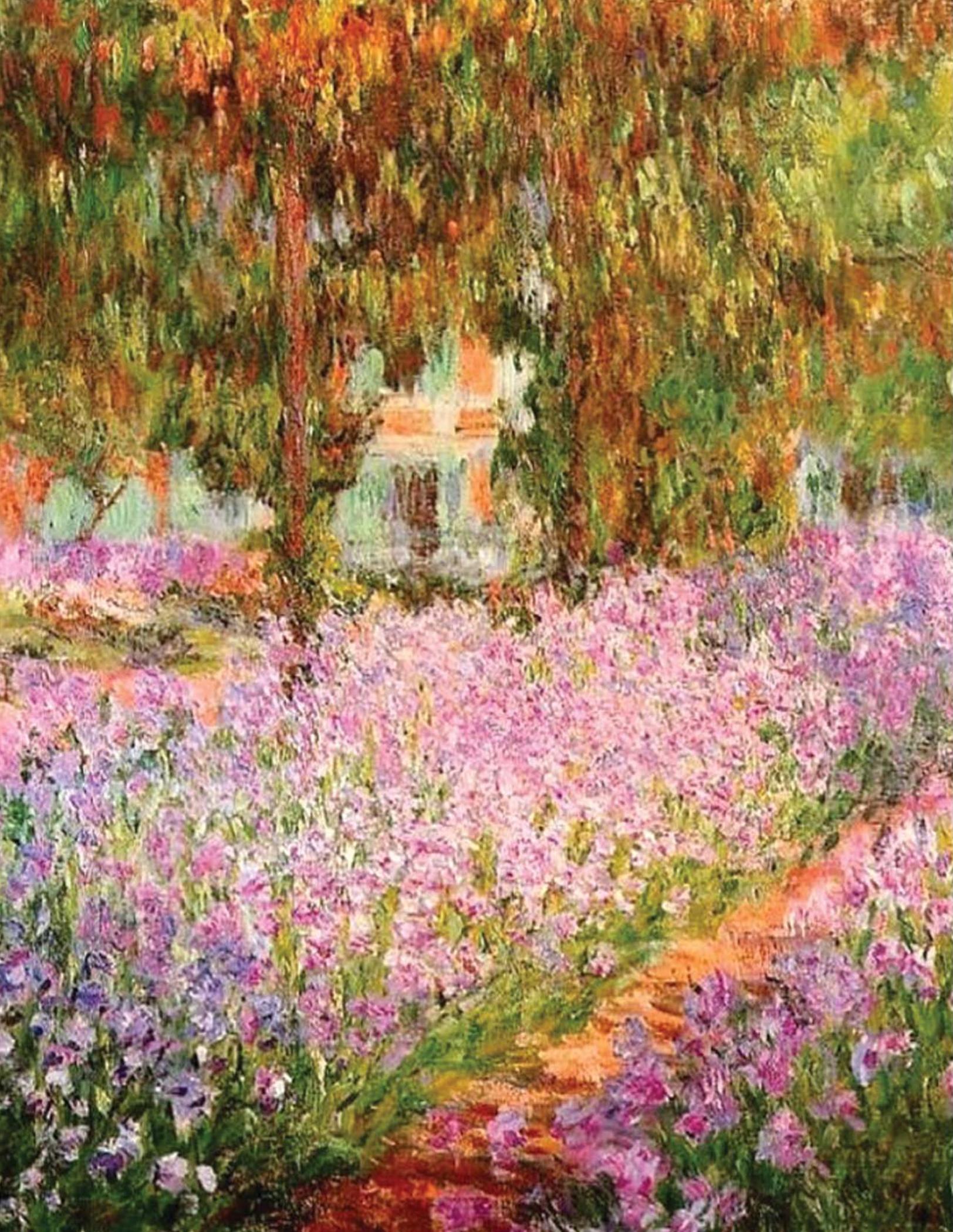




THE NOR'EASTER

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

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

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

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

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

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



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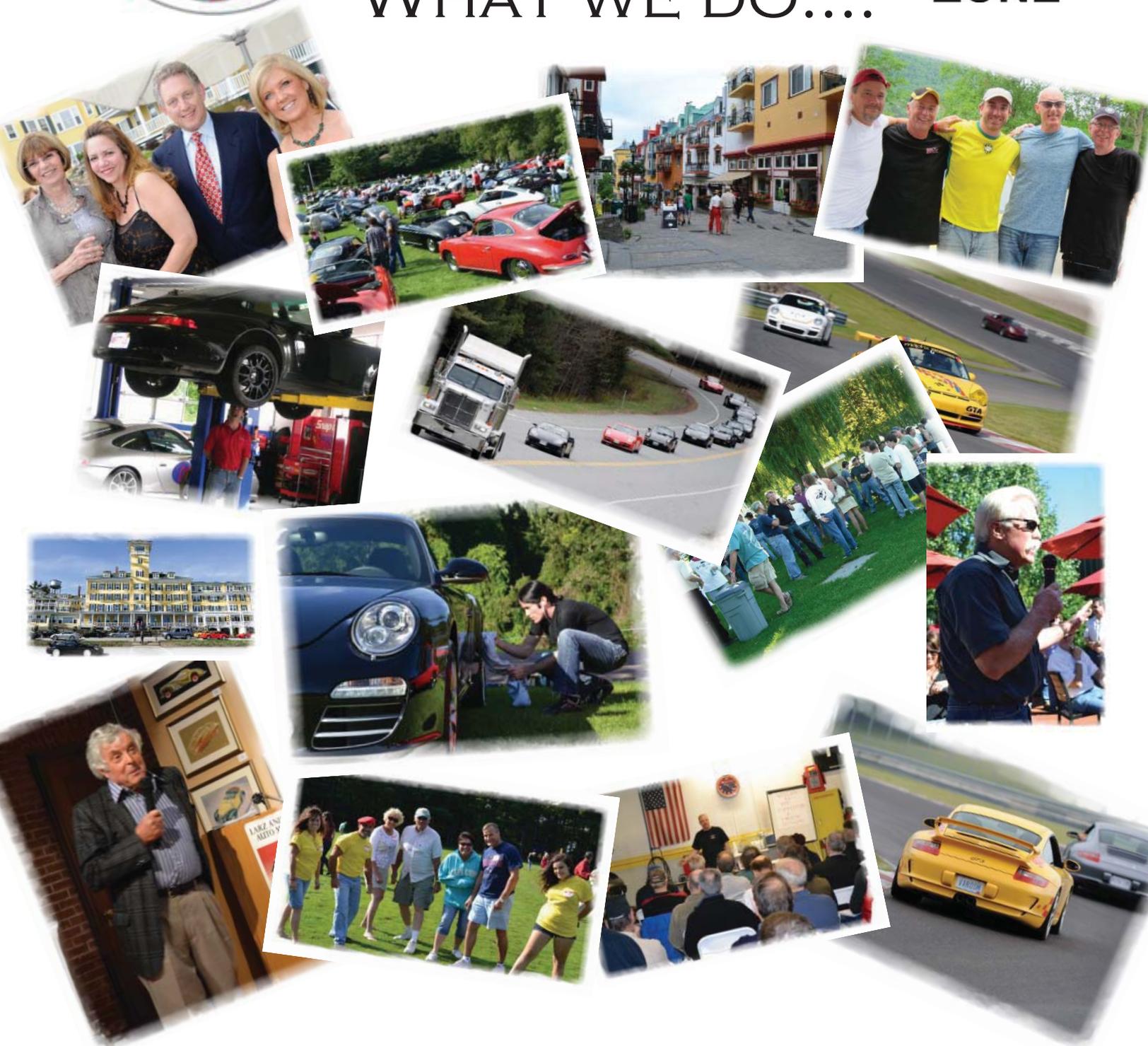
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WHO WE ARE....

PORSCHE



WHAT WE DO....



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ISSUE NO. 4

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COVER



Cover Photo
Courtesy Porsche Cars DE.

www.porschenet.com



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

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On the Edge

Adrienne Ross



I promised an update, and here it is: I found a transmission! It's very pretty, and shiny, and hardly used at all. It was Mike Kerouac who suggested who to call. We were on the phone one afternoon, talking a lunch plan when he asked, "What's up with the transmission?"

I hemmed, I hawed, and responded that I was having a hard time getting a straight answer out of anyone. People were trying to sell me a transmission with "60,000 miles" on it. "Can you send me a picture of the odometer?" —it would land in my inbox with what looked uncannily like 98,000 miles.

