO START AT 10AM. TROPHIES WILL BE PRESENTED AFTER NOON.

RALLY:

THE RALLY ON SUNDAY MAY 20TH IS SPONSORED BY BOSE CORPORATION AND WILL BEGIN AT THEIR CORPORATE HEADQUARTERS LOCATED LESS THAN 5 MINUTES FROM THE HOST HOTEL. THE FIRST CAR WILL DEPART AT 11AM. THIS YEAR'S FORMAT WILL BE A GIMMICK RALLY WHERE YOU HAVE TO ANSWER QUESTIONS. THE FORMAT IS EASY TO FOLLOW AND LOTS OF FUN, ENDING AT A RESTAURANT NOT FAR FROM THE HOST HOTEL.





REGISTRATION:

REGISTRATION FOR THE WEEKEND'S EVENTS WILL BE AVAILABLE ON clubregistration.net, VIA PAPER REGISTRATION AS WELL AS ON SITE AT THE CONCOURS LOCATION.

ADVANCED REGISTRATION OPENS ON MARCH 1 AND CLOSES MAY 7.

CONCOURS REGISTRATION COST IS \$30 UNTIL MAY 7, 2012 AND \$40 THE DAY OF THE EVENT.

RALLY FEES ARE \$30 UNTIL MAY 7, 2012 NO REGISTRATION AT THE EVENT.

RALLY AND CONCOURS COMBO COST IS \$45 UNTIL MAY 7, 2012

ACCOMMODATIONS:

THE HOST HOTEL FOR THE WEEKEND IS THE SHERATON-FRAMINGHAM. THIS PARTICULAR WEEKEND IS GRADUATION WEEKEND FOR MANY AREA COLLEGES AND AS SUCH, ROOMS WILL BE BOOKING QUICKLY. DESPITE THE BUSY SEASON, ZONE 1 HAS SECURED A BLOCK AT THE HOTEL AT AN AFFORDABLE RATE OF \$129 PER NIGHT, PLUS TAX, FOR A 2 NIGHT MINIMUM.

THIS LOCATION IS 30 MINUTES FROM THE CONCOURS SITE BUT IS CENTRALLY LOCATED FOR THE WEEKEND'S EVENTS. RESERVATIONS CAN BE COMPLETED BY PHONE BY CALLING 1-800-325-3535 OR ONLINE THROUGH

<http://www.starwoodmeeting.com/Book/porsche2012>. THE BLOCK OF ROOMS WILL BE HELD UNTIL MARCH 19, 2012. PLEASE BE SURE TO MAKE YOUR RESERVATION EARLY!



ADDITIONAL INFORMATION:

FRIDAY NIGHT WE WILL HAVE A HOSPITALITY ROOM SET ASIDE AT THE HOTEL.

IN ADDITION, THERE ARE NUMEROUS EATING ESTABLISHMENTS ALONG RTE 9 EAST TO NATICK AND WEST TO SOUTHBORO.

SATURDAY NIGHT WE WILL BE HOLDING A DINNER AT FIREFLYS IN MARLBORO, LESS THAN 1/2 HOUR FROM THE HOST HOTEL. THERE WILL BE A CHOICE OF 3 SELECTIONS WITH SIDE DISHES.

PARTICIPATION IN THE SATURDAY NIGHT DINNER WILL NEED TO BE CONFIRMED WHEN REGISTERING, PRIOR TO MAY 7, 2012. <http://fireflysbq.com/> FOR ADDITIONAL INFORMATION REGARDING THIS EVENT, PLEASE CONTACT STEVE ROSS AT SLR944@aol.com OR THE PCA ZONE 1 REPRESENTATIVE, JENNIFER WEBB, AT jenniferbischoff@hotmail.com



2012 Zone 1 Rally and Concours Registration Form



Participant Information:

Concours Entrant/Rally Driver _____

Entrant Address _____

City _____ State _____ Zip Code _____

Phone _____ Region _____

Email (Print neatly) _____

Concours Co-Entrant/Rally Navigator _____

Car Model _____ Year _____ Color _____ Body Style _____

We are entering the following events (please check those that apply).

Concours Full _____ People's choice _____

Rally (Yes or No) _____

Pricing Information (dates are postmarks):

Concours only-\$30 per car until May 7th or \$40 the day of the event

Rally only \$30 per car until May 7th or \$40 the day of the event

Concours and Rally combo \$45 pre-registration only

Dinner Selection:

Dante's Favorite

Choice of:
Jamaican Spicy or
Bar-B-Que Chicken,
Pulled Pork Sandwiches,
Choice of 2 Homemade
Sides & Cornbread
\$17.40

Firefly Buffet

Award Winning St. Louis
Ribs and
Choice of: Jamaican Spicy
or Bar-B-Que Chicken,
Choice of 2 Homemade
Sides & Cornbread
\$18.60

S.W.A.T. Buffet

Bar-B-Que Chicken,
Choice of two: Pulled Pork,
Pulled Chicken, Chopped
Beef Brisket, or Spicy Pork
Chorizo,
Choice of 2 Homemade
Sides & Cornbread
\$20.00

Summary and Totals:

# People	Event	Dollars (US funds)
_____	Concours Fee	\$ _____
_____	Rally Fee	\$ _____
_____	Combo Fee	\$ _____
_____	Dinner Fee	\$ _____ meal(s) selected for each person

Please make checks payable to Zone 1 PCA Total \$ _____

Mail to; Steve Ross, 49 Village Brook Lane, Natick MA. 01760

AUTOCROSS SEASON IS STARTING!

AUTOCROSS #1 MAY 20TH, sponsored by...



AUTOCROSS #2 JULY 1ST, sponsored by...

GERMAN MOTORS INC



Registration for AX #1 opens April 20th at <http://pcaner.motorsportreg.com/>. The cost for the day is \$40 for members, \$50 for non-members if you register online by Wednesday May 16th at midnight. Day of event registration is \$60 for members. (Yes, that is a little harsh – we are training people to sign up online. **Day of event registration will no longer be available starting with our third event – you must sign up online in advance.**) Additionally, members may sign up for all 5 NER Autocross Series events in advance for \$160 (a \$40 savings).

There are a few small changes to rules/classes so check the website (a new class to hold the latest 911, we now allow older cabs with no roll bars). We have a new post-event watering hole (practice your pool game). We now have an FM transmitter so you can listen to your times over your radio. We're shooting for 10 runs each day. We had a good AX School and expect some new blood (some were very good so you regulars need to stay sharp!).

You will be required to perform a work function during the day as part of the event.

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

We look forward to seeing you at this first event. Questions: contact AX Co-Chair Bill Seymour (autocrosschair@porschenet.com). For registration information, contact Autocross Registrar Jon Cowen (autocrossreg@porschenet.com).

Directions to Fort Devens

From I495 or Rt. 128 take Route 2 West. After you go under Route 495, travel another 3.6 miles. Take Route 111 North for 2 miles. At the rotary, take Route 2A West toward Ayer. Stay on 2A as it turns right in downtown Ayer. After the right turn stay on Route 2A by bearing left at the fork. After the strip of stores, the entrance gate will be on your left after crossing the railway lines.



ZONE ONE 2012 CLASH VOLUNTEERS

May 31st - June 3rd, 2012 Watkins Glen International, Watkins Glen, NY

There is no better way to help support Zone 1, than by volunteering for this year's Clash at the Glen club race. Held at one of the best and most historic racetracks in the country, the Clash brings together club members for 3 days of fun and exciting racing, which you can be a part of. Volunteers are what enable us to put on one of the best club races in PCA. We encourage you, your family and friends to register as volunteers for this year's Zone 1 Clash at the Glen club race.

Below are the areas and descriptions of where we need you to volunteer!

Registration: This takes place at the Registration building, on the northwest corner of Watkins Glen, outside of the track. Everyone must stop here and get a wrist band to get into the track. Registration involves ensuring everyone signs the waiver. This is a very busy place Thursday afternoon and Friday morning.

Garage Admin: This is the Administration of the race. Driver registration, hot pit passes, pullovers, copies, radios, race results from tower are faxed here for copying and distribution. Volunteer assignments and paperwork are also handled here and every volunteer must sign in every day!

Tech Inspection: The job here involves working with the National PCA Technical Scrutineers. Cars are weighed, checked over for modifications, or problems. This is done in the first bays of the garage.

Timing & Scoring: Although the race is timed and scored with computers and in-car radio transponders, a paper trail is also needed. Volunteers here write down the car numbers as they pass the start/finish line. This is done from the top of the tower where you can see most of the track and you are inside.

Grid: All the cars are "parked" along the grid prior to the start. The person at the start of the grid tells the drivers their grid number. People along the way direct drivers into their grid position. This job starts BEFORE the race; you need to be at the grid at least 15 minutes before the start of racing! This position is LOUD and you also need to be alert for moving cars.

Enduro pits Monitor: The job here involves working for the National PCA Scrutineers to insure safety in the pits during the enduro. The National Scrutineers will hold a meeting and review what they want this group to do. *This group only works on Sunday.*

We ask that volunteers sign up to work for a full morning or afternoon session. The more sessions you sign up for the better the reward. If a volunteer signs up to work Thursday afternoon, they will receive a free ticket to dinner Thursday evening. If they work both sessions on Friday and/or Saturday they will receive a free ticket to that night's dinner (Friday and/or Saturday). If a volunteer works any three sessions, they will receive a \$100 Zone One Gift Certificate. Work either session on Sunday and receive a Zone 1 Club Race jacket and hat.

Volunteers can register on line at www.clubregistration.net. A paper registration form is available upon request from Aaron Ambrosino zone1clashregistrar@gmail.com, 518-729-0017. Please contact Jennifer Webb at jenniferbischoff@hotmail.com with any questions about volunteering.



PCA Zone One 48 Hours of Watkins Glen June 15-17, 2012

Zone 1 48 Hours of Watkins Glen, June 15, 16, & 17. Watkins Glen International is the continuation of a road racing tradition dating back to 1948, when sports cars raced on the 6.6 mile course through the village of Watkins Glen. The permanent road course was built in 1956 and has remained the home of a great racing tradition for 55 years.

We're trying some exciting new things this year in our 38th consecutive year of the 48 hours!

→We've added an extra hour of track time on Friday and Saturday, which means the track will be open until 5:30 PM in order to maximize track time.

→We will allow for expanded passing in the Instructor Run Group throughout the weekend.

→PCA National Instructor Training will occur on Friday for those who qualify with a referral from their region's chief instructor.

→Friday is still instructor day, however all drivers in the white (intermediate), black and red run groups will be accepted to drive on Friday. The intermediate group will be given four driving sessions on Friday.

→The Zone will host a Saturday evening cocktail hour and dinner for those who sign up at the newly rebuilt Glen Club overlooking the esses.

→A Zone 1 commemorative hat and patch will be provided to all registrants who attend.

Don't miss the Friday evening track walk available to all registrants.

Saturday and Sunday will be run in the traditional DE format with the track open until 5:30 PM on Saturday.

We will also allow for early trailer drop off beginning Thursday evening from 6-8PM. There will also be camping at the track from Thursday through Saturday for those who are interested.

For more information regarding this and other Zone 1 PCA events, please visit <http://zone1.pca.org>. Registration for the event will open on April 15, 2012. To register for the event, log onto www.clubregistration.net For further information, contact your local track chair or email the registrar: Lou Dauerer at Zone148Hoursreg@gmail.com.

Pricing: Green & Yellow (Sat & Sunday): \$275
 White & Black (Friday, Saturday and Sunday): \$350
 Instructors & Instructor Candidates (Friday, Saturday and Sunday): \$225



2012 NER DRIVERS EDUCATION EVENT

**CALABOGIE
MOTORSPORTS**

3 DAY DE @ CALABOGIE

with a DE Enduro

Co-Hosted with North Country Region & Rennsport Region



Friday - Sunday, July 6 - 8, 2012

Registration Opened March 1, 2012

NER is pleased to announce that we will be returning for the sixth year to Calabogie Motorsports Park (CMP) with a three-day event to be co-hosted this year by Rennsport Region. Once again all three days will be open to all run groups and NER will hold one of its signature 60-minute DE Enduros with a simulated race start for advanced Black Group and Red Group drivers. There will be a beer and wine social on Friday after the event for all drivers and guests.

CMP was brand new in 2007 and is a 5.05 km (3.03 mile) road course with 23 turns, 65' of elevation change and a 2,000' main straight. It is located just west of Ottawa and is a short 490-mile drive from the Boston area. Following this event many track junkies will be extending their Canadian stay with an easy four-hour trip to Mont-Tremblant for our July 10th - 12th DE; details elsewhere.

Those who have already had a chance to drive at CMP report that it is one awesome circuit. Designed by Alan Wilson (designer of Barber, Carolina and the recent reconstruction of LCMT), it's no surprise that CMP is fantastic to drive. To have a preview of the track, go to www.calabogiemotorsports.com. While you are at the website, check out the facilities at the track as well as information about local hotels and restaurants.

Crossing the US/CA border is simple and hassle free. For US and CA citizens 16 years and older, a passport is required cross the border. Those younger than 16 years may travel with a birth certificate.

Our events are open to current PCA, BMW and other recognized car club members. Registration for this event will be handled by NER through www.clubregistration.net. Full DE info is available at www.porsche.net

Students: \$585

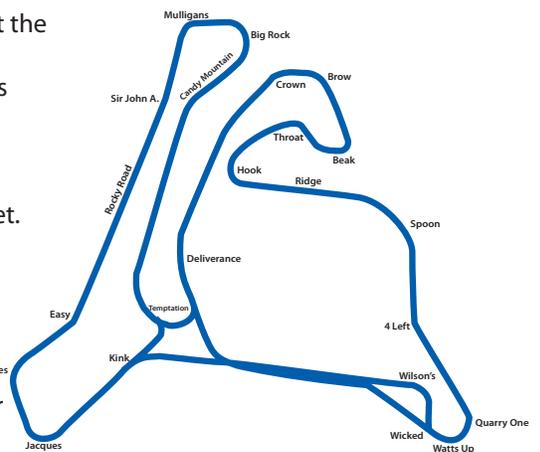
Signed off drivers: \$495

Instructors: (before June 22) \$275; (June 22 and later) \$350

Directions to the track and further details will be included in Track Rats messages and at www.porsche.net. Please make sure your e-mail address is current in your [clubregistration.net](http://www.clubregistration.net) profile.

Registration questions? Contact Mark Keefe, Registrar at TCReg@PorscheNet.com; or (508) 529-6127 (before 8:00 pm).

Event questions? Contact Stan Corbett, Track Chair, stanley_corbett@msn.com; or (978) 337-3095 (before 9:00 pm).



When you invest in a Porsche, it's all about the numbers ...



Top speed 171 mph
0-60 in 4.6 seconds

BY by mcerqueira

It's the same when you buy or sell your home ...

All the real estate data you need to make an informed decision, at your fingertips!



A 'Data Driven' approach to real estate



Dani Fleming

617 997 9145

Dani.Fleming@MAPropertiesOnline.com

www.MAPropertiesOnline.com

Specializing in the north west quadrant from Cambridge to Route 495



Download App and Scan QR Code to access mobile.MAPropertiesOnline.com



RESIDENTIAL BROKERAGE

If you, as a seller or as a buyer, are currently under a written contract to use another broker exclusively then please disregard this notice. It is not our intention to solicit other real estate broker's clients. We are happy to work with them and cooperate fully. ©2011 Coldwell Banker Real Estate LLC. Coldwell Banker is a registered trademark licensed to Coldwell Banker Real Estate LLC. An Equal Opportunity Employer. Equal Housing Opportunity. Owned and operated by NRT, LLC.



2012 NER DRIVERS EDUCATION EVENT



CIRCUIT MONT-TREMBLANT

3 DAY DE SUMMERFEST AND DE ENDURO MT. TREMBLANT

Tuesday - Thursday, July 10 - 12, 2012
Registration Opened March 1, 2012



The Northeast Region is returning to Mont-Tremblant for what has become an annual Canadian visit to this outstanding 2.65 mi. track — or 4.26 km if you prefer — set in the heart of the beautiful Laurentian Mountains. With 15 turns anchored by famous Namerow, the LCMT circuit offers everything imaginable for every driver from beginner to advanced.

NER will hold one of our signature 60-minute DE Enduros with a simulated race start for advanced Black Group and Red Group drivers. This always-popular event is limited to 150 drivers (five run groups with a maximum of 30 cars per run group). As of this writing we have 104 paid registrations. I highly recommend that you register and pay immediately if you want to attend this event (remember, registering and not paying does not reserve your spot for the event). Of prime importance, we're once again on schedule with the free Blues Festival in the village where most of us stay. Details: www.tremblantblues.com.

For you first timers to LCMT, the area is a world-class resort destination, an ideal place to bring the family for their summer vacation while you play on the track. Check out www.tremblant.ca for details. We've negotiated great hotel rates... details at www.porschenet.com/JCMS/content/view/343/158/.

Le Circuit Mont-Tremblant has a storied history, hosting race winners like Mario Andretti, Dan Gurney, Jackie Stewart and more recently, Didier Theys. Several years ago the track was renovated, widened and repaved, and a much safer track evolved.

Crossing the US/CA border is simple and hassle free. For US and CA citizens 16 years and older, a passport is required cross the border. Those younger than 16 years may travel with a birth certificate.

Our events are open to current PCA, BMW and other recognized car club members. Registration for this event will be handled by NER through www.clubregistration.net.

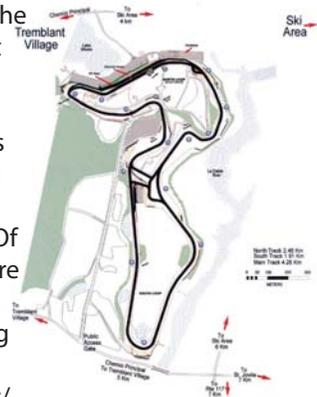
Full DE info is available at www.porschenet.com. Students: \$595, Signed off drivers: \$525, Instructors: (before June 26) \$285; (June 26 and later) \$360

Directions to the track and further details will be included in Track Rats messages and at www.porschenet.com. Please make sure your e-mail address is current in your [clubregistration.net](http://www.clubregistration.net) profile.

Registration questions? Contact Mark Keefe, Registrar at TCTReg@PorscheNet.com; or (508) 529-6127 (before 8:00 pm).

Event questions? Contact Stan Corbett, Track Chair at stanley_corbett@msn.com; or (978) 337-3095 (before 9:00 pm).

CIRCUIT MONT-TREMBLANT



Porsche of Norwell

59 Pond Street
Norwell MA 02061
877-PORSCHE
www.porschenorwell.com



PORSCHE

John Ziedins
General Sales Manager

Direct: 781-261-5006
Cell: 781-789-5116
Fax: 781-871-2339

jziedins@porschenorwell.com



At some point, GPS arrival times become merely theoretical.

The Porsche Panamera GTS speaks for itself. It's a pure feeling of connection to the road, experienced by four. It produces 430 uncompromising horsepower from a 4.8 liter V8. Accelerates from 0 to 60 in just 4.3 seconds with standard PDK and Sport Chrono Package Plus. And offers an interior combining form and function that make the car and driver feel one and the same. See for yourself with a test drive. Porsche. There is no substitute.

Experience the 2013 Panamera GTS.

Porsche of Norwell
59 Pond Street
Norwell MA 02061
(877) PORSCHE
www.PorscheNorwell.com

Porsche recommends **Mobil 1**



PORSCHE

Autocross School Not Snowed Out for 2012!

Copy by Bill Seymour, Photos by Richard Viard

Dateline: April 1, 2012 - Ft. Devens, Ayer MA
 It was cold in the morning and it started to sprinkle just as we were packing up — but it didn't snow and we had a great Autocross School this year. The morning featured a chalk talk by Nann Weissenberger, which was followed by dividing into three groups to cycle through these exercises: skid pad, brake/pivot and slalom. After a pizza lunch students rode with instructors on a shortened autocross course, then got their own turns at the wheel. We had a nice turnout of 45 students and they were quick (pun intended) learners — the best instructor times on the shorter-than-usual course were 51–52 seconds, and there were eight students under 60 seconds, with a best of 56. Great job!

Thanks to the 20 instructors who helped out. Special thanks to the exercise leaders (Chris Ryan, Mark Schnoerr and Jon Cowen), course builder Steve Lefebvre ("Scruffy") and heavy lifters Neil Halbert and Dave Berman. Also, thanks to student Richard Viard who took some great photos (see them all at <http://www.facebook.com/pages/PCA-Northeast-Region-Autocross/227124010682148>; there is also an in-car video).



The youngest instructor (Mark Dedek) gets some advice from the oldest student (Jack Saunders)



Graduation ceremony



Students queuing up for their instructor rides



Richard Viard took these great pictures - this is Scruffy

STUTTGART NORTHEAST, INC.



SERVICE FOR PORSCHE & MERCEDES BENZ
 SERVICED BY PEOPLE THAT OWN AND DRIVE THEM

Jim Mallette
 Owner - Technician
 978-777-3077
 978-777-9855 (fax)

OEM DIAGNOSTIC EQUIPMENT

stuttgartne@comcast.net
 507 Maple Street
 Route 62
 Danvers, MA 01923

It's in the Genes - A Member's Story

Copy by Holbrook Smith

Family lore has it that I have the Porsche bug naturally. It developed while my parents competed in hill climbs in the late '60s and early '70s in a 911 and 912 while I flopped across the back seat in a bassinette. This was years before seat belts and child seats were de rigueur. Somehow, the noise of that engine must have crept into my soul. I remember growing up in a small town on the coast of Maine where "hot" cars were Camaros and Firebirds. Big tires, jacked up rear-ends, and screaming chickens on the hood were status symbols, but I always had pictures and memorabilia with a gold, red, and black coat of arms on them. For instance, when I thought I was cool wearing my denim jacket with the Porsche crest sewn on. I never quite fit in with the car crowd in my home town. And, although I appreciate the newer cars Detroit puts out (a Boss 302 would be very welcome in my garage), I always felt then that they just lacked something. Finesse, perhaps. Style that appealed to me.