"So the transmission is used?" "Yes," would come the response. "The car got in a front end accident." Again the request for pictures, and again it wasn't quite that simple. "That's a lot of rear end damage for a front end accident." "Oh yeah, well then they got hit from behind."

Sigh.

Then there were the rebuilds. Those were the ones that someone had faithfully torn apart,

"Rick, I'm calling because I'm looking for a Tip transmission for my 2000 Boxster. Not the S, not a 2004, just the '97-'02 models"

re-gear, and put back together. "Is there a warranty on the work?" "Ummmm, warranty?" "Never mind..." click.

Six months of this game, and then Mike had a great idea.

"Call Rick DeMan."

Ohhh Rick! You mean the guy who built your Cayman? (That graced the cover and insides of this publication not so very long ago.) Yeah, that Rick.

Rick builds Spec Boxsters. That's when you rip out most of the guts of a Boxster, weld in a cage, and a roof, and set it loose on a race track.

What a good idea!

So, I called him.

First of all, I have to say, I love the racing/driving community. It's friendly, and everyone wants to be helpful. It's like that in and out of the paddock. But I'm sort of fascinated by the way networking works these days. I have quite a few Facebook friends, and LinkedIn connections, some of whom I've never met, but most of whom I have. The interesting thing is, is that it's a great icebreaker.

"Hi Rick, my name is Adrienne Ross. We've met a few times around a Grand-Am paddock, and we're Facebook friends."

"Oh yes, I know you, you posted something about blah, blah, blah..."

"Yup, that's me."

It works on all sorts of levels. "We're connected on LinkedIn, I see you have an opening at..."