This thought was further engrained as I got closer to obtaining my license (15 in Maine). While I messed around on dirt bikes and learned how to maintain them (or fix them as I had a habit of smashing them into rocks and trees, a story for another time), I'd spend time sitting in a 356C which was slowing being rebuilt in the barn. It was a cabriolet with a fresh paint job, but most of the parts distributed in boxes around the barn. It was a beautiful car and I remember the carpet, and the smells of the car. I'm sure many of you can relate to this sensation. I never got to drive this car - my father sold it just about the time I got my license, unfinished to someone who would eventually put it all together. He probably had a real appreciation for the car and was fearful, after watching my motorcycle antics, about what I may do to it. He was a wise man.

After that, my car habits were more sedate. There was a couple of Saabs, a truck, an Acura, and during a couple of years "scraping by" a Dodge Neon. All had good and bad things about them. All I remember fondly for various reasons, but I always felt something was missing. In the meantime, life continued, family and job became centerpieces of life, and cars became a way of getting around.

Then, one day, I awoke again and needed a real car; one I could enjoy, drive, work on to remind myself what it felt like to get my hands dirty and that sense of completing something when you do it yourself. So, I bought a Porsche Boxster. And I drove it with a wild ass grin all the time. And, I remember winding through the Catskills with my wife Tracy and coming across a hairpin corner and having an epiphany. You see, I had always thought of myself as a "good driver", but this older, used Boxster had just shown me that I didn't know squat. I was a novice. A Sunday driver leaf peeping. You see, I "pushed it" around that corner that day like I had pushed a dozen cars before. But this car told me I wasn't really pushing it at all and I really didn't know how. WOW. I was excited! I had a new quest open before me.

So, I joined PCA to learn how to drive and I've learned I have a long way to go! And, I've learned that rediscovering the "car" part of my life has been more rewarding than I could have ever imagined. It's brought to me a lot of new friends, great cars (I'm on my third Porsche now and, to my wife's chagrin, I suspect that this is now a habit), and the most enjoyable hobby I've ever had. It's more than that, actually. I feel like it is part of me. And, I have Dr. Porsche to thank for almost all of this. For creating these beautiful cars that my parents before me enjoyed and hopefully my children will, too. That is a legacy that I'm proud to be part of. So, thank you, Dr. Porsche and may you be driving the car of your dreams now.

SHOP RACING OFFICE FURNITURE



Grand Prix Series Chairs
\$399.95



Racing Style Desk with Spoiler Tray
\$399.00

Choose Red, Black or Silver



Formula One Series Chairs
\$599.00



Grand Prix Package
Grand Prix Chair, Racing Office Desk & Chair Mat
\$859.99

Choose Red, Black or Silver

FREE SHIPPING

Luxvelocity.com

978.821.6980 orders@luxvelocity.com

Are Porsches a Cure for a Mid-Life Crisis?

Copy and photos by Mike Kerouac

When Adrienne sent out the e-mail soliciting articles for the special edition NOR'EASTER, I wasn't even sure of how or what I could say with regard to Porsches and how they affected my life. For me it wasn't a case of my neighbor owning a classic 911 that I fell in love with when I was 13 years old. I didn't have a poster of Steve McQueen and his #20 917 at Le Mans hanging on my bedroom wall. I didn't have one Porsche among the dozens of Revell Scale Models I built as a kid. My teenage dream car was a Mercedes 500SL that was owned by someone in town. The cars of choice in the '70s were American Muscle. So early on, for me, Porsche was just a little car that had the equivalent of a VW engine. My affinity for Porsche didn't begin until my mid 40s.

This is where the question of, "the cure for a mid-life crisis" comes into play. As I entered my 40s, I was in a position where I could buy a real sports car. The car of choice at that time was a 2000 Corvette, the prototypical mid-life crisis car. For the next five years I jumped deep into the marque, buying a dozen different models from across the six generations, and ultimately keeping two, to which my wife now claims rights, too. But, at the end of the day, the 12 Corvettes didn't seem to cure my mid-life crisis. I started searching for an alternate cure. I looked at a few used 996s and wasn't thrilled. So I tried a couple of BMWs and a couple of Mustangs. Nope, and nope some more. Still searching.

The tipping point came early in March of 2008. I took the plunge and walked into Prime Porsche in Westwood. The sales manager, Mike Lookner, introduced himself and we started

talking about buying my first Porsche. After a few hours of education and test drives, I settled on a 2008 997 Cab in Ruby Red with black interior. I loved the car, but when I was in the showroom, a Basalt Black 997 Turbo kept catching my eye. That car was pure lust, but I couldn't jump that deep into the Porsche pool on my first purchase. I spent a few weeks getting to know my 997 and learning the history of the brand. But every time I started my Cab, I would see the Black Turbo in my head. Fortunately for me, Mike Lookner was very accommodating and the Ruby Red Cab was traded for the 997TT. This is where my mid-life crisis was cured. Finally, a car the understood me as much as I understood her. She didn't even seem to mind when I tore up her front end at my first DE at NHMS. She just wanted to be driven.

To help integrate ourselves into the Porsche family, my wife Ann and I took the 997 TT to our first Ramble at The Balsams. I remember driving farther and farther north to the point where there was snow on the side of the road. There were also small piles of salt in the road, and due to rain the parking lot was full of mud. Remember I came from a Corvette world. The only time a Corvette gets wet is when it's washed. A Corvette definitely never sees a grain of salt. Snow and mud? Sacrilege. It took me a while to convince myself that Porsches are made to be driven. The site of 100 other Porsches including a 356 spitting up mud as we left the parking lot, convinced me. Maybe my mid-life crisis was cured. Life was good.

But the cure had a side effect, as it turns out using a Porsche to cure a mid-life crisis can result in a dependency, an addiction

Continued next page



Porsche 996 Cup Car

continued from previous page

to the brand. Since that day I bought the Ruby Red Cab in 2008, I've been addicted to the brand. My mid-life crisis wasn't cured, it was enabled. I started reading Excellence magazine, signed up for multiple Porsche forums, and finally got that poster of Steve McQueen and the #20 917.

The ultimate commitment to my addiction was spending two weeks in October 2010 on a Porsche Treffen in Germany. I wrote about this experience in a prior issue of NOR'EASTER. To summarize, we visited the Porsche Museum and Porsche factory in Stuttgart, the original Porsche factory and museum in Gmund, as well as the Porsche family home where we met Wolfgang Porsche and visited Ferdinand Porsche's tomb. A very memorable experience, which simply deepened my passion for the brand. The passion owners show for the brand, the history of the marque and ultimately the cars themselves are a testament to a timeless design that the Porsche family has been relentless in maintaining. The more I learned about the company and the family, the more my respect grew for all things Porsche. In some ways I used to consider myself a brand agnostic, but I think I will always have a Porsche in my garage.

So now that we've established that Porsches are not a cure for a mid-life crisis, and many of you have already sent me a note recommending a good therapist, let me really take the addiction to the next level and talk about Porsches and the place they were always meant to be: the racetrack. Be it a road course or a rally course, Porsches are designed to be driven at high performance levels. They are very much at peace on the street, but placed on a track, they literally come alive.

I attended my first Porsche DE in 2008 and I haven't stopped since. I attended 8 DEs in 2008, then 12 in 2010, over 20 in 2011 and I'm scheduled for 40 track days in 2012. I even joined a motorsports country club four hours from my home, just so I could drive whenever I wanted. The attempt to cure the mid-life crisis has had some serious unintended consequences. I now have multiple Porsche track cars, a fire suit, the ability to analyze video and data from my track days and my fire suppression systems are integrated with the cars, vs. hand held bottles. Almost all of the tires stacked up in my garage are bald. They are called "slicks," but they actually give you more grip on the track. Who knew? Why aren't they called "grips?"

The best part of all of this is that I'm still married and my wife actually supports my addiction. Now when I propose the once in a lifetime opportunity to buy another track car, I don't even get the eye roll. I just get, "whatever you want dear." Can you believe that? An attempt to cure a mid-life crisis with the purchase of a Porsche turns into lifelong addiction and I get to keep my wife. Once again, life is good.

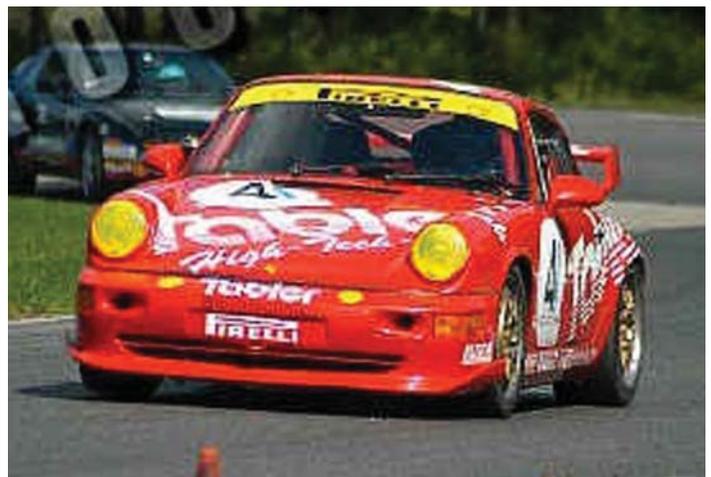
I know I've been rambling a bit here. Adrienne actually assigned a tough task when she asked me to write about how Porsches have affected me. My tenure as a Porsche addict has been a relatively short but very intense four years. When I first sat down at the keyboard, I really didn't know how to articu-



The Treffen - Ann And Mike Kerouac



Porsche Super Cup Car



Porsche 964 Cup Car

Continued page 46

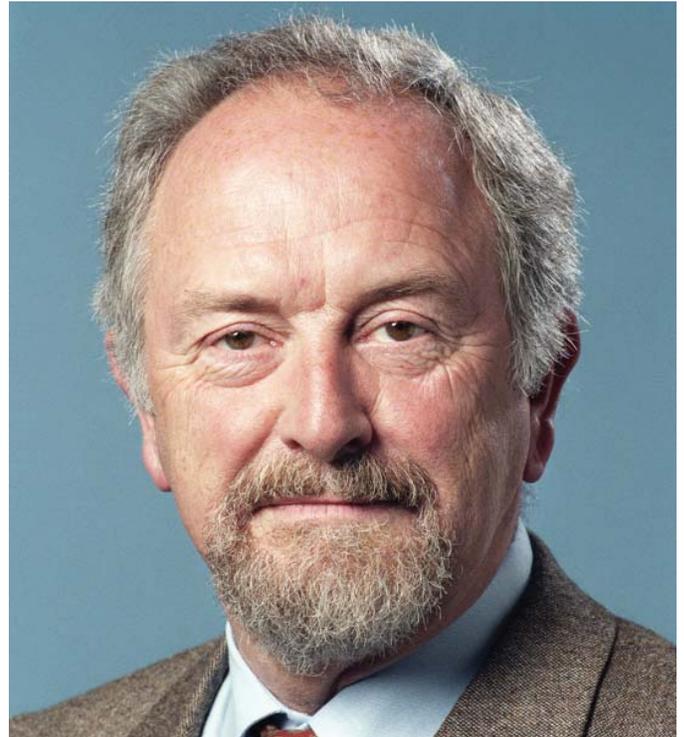
Ferdinand Alexander Porsche

Copy and photos by Porsche SE

Dr. Ing. h.c. F. Porsche AG, Stuttgart, is mourning Professor Ferdinand Alexander Porsche. The Honorary President of the Supervisory Board died on 5 April 2012 in Salzburg, aged 76. Matthias Müller, President and Chief Executive Officer of Porsche AG, paid tribute to Ferdinand Alexander Porsche's services to the sports car manufacturer: "We mourn the death of our partner, Ferdinand Alexander Porsche. As the creator of the Porsche 911, he established a design culture in our company that has shaped our sports cars to this very day. His philosophy of good design is a legacy to us that we will honour for all time."

Ferdinand Alexander Porsche was born in Stuttgart on 11 December 1935, the oldest son of Dorothea and Ferry Porsche. Even his childhood was shaped by cars, and he spent much of his time in the engineering offices and development workshops of his grandfather Ferdinand Porsche. In 1943 the family accompanied the Porsche company's move to Austria, where he went to school in Zell am See. After returning to Stuttgart in 1950, he attended the private Waldorf school. After leaving school, he enrolled at the prestigious Ulm School of Design. In 1958, F.A. Porsche, as he was known by his colleagues, joined the engineering office of what was then Dr. Ing. h.c. F. Porsche KG. He soon proved his great talent for design by sculpting the first model of a successor to the 356 model line out of plasticine. In 1962 he took over as head of the Porsche design studio, creating a worldwide furore one year later with the Porsche 901 (or 911). With the Porsche 911, F.A. Porsche created a sports car icon whose timeless and classical form survives to this very day in what is now the seventh 911 generation. However, in addition to passenger cars, F.A. Porsche also concerned himself with designing the sports cars of the 1960s. His best-known designs include the Type 804 Formula One racing car or the Porsche 904 Carrera GTS, now considered to be one of the most beautiful racing cars ever.

In the course of the conversion of Porsche KG into a joint-stock corporation in 1971/72, Ferdinand Alexander Porsche, along with all the other family members, stood down from the company's front-line business operations. In 1972 he founded the "Porsche Design Studio" in Stuttgart, the head office of which was relocated to Zell am See in Austria in 1974. In the decades that followed, he designed numerous classic gentlemen's accessories such as watches, spectacles and writing implements that achieved global recognition under the "Porsche Design" brand. In parallel, with his team, he designed a plethora of industrial products, household appliances and consumer durables for internationally renowned clients under the brand "Design by F.A. Porsche". A strong and clear design concept typifies all product designs created in his design studio to date. The credo of his design work was: "Design must be functional and functionality has to be translated visually into aesthetics, without gags that have to be explained first." F.A. Porsche: "A coherently designed product requires no adornment; it should be enhanced by its

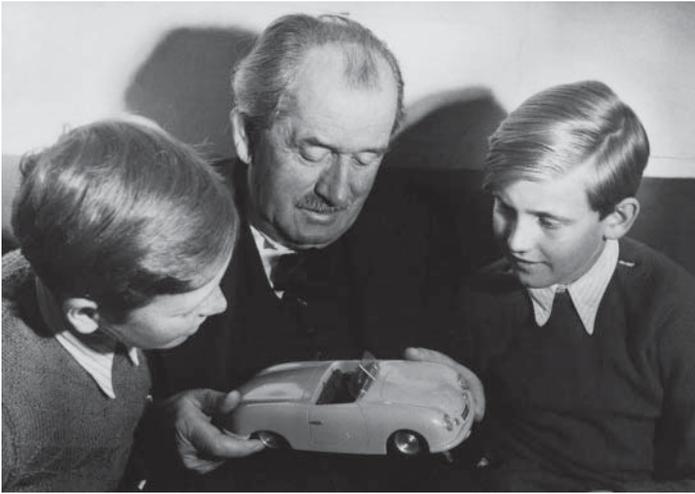


form alone." The design's appearance should be readily comprehensible and not detract from the product and its function. His conviction was: "Good design should be honest."

Ferdinand Alexander Porsche received numerous honours and awards both for his work as a designer as well as for individual designs. For example, in 1968 the "Comité Internationale de Promotion et de Prestige" honoured him for the outstanding aesthetic design of the Porsche 911 while the Industrial Forum Design Hannover (iF) voted him "Prizewinner of the Year" in 1992. In 1999, the President of Austria bestowed on him the title of Professor.

Ferdinand Alexander Porsche retained a close lifelong association with Porsche AG as a partner and member of the Supervisory Board. For example, even after stepping down from front-line business operations, he contributed to the design of Porsche's sports cars over many decades and repeatedly steered the company in the right direction. This was especially the case for the difficult period Porsche experienced at the beginning of the 1990s. From 1990 to 1993, F.A. Porsche served as President of the company's Supervisory Board, thus playing a major role in Porsche A.G.'s economic turnaround. In 2005, he stood down from his Supervisory Board role in favour of his son Oliver and assumed the mantle of Honorary President of the Supervisory Board.

Ferdinand Alexander Porsche will be buried in the family grave at Schüttgut in Zell am See, attended by his immediate family. An official funeral service will be held in Stuttgart at a later date.



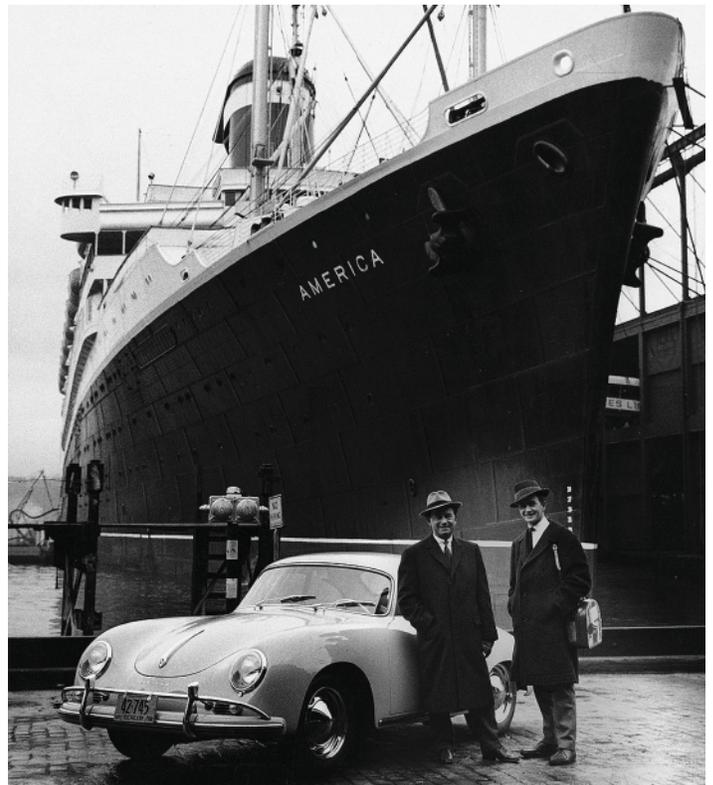
1949. Ferdinand Alexander "Butzi" Porsche, his grandfather Ferdinand Porsche and young Ferdinand Karl Piëch (also grandson of Ferdinand Porsche). Both young boys were to become serious players in the future - F.A.Porsche as the designer of the 911 and 904 and Ferdinand Piëch as the creator of Porsche 917 and Bugatti Veyron.



1958 356A 1600 GS Carrera Hardtop, Ferry and F.A.



1954. Ferry Porsche's sons: Hans-Peter (b.1940), Ferdinand Alexander (b.1935), Gerhard (b.1938) and Wolfgang (b.1943) in a Porsche 550 Spyder.



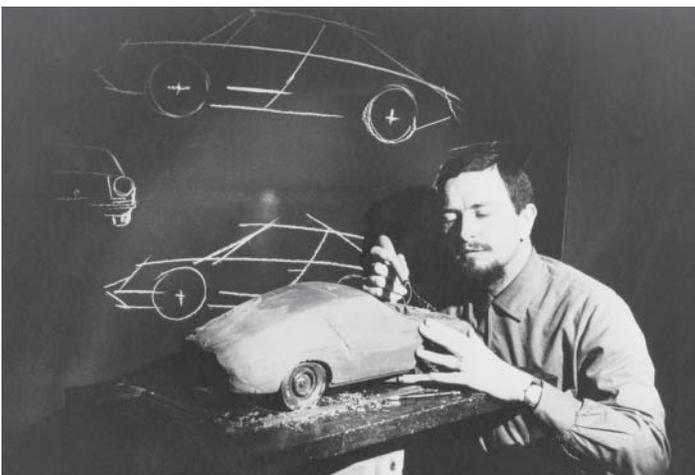
1958 New York. 356A, Ferry Porsche and his son, F.A. Porsche.



ca 1959. F.A. and Ferry at the Porsche design studio.



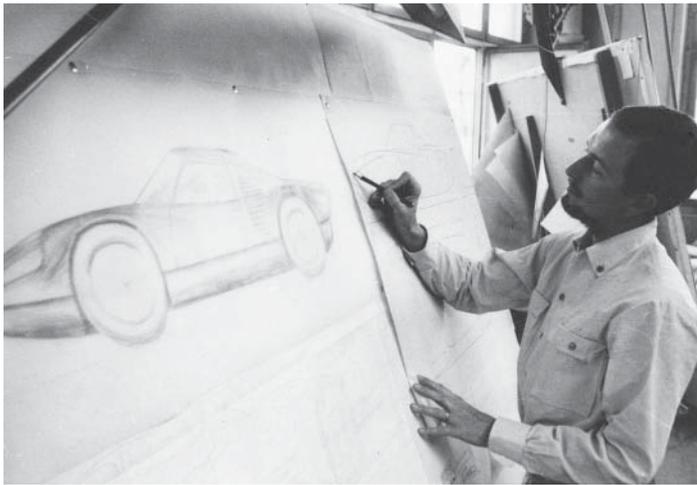
ca 1960. Ferry behind his office desk and son Ferdinand Alexander standing.



ca 1960. F.A. gave a vivid demonstration of his design skills when he created the first plasticine model of a successor to the 356 series.



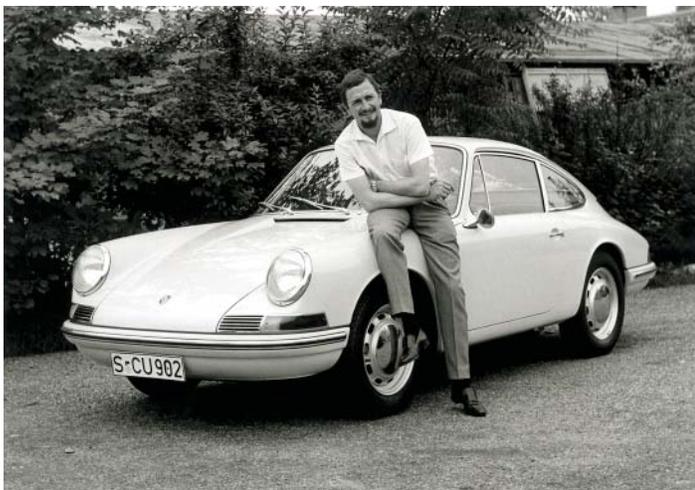
Ferry and his son Ferdinand Alexander (the designer of 901/911) with the 901 prototype (note the twin exhaust pipes).



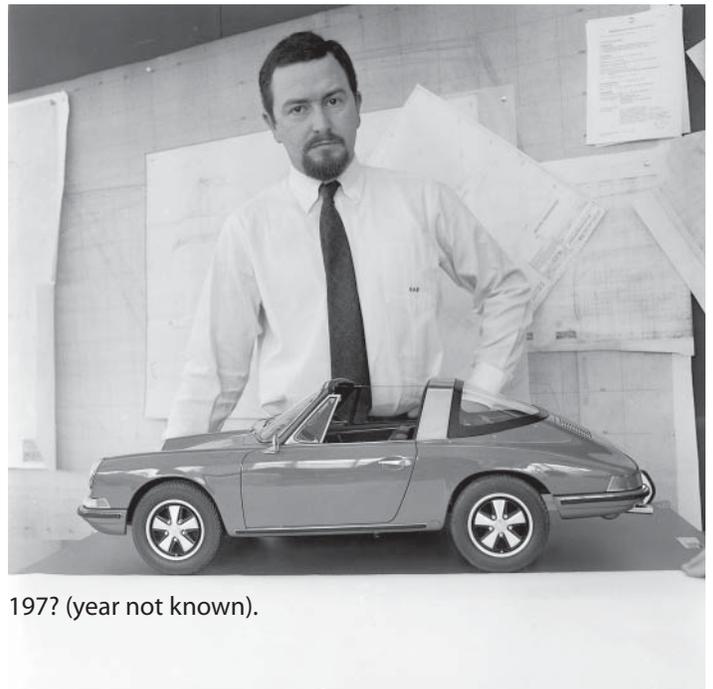
1963. F.A. in his design office with 904 on drawing board.



1965.



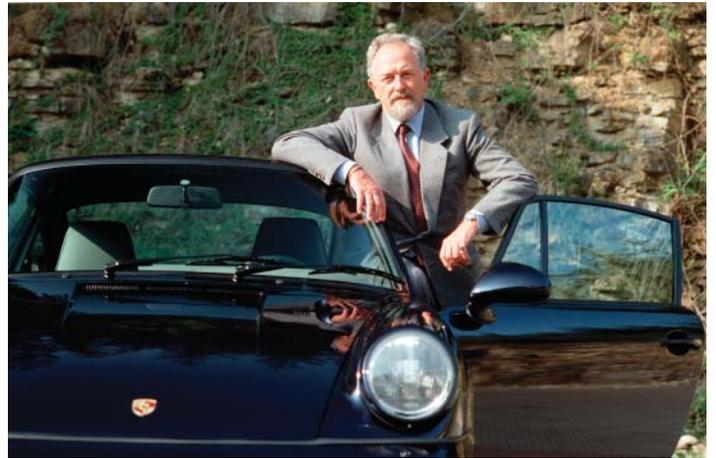
1963. Porsche 901 and its designer F.A. Porsche. The 901/911 sprinted from 0-100 km/h / 62 mph in 9.1 seconds and to the top speed of 210 km/h / 131 mph.



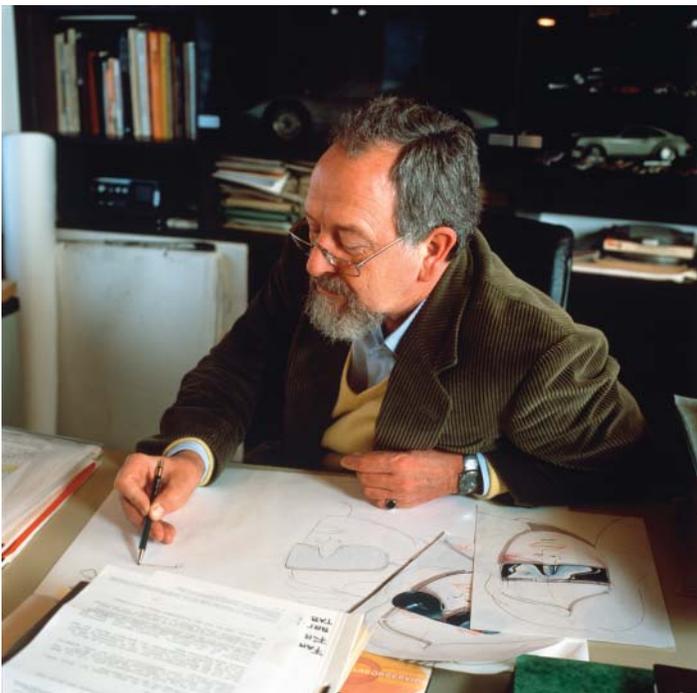
197? (year not known).



1979 September 19. Ferry Porsche with his wife Dorothea and their sons Gerhard, Hans-Peter, Ferdinand Alexander and Wolfgang on Ferry's 70th birthday in the garden of the Porsche family villa at Feuerbacher Weg 48, Stuttgart.



1992.



1989.



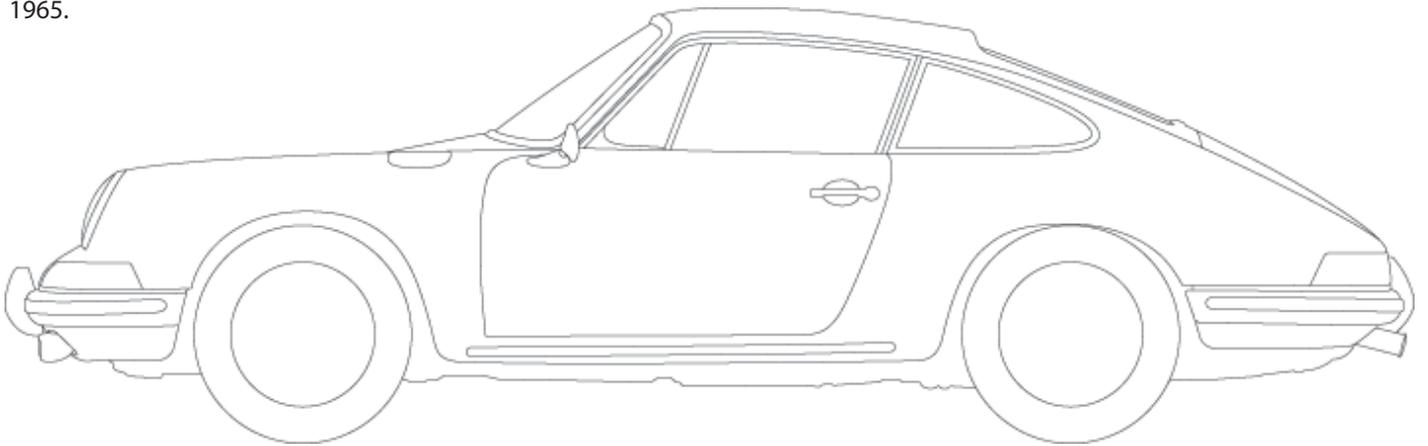
1993 Ferry Porsche with his eldest son Ferdinand Alexander with 1964 & 1993 911's. F.A. Porsche had taken over the management of Porsche's design studio in the beginning of the 60's and played a fundamental role in designing the Porsche 911 - easily the best sports car of the 20th century.

The Evolution of the Porsche 911

Copy and photos by Porsche SE

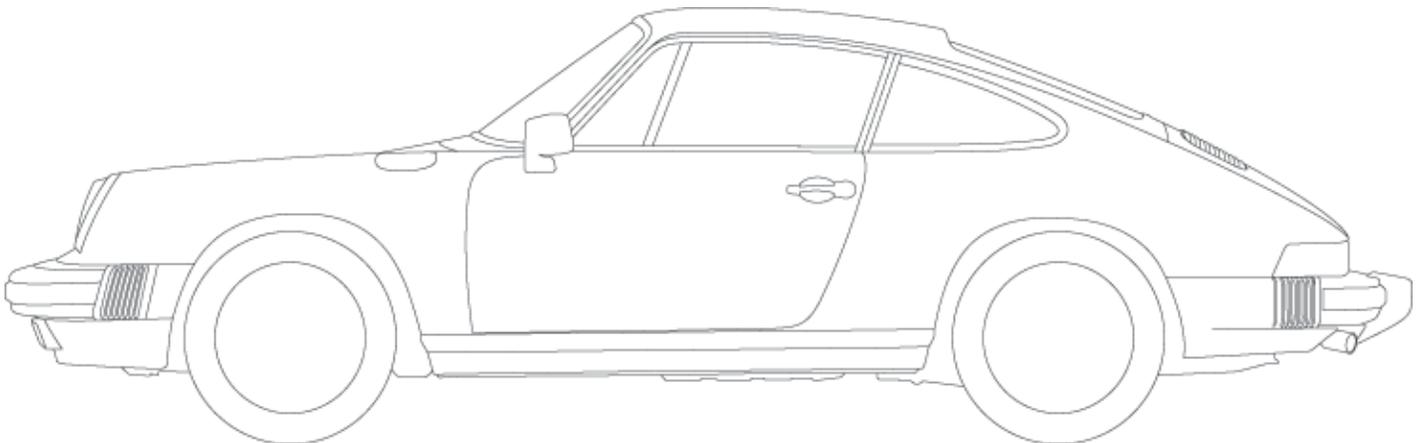


The Porsche 911 2.0 Coupé went into production in 1964. The 356 C models (in the background) continued to be produced until 1965.



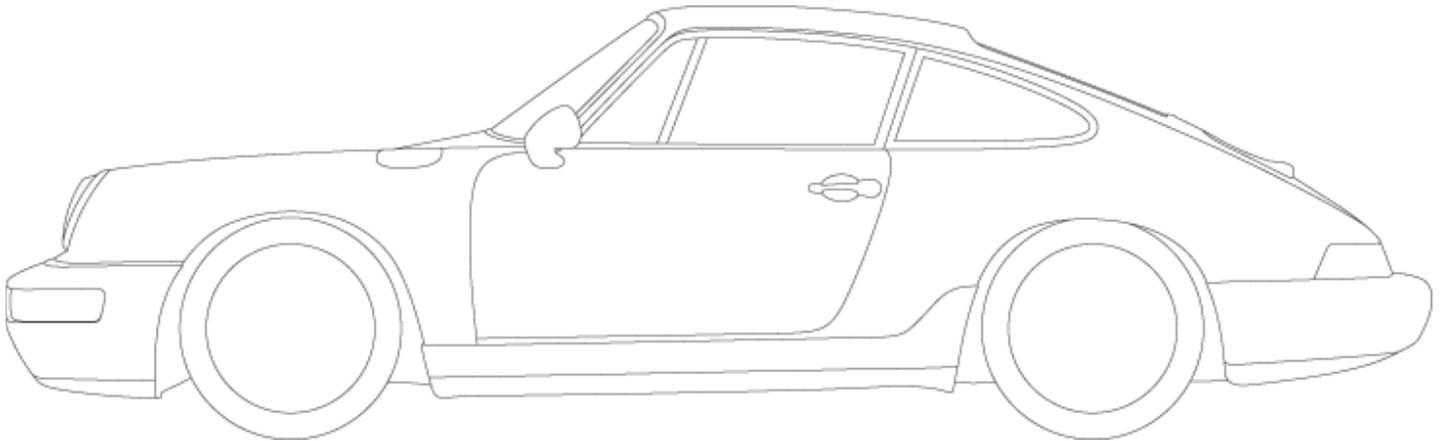
PORSCHE 911 2.0 (1963) Technical Data -

Engine: Six-cylinder boxer, Displacement: 1,991 cc, Power: 130 hp (96 kW) at 6,100 rpm, Maximum torque: 174 Nm at 4,200 rpm
0–100 km/h: 9.1 sec., Top track speed: 210 km/h (130 mph), Fuel consumption: 9.6 l/100 km, 901 1963 MODEL

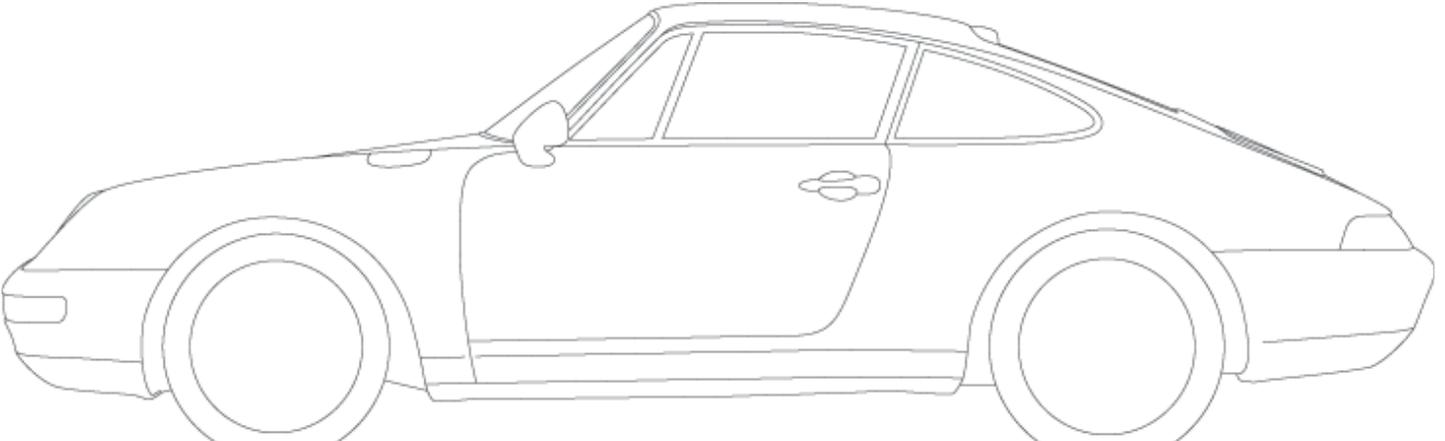


PORSCHE 911 (1973) Technical Data ('73 basic model) -

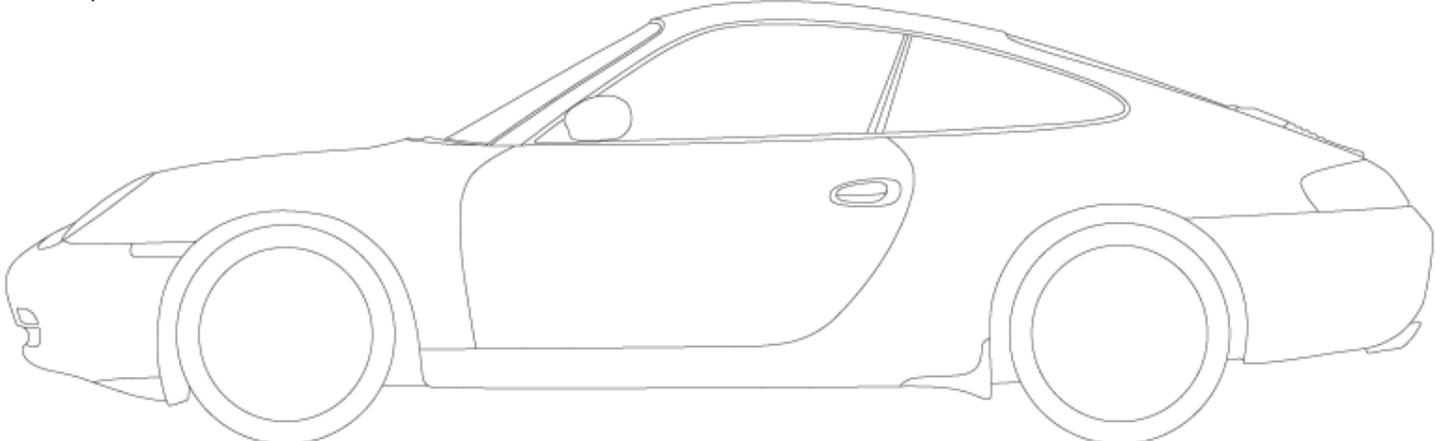
Engine: Six-cylinder boxer, Displacement: 2,687 cc, Power: 150 hp (110 kW) at 5,700 rpm, Maximum torque: 235 Nm at 3,800 rpm
0–100 km/h: 8.5 sec., Top track speed: 210 km/h (130 mph), Fuel consumption: 9.4 l/100 km



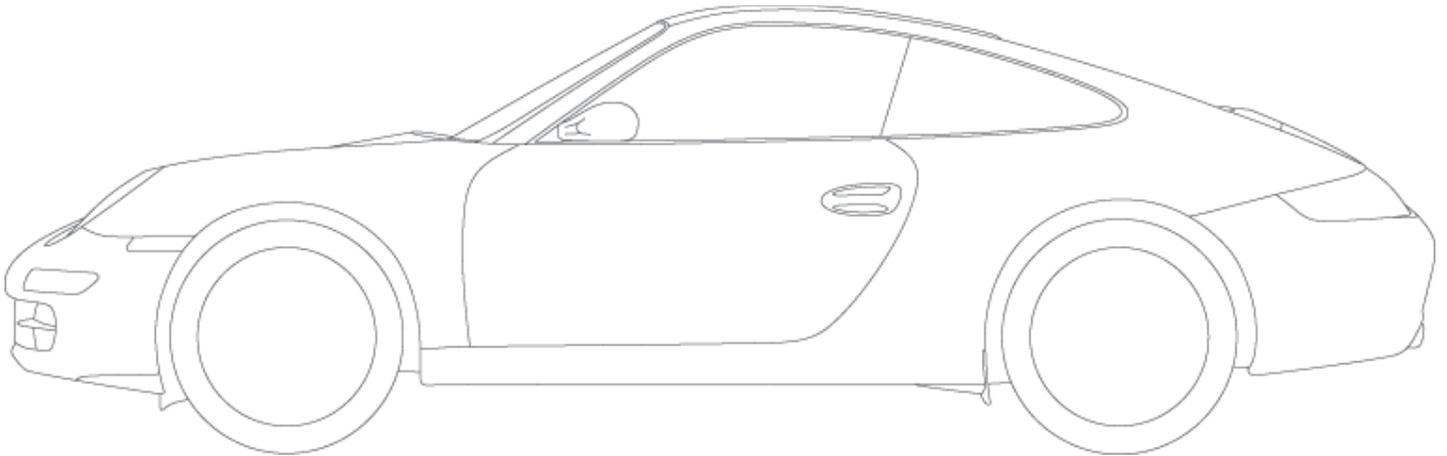
PORSCHE 911 CARRERA 4 (1988), Technical Data ('88 basic model), Engine: Six-cylinder boxer, Displacement: 3,600 cc, Power: 250 hp (184 kW) at 6,100 rpm, Maximum torque:, 310 Nm at 4,800 rpm, 0–100 km/h: 5.7 sec., Top track speed: 260 km/h (162 mph), Fuel consumption, Combined: 11.8 l/100 km



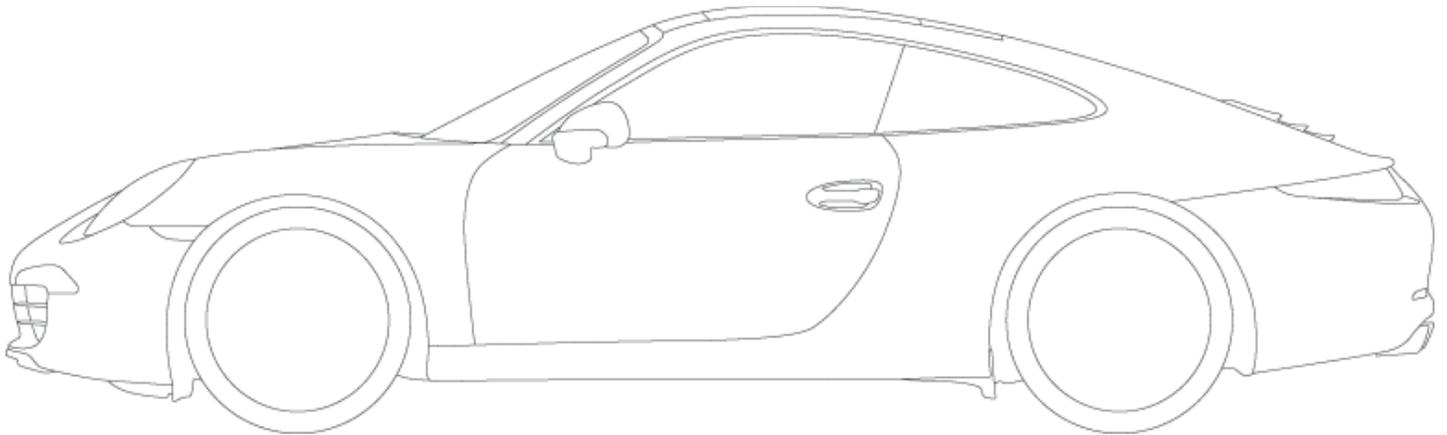
PORSCHE 911 CARRERA (1993), Technical Data ('93 basic model), Engine: Six-cylinder boxer, Displacement: 3,600 cc, Power: 272 hp (200 kW) at 6,100 rpm, Maximum torque:, 330 Nm at 5,000 rpm, 0–100 km/h: 5.6 sec., Top track speed: 270 km/h (168 mph), Fuel consumption, Combined: 11.4 l/100 km



PORSCHE 911 CARRERA (1997), Technical Data ('97 basic model), Engine: Six-cylinder boxer, Displacement: 3,387 cc, Power: 300 hp (221 kW) at 6,800 rpm, Maximum torque:, 350 Nm at 4,600 rpm, 0–100 km/h: 5.2 sec., Top track speed: 280 km/h (174 mph), Fuel consumption, City: 17.2 l/100 km, Highway: 8.5 l/100 km, Combined: 11.8 l/100 km



PORSCHE 911 CARRERA (2004), Technical Data ('04 basic model), Engine: Six-cylinder boxer, Displacement: 3,596 cc, Power: 325 hp (239 kW) at 6,800 rpm, Maximum torque: 370 Nm at 4,250 rpm, 0–100 km/h: 5.2 sec., Top track speed: 285 km/h (177 mph), CO2 emissions: 266 g/km, Fuel consumption, City: 16.1 l/100 km, Highway: 8.1 l/100 km, Combined: 11.0 l/100 km



PORSCHE 911 CARRERA (2011), Technical Data ('11 basic model), Engine: Six-cylinder boxer, Displacement: 3,436 cc, Power: 350 hp (257 kW), Maximum torque: 390 Nm at 5,600 rpm, 0–100 km/h: 4.8 sec., Top track speed: 289 km/h (180 mph), CO2 emissions: 212 g/km, Fuel consumption, City: 12.8 l/100 km, Highway: 6.8 l/100 km, Combined: 9.0 l/100 km



The task given to the engineers at Porsche's Weissach Development Center in 2006 was formulated in simple terms: "Make us another 911, a new one—you can change everything about it, but leave it the way it was." here are many reasons for this directive, which all have to do with the character and the unadulterated identity of the Porsche 911. Wolfgang Peters, Christophorus|352 Oct/Nov 2011

the cars in the ALMS paddock on the left. Later on, the PCA bracelets from the Porscheplatz got us waved into the IndyCar paddock where the mechanics, owners, drivers actually stopped, smiled, chatted and allowed pictures to be taken of them and with them. They readily signed autographs. The IndyCar transporter trucks and cars were all inside the air-conditioned convention center.

Then there was the Party Zone, with band concerts going on continuously, a Family Zone with lots of kid-friendly activities, and, of course, the Budweiser Block Party offering a pristine view of Turn 4 and all kinds of food offerings from area restaurants. And, yes, lots of beer...

Then came the search for the perfect t-shirt, which I found, as well as a hat.

A caution here about the amount of walking: this area is huge, and would be daunting for some folks. Wear very comfortable shoes. No one is being shuttled around; you're on your own! We passed through Camden Yard's version of Yawkee Way — very nicely done — clean and inviting. My son pointed out all the plaques shaped as baseballs on the ground where balls were hit out of the park. One was even on the wall of a building across the street!

We made it to our seats in Grandstand A (at the start/finish line). Again, if you have choices for tickets, you might want Turn 1 (90 degrees) or Turn 3 (180 degrees). Turn 3 was the site of frequent carnage, including one disaster in the IndyCar race that tied up about a third of the cars. The drivers were unhappy that it took officials eleven laps under yellow to figure it all out. Turns 5–7 had the chicanes, so that area had its moments as well. (The Indy group was the only racing group of the weekend to get through Turn 1 without a crash.)

Happily, there were no spectacular crashes. The biggest potential disaster was averted when Tony Kanaan intentionally clipped Helio Castroneves' car during a practice run after discovering he had no brakes. The video screen showed the car airborne but slowing down enough from the contact to keep it from crashing into the wall at 120 mph. Neither driver was injured but both had to use their alternate cars in the actual race. It took 90 minutes — amazing — to transfer the engines and switch over needed elements into alternate cars. There was no time for practice, but neither driver seemed concerned. And, yes, they are still good friends!

Being new to the ALMS as well as IndyCar, all the different classes racing in the same race was a bit confusing, but we had it figured out by the end of the day. Cars represented in the Baltimore ALMS were Porsche, Ferrari, Ford, Corvette, BMW and Jaguar. The Doran Ford GTs took the overall 1-2 finish.

On Sunday, rain/thunder/lightning was forecast. None of it happened. It was hot and muggy, but just fine. We felt like veterans now. We knew where to park and the lay of the land. We took our time getting to our seats because we knew we were going to be packed in and baking in the sun. We stopped at the

Sports Museum next to Camden Yard and took our time gazing at all the car/football/baseball memorabilia. As we walked out, the drivers were being presented on stage by an upward moving stage floor. Just as my camera was out and ready, Danica popped up. It was the right place at the right time! Oddly enough, we lucked out again. By leaving slowly when the race was over to let some of the crowd get out, we walked right into the awards ceremony. That good fortune got me a good picture of Will Power as well!

Will Power — yes, that's really his name — won both the pole (for the seventh time of the season) and the race itself by a country mile. He started in the lead, and easily stayed out there as if he were cruising along on a Sunday drive until he was declared the winner. He drove a flawless race. He never touched a wall, ran over a curb, made contact with anyone else, or had a pit crew problem. Each lap was 2.03 miles long for a total of 75 laps. He had it all sewn up in two hours.

At one point — approximately halfway through the race — all three woman drivers — Danica Patrick, Simona de Silvestro (Swiss) and Ana Beatriz (Brazilian) — were in the top 12. In fact, Simona was actually in first place at one point in the race, but her pit crew called her in for gas and made an error, causing her to drop way back in the standings. Danica ended up finishing 6th, which was very good considering she started in 23rd out of 28 places. She left at the end of the season for NASCAR.

The two glitches from a crowd standpoint were the inadequacies of the pedestrian bridges getting you over and back to your grandstands — the line was about 45 minutes long awaiting your turn to go up and over — and the PA system, which was useless. When you don't even know that the National Anthem is being played, it's definitely a call for cranking up the volume.

Continued next page

Mid-Life Crisis- continued from page 37

late what Porsches mean to me. As I stated earlier, I wasn't in love with Porsche as a kid. My friend Sully owned a 356 when he was in college. He's owned multiple Boxsters and currently drives a Boxster Black Edition. He throws snow tires on her and drives all winter. He believes that the Boxster embodies the spirit of Porsche and the 356 Roadsters. He's probably right. He's a deep Porsche traditionalist. He can go back decades, I can only go back years. I felt that he should be writing an article for the NOR'EASTER, not me. But in the end, I gave in and started writing. As we all know, Adrienne rarely takes no for an answer. So I hope sharing my experience hasn't scared any of you off from giving in to the addiction. I hope my experience has convinced some of you that you can buy multiple "once in a lifetime" Porsches and still keep your life partner. Ultimately, I hope you will all join me in always having a Porsche sitting in your garage. With a Porsche, life is always good.

The complaints from the drivers concerning the track were very few: needing more straights for passing opportunities, faster corners, the L/R entrances and exits to the pit road area, and inconsistent road surfaces. All made it clear they were pointing out the challenges more so than complaining.

As Autoweek stated, "Baltimore, Indy cars, and ALMS appear to have caught a little bit of lightning in a bottle." It was a very good race, a fun street festival, a wonderful adventure with my son, and a great opportunity for me to learn all about IndyCar racing!!! Consider going yourself this year!

As always, make sure you get out and enjoy your car!



Danica

Four Speeds and Drum Brakes - continued from page 9

ing hers for many years, and a joy to talk to on the phone. She thought that the coupe would be a great car for her and her partner to use when the weather wasn't great, which happens in SF. Some days the fog comes in and never leaves; I know, I've been there.

I gave her the story and insisted that she have a pre-purchase inspection done since I didn't know the car well enough to speak for it. She agreed.

Rob called his buddy who was happy to get it to a local shop. The well-known repair shop squeezed in the PPI and the car passed with flying colors. The deal was struck, and in two days the car was on its way to that city by the sea.

Three days later I got an e-mail from the buyer with a YouTube video attached showing the car coming out of the trailer in front of her house. Isn't technology great? They were ecstatic about their new Tub and went on and on about what a great experience the whole process was. It was everything they wanted and a perfect Thelma to their Louise. The best part was that they didn't have to go under a tent to get it. She said there's a ride in a fire truck and a dinner out there waiting for us when we get to town. With an offer like that Rob and I might have to go out soon.

KTF



The new owners.



The Black tub.



Restored and ready.

the autocross course. By the time the students get over and strap in for their ride, they are up to speed. I thought riding could replace a walk to learn the course (save time and provide some additional teaching) but at least one student's reaction was, "Could you drive slower so I could see where we are going?"

April 1, 2:00 pm: After getting their instructor rides, students enthusiastically address the course. One student, driving an Audi RS6 while his Porsche winters in California, is particularly exuberant and scatters a field of cones with a complete 360. The autocross chairperson puts on his safety-first face and provides a stern lecture. After his turn the Audi driver comes up and apologizes with the explanation that his instructor told him that he could do that section of the course without lifting. (Note for next year: remind instructors that what you can do in a 2,500 pound Porsche on R-compound tires might not work for a 4,000 pound sedan on studded snow tires — no kidding!)

April 1, 3:00 pm: Much good learning is taking place. Some scientific/technical points are made, while some coaching is more directed at driver psychology. Example: Rosemary, paired with instructor Mark Schnoerr, was much more comfortable after getting advice to readjust the steering wheel and change hand position. She was also told, when some course confusion caused her to hesitate, to, "Go ahead, just drive between something."

April 1, 4:00 pm: Students gather to get their souvenir t-shirts and coffee cups (hand-wash only!). Many of the newbies helped Dave pack up, a good sign that they understand the "club" aspect of our events.

So, the autocross season is underway. First regular event is May 20th and we hope to see all the regulars as well as some of the newly graduated students. And, don't forget, starting with event #3 you must pre-register on-line — no day-of-event sign-ups.

Bill Seymour
Activities@Porschenet.com

BOSTON'S PROPERTY EXPERT
ROB COHEN, CRS, ASR, ABR

President, Managing Director
 Broker, REALTOR® 
 #1 Ranked Broker Back Bay
 Units Sold MLS 2007

Search all MLS listings
www.robbcohen.com
617.962.0142



SPECIALIZING IN:

Back Bay	Midtown
Bay Village	North End
Beacon Hill	Seaport
Brookline	South End
Charlestown	Waterfront
Leather District	West End

Real Advice. Real Results.
*When you are really ready to buy or sell,
 I'm available to make it really happen.*

 **Boston Realty Advisors**
RESIDENTIAL
 715 Boylston Street • Boston, MA
 617.962.0142 • rcohen@bradvisors.com
 www.robbcohen.com

Quality. Performance.
on the road
 or on the track...

Call the experts.



Service • Parts • Tuning
 Fabrication • Modification

911/944/986/996/997/GT3
 Engine & Transmission
 Rebuilding

 **PAGID** Brake Pads

 **Hoosier** (low cost shipping)
 RACING TIRE

musantemotorsports.com

1257 John Fitch Blvd, Unit 12
 South Windsor, CT 06074

phone: 860.291.9415
 fax: 860.291.9416

Marketplace For Sale

2004 GT3, black on black, 18000 miles, track ready with Alcon Brakes , Moton Club Sport adjustable shocks, Fikse with Hoosiers, European GT3 seats, new belts, Roll bar or street ready with new leather seats, carbon brakes, original Wheels and Tires. Perfect inside and out, EPE maintained since new. \$64,000. HPS911@comcast.net, 508-358-9196. (5/12)

R-1531 Carbon Fiber Brey-Krause Strut Tower Brace incorporate high strength precision rod ends for adjustability and perfect fit. The design uses factory mounting points and transfers the load to the strut bearing mount. Carbon fiber strut braces provide incredible strength to weight properties without compromising performance. For all 993 model Porsche. List Price \$300.00 New. Take it for \$150.00, Contact Moe Auger, 993moe@gmail.com or 401-765-5755 Before 8PM. (5/12)

Bilstein PSS9 Coil-Over Suspension Kit. PSS9 Coil-Over System adds a matched performance spring and threaded ride height adjuster to provide a complete suspension system for a vehicle. The fully adjustable monotube gas shock absorbers offer nine precise compression and rebound settings, from comfort to competition. The front and rear progressive rate springs allow for the accurate adjustment of a vehicle's ride height, stance, cornering balance and ride quality to maximize performance. For all 993 model Porsche. List \$2,700. These are 3 years old & have less than 10,000 miles. Asking \$995.00. Contact Moe Auger, 993moe@gmail.com or 401-765-5755 Before 8PM. (5/12)

Porsche 993 911 Varioram 3.6 PowerChip Upgrade. This is a complete ECU for a 993 Varioram 3.6 that has been updated by Powerchip. Increase horsepower from 282 to over 300 and torque from 250 to 267lb.-ft. You get the PowerChip and the ECU as a package. Remove your stock ECU, replace it with this Updated PowerChip ECU and enjoy more power and torque. List Price for the PowerChip \$1,400. I'm asking \$1,500 for the PowerChip and the OEM 993 ECU Complete. Contact Moe Auger, 993moe@gmail.com or 401-765-5755 Before 8PM. (5/12)

Porsche 993 H&R Sway Bars Front and Rear. H&R Sway Bars are crafted from Special (hf) 50CrV4 steel alloy-the highest tensile strength available. Each sway bar is cold-formed and heat-treated, with forged seamless bar ends. Original list price \$649.00. Enhance your 993's lateral stability and cornering grip, while reducing body roll, all for \$300.00. Contact Moe Auger, 993moe@gmail.com or 401-765-5755 Before 8PM. (5/12)

Porsche 993 C4S Wide Body Track Wheels. These are the Hollow Spoke for lighter weight. Two Front are BBS-B01 996-362-136-04 8J X 18 ET50; Two Rear are BBS-B01 996-362142-03 11J X 18 ET45. These have been used as track wheels so they are not perfect, but they are not bent or damaged in any way. The tires are Michelin Pilot Sport Cups, 235/40ZR18 on the Front and 295/30ZR18 Rear. They are about 40% used but still have a few track days left in them. Set of 4 including tires \$1,200.00. Contact Moe Auger, 993moe@gmail.com or 401-765-5755 Before 8PM. (5/12)

Porsche 993 17" OEM Cup Wheels. Excellent condition. (2) front wheels, 993 362 124 00, 17 x 7; (2) rear wheels, 993 362 128 00, 17 x 9; Pirelli P Zero 205/50ZR17 and 255/40ZR17 tires, 40% tread (one tire has sidewall bubble). \$950 plus shipping. Pictures, <http://photobucket.com/porsche993wheels>. moogie8@comcast.net; 617-840-0700. (5/12)

2009 Boxster. 13,xxx miles. PDK. Meteor Grey Metallic w/ Sand interior. Cocoa top. Bought new 8/10. Full factory warranty until 8/1/14. Sports Chrono (w/o PCM), 18" Cayman II wheels, auto. climate control, Bluetooth, Bose high end sound, iPod Interface, heated seats. Dealer serviced. Always garaged. Like new. COA & window sticker. MSRP - \$58,230. Sell for \$38,500 o.b.o.. Call for more info. 508-255-3583; rdparis@his.com. (5/12)

2001 Boxster S, 50Kmi, Lapis Blue, Removable hardtop, Tip. I have owned for 7 years and have records for that time period. Clean inside & out. No issues. Asking \$17,000. James Smith, jm.smith23@hotmail.com, Cell 617-293-4834 2004 (3/12)

Advertising Guidelines

Publication of paid advertising in the *NOR'EASTER* does not constitute the endorsement by this publication or the Northeast Region of the products or services set forth therein. The *NOR'EASTER* reserves the unqualified right to approve for publication all advertising submitted.

Marketplace Guidelines

Deadline for submitting ads for MARKETPLACE to the editor is no later than the 15th of each month to appear in the next issue of the magazine. Advertising Porsches or Porsche parts or to solicit materials is free to members in this section of the publication. Ads will run for two months unless the editor is formally notified. To place your want ad send a note to the editor containing your copy. Please limit copy to a maximum of six lines - it's not necessary to mention every detail of your Porsche - an interested buyer will call if he/she needs more info! Ads can be emailed to: aross@porschenet.com.



NER Board of Directors

President

Chris Mongeon
147 Fire Rd. #12, Lancaster, MA 01523
Home: 508-439-2315 email: c_mongeon1@hotmail.com

Acting Vice President - Administrative

Steve Ross
49 Village Brook Lane, Natick, MA 01760
Home: 508-653-1695 email: slr944@aol.com

Vice President - Activities

Bill Seymour
Activities@porsche.net.com

Treasurer

Kristin Larson
1 Wheelwright Ln, Acton MA 01720
978-302-3634; treasurer@porsche.net.com

Secretary

Nick Shanny
21 Endicott Street, Newton, MA 02461
617-852-1800; nshanny@mac.com

Membership

Virginia H. Young
1092 Norton Avenue, Taunton, MA. 02780
vhy4167@hotmail.com

NOR'EASTER Editor

Adrienne Ross
P.O. Box 760727, Melrose, MA 02176
Cell: 781-249-5091, email: aross@PorscheNet.com

Past President

Steve Ross
49 Village Brook Lane, Natick, MA 01760
Home: 508-653-1695 email: slr944@aol.com

Committee Chairs

Chair - Autocross

Bill Seymour
Activities@PorscheNet.com

Chair - Concours d'Elegance

Steve Ross
49 Village Brook Lane, Natick, MA 01760
Home: 508-653-1695 email: slr944@aol.com

Registration - Autocross

Jon Cowen
12 Copeland Rd., Framingham, MA 01701
email: JCowenNER@gmail.com

Chair -Driver Education

Stan Corbett
21 Elm St., North Grafton, MA 01536
Cell: 978-337-3095; stanley_corbett@msn.com

Registration - Driver Education

Mark Keefe
Home: 508-529-6127 email: TCReg@PorscheNet.com

DE Tech

Ann Anderson
Home: 978-474-0898

Chief Driving Instructor - Driver Education

Jerry Pellegrino
165 W. Central St. Natick, MA 01760
508- 651-1316 epe@epe.com

Novice Development - Driver Education

Dick Anderson
Home: 978-474-0898 email: DickAnderson114@gmail.com

Instructor Development - Driver Education

Ray Bahr
rbahr1900@yahoo.com
978.371.1294

Zone 1 Representative

Jennifer Webb; email: jenniferbischoff@hotmail.com
Home: 705-328-2647, Mobile: 514-235-0157

New Members

Lawrence Baker
Templeton, MA
2008 Cayman S

Richard Bucklew
Johnston, RI
2012 Cayman S

Gozie Chalker
Bristol, RI
2008 911

David Connor
Southborough, MA
2000 911

Bradford Davey
North Kingstown, RI
2003 C4S

Alan Davis
Franklin, MA
2007 911

Richard Ericson
Woburn, MA
2012 991

Joseph Federl
Pembroke, MA
2002 996

Douglas Hagopian
Wilbraham, MA
2007 Cayman S

Thaddeus Herliczek
Westport, MA
2012 911

Huggins, James
Sutton, MA
2012 Cayman R

Justin Jaynes
Salem, MA
2008 911S

Charlie Ko
Walpole, MA
2001 911

Terrence Kraft
Clinton, MA
1987 944

Alfred LaGreca
Lincoln, MA
1985 Carrera

Robert Leahy
Hingham, MA
2008 911

Bob Manchester
Barrington, RI
1982 911SC

Adrien Mercier
East Freetown, MA
2011 Cayman

Pierre Oustinow
Bedford, MA
2007 997

Nick Perrotta
Wakefield, MA
2006 Carrera S

Richard Pinkowitz
Newton, MA
1988 911

Angelo Pirri
Seekonk, MA
1999 Boxster

Jonathan Vasquez
Port Washington,
NY
1994 968

Transfers In:

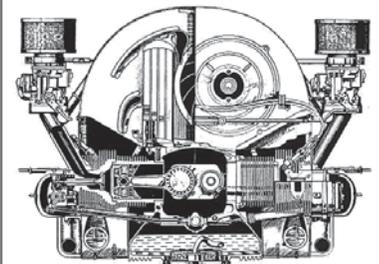
Simon Freed
Providence, RI
2002 Boxster S

Norman Gile
Haverhill, MA
1987 944S

Tim Harris
Boston, MA
1997 993

Ronald Morgan
East Ryegate, VT
1965 356C

Timothy Pafik
Charlestown, RI
2003 Cayenne S
2006 Cayman



Jay Barry Company
Porsche Expert 1955-1989 Cars
jbarry47@gmail.com
978 879 7185

And No,
you can't bring your own parts.

View our website

www.autobahnperformance.com

View specials, slideshows, and become a Facebook Fan



Got a great photo of your car? Send it to info@autobahnperformance.com.

Take customer satisfaction survey - receive 10% off

Visit our website to take a survey and receive a discount on your next service or parts purchase!



► View Our Customers' Car Slideshow



► View Our Latest Restoration Slideshow



Get your Porsche ready for spring today!

Racers Don't Forget Your Trailer!

Autobahn now offers trailer service: Wheel bearings, lights, tires, and brakes.

Porsche Oil Change Specials

Starting at \$130.00!

Klasse Kleen Special

Save \$30.90 with our "It's In The Bag" package deal!

New Customer Special

Receive **10% OFF** parts or labor on your first visit!



Parts

Contact Michael 978-535-0636
parts@autobahnperformance.com

Service

Contact Mike 978-531-0808
info@autobahnperformance.com



The NOR'EASTER
c/o Adrienne Ross
26 Bartlett St.
Melrose, MA 02176

Periodicals Postage Paid At
West Boxford, MA 01885
And Additional Offices

To:

Time Sensitive! Do Not Delay

Improve your Carbon Footprint.



Porsche Performance. Done Right.

Since 1956, Auto Engineering has been renowned for the service and sales of legendary German cars. We specialize in Porsche repair, restoration and performance work.

Auto Engineering of Lexington
436 Marrett Rd. Lexington, MA
781.676.7700
www.autoengineering.com



Expert, Ethical, Economical
Service and Repair for
PORSCHE • MERCEDES
BMW • AUDI • VW