"Oh yes, I know you." Well, you don't actually, but at least we have a starting point, right?

Anyway, the transmission.

"Rick, I'm calling because I'm looking for a Tip transmission for my 2000 Boxster. Not the S, not a 2004, just the '97-'02 models, and Mike thought you could direct me to something reputable."

"Well Adrienne" he paused, "it's your lucky day. I have two of 'em sitting on a shelf in my shop."

Two of them!

"Rebuilt?" I asked with still a little hesitation; that whole 'too-good-to-be-true' thing.

"Nope, used." He replied. "Actually, one of 'em is barely broken in, it's got a hair over 15,000 miles on it."

That was a Friday. On Monday I took a little trip to Nyack, NY, paid the man, and came home with what fundamentally comes down to my salvation. After six months of worry, and doubt, I get my Porsche back.

In This Issue...

Our issue this month is packed with contributions from our members. From Dan and his 1960 356, to Ginny buying the 2013 edition of the 991, the stories are *great!* and I really appreciate the contributions.

There's non-stop action around the region of things to do. Dani and Marcus's column has some helpful hints about how to use those "new member" vouchers. I am still strongly encouraging folks to volunteer at the Clash at the Glen. In the last *Panorama* there was an article about running (the logistics) of the 48 Hours at Sebring. This is the same concept, only at the Glen - a race track with just as much fame, and even *more* history to its name. It takes over 225 volunteers to run the 48 Hours, and I'm guessing it takes the same to run the Clash, only at the Glen, you get to see old friends, and meet new ones. It's a BLAST! I promise! - Enjoy the issue.

On the Loud Pedal

Christopher Mongeon



Thirty-nine pieces of cake. That's why time is moving by so fast for me. While meeting with a client this past week, she mentioned how fast time is going by for her. Her cake was cut into 65 pieces. What she was trying to say was: when you are only four years old, your whole cake is four big pieces. As a former educator, that is how she explained it to the kids then, and how it is such a reality to her now. As every year goes by, the pieces get smaller and disappear off our plates that much faster. What are you doing with your piece of cake this year?

This year, 2013, will be a significant year for milestones around here. This month marks my tenth anniversary in PCA, I turn 40 this fall (yeah, I know you're thinking, "he's just a baby"), in August we will celebrate our ten-year wedding anniversary, and the Porsche 911 turns 50. Ten years have gone by incredibly quickly. Back then, I was technically still single and the proud owner of a Porsche. Very few things about my life then are the same ten years later. Even the car has changed dramatically. When we talk about our

This month marks my tenth anniversary in PCA, I turn 40 this fall (yeah, I know you're thinking, "he's just a baby")...

past, Stephanie and I can hardly remember what our lives were like before our sons came into the picture. As a matter of fact, today is Friday and she just asked if I can remember the last time just the two of us went out on a Friday night. "No idea," was my reply from the couch, in my pajamas, at eight o'clock. Wild and Crazy — it's just a Saturday Night Live skit for me now. As for the anniversary thing, I'm sure I'll screw that up as I always do. A last minute and pathetic effort to do something romantic that will eventually be interrupted by Sam, Nicolas, or both. Speaking of Sam, he was born eight years ago on my birthday. As a result, I have been out of the spotlight on that particular date since. I can't see much changing just because I'll be forty, and that's alright with me.

As for the fifty-year-old 911... Last May we paid tribute to Ferdinand "Butzi" Porsche and to all his contributions to the family business, and most importantly the 911. From the 901 Butzi helped create, to today's 991, fifty

years is one hell of a run for a single model. As part of this celebration, Porsche is sending a 1967 911 on a world tour. 1967? I know; I did the math too. You can follow the 911's tour on, of all things, its Facebook page. The tour will hit five continents along the way before it eventually returns home to Stuttgart in December. If you haven't already downloaded the app, there is still time to keep tabs on this car as it leaves Geneva on its way to Shanghai. As one of the last remaining humans on earth not to have a Facebook page, this is tempting, but still not enough to get me on board.

In other news, hockey is just about done in our house. Spring is coming and the cars are getting restless. It's mid-March now and we are still buried in snow out here in Lancaster but, before we know it, the robins and street-sweepers will be busy getting ready for warmer weather. That also means that it is time for the spring Zone 1 Presidents' meeting next weekend. It's really not as fun and glamorous as it sounds, but it is a great opportunity to rub elbows with the rest of our Zone reps. Who knows, maybe this time we will solve all the world's problems and get out of there early too. I'm not betting on that, but I will bet that we learn a lot from our fellow members and come home with some new ideas to improve each member's experience in PCA.

I'm halfway through this piece of cake. September I get another piece, this time smaller. Don't rush it, savor it and don't leave anything on the plate.

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Four Speeds & Drum Brakes

Tom Tate



Left Coast Living — Literature Meet in LA
When the days get short and the snow gets deep, I usually head south to Sebring to play with old friends with old cars. Race weekend has always been the same date as the Porsche Literature Meet at the Hilton Hotel at Los Angeles airport (LAX), but driving fast has always drawn me south. This year, budget constraints had me heading west on my favorite airline, Southwest.

Like the January flight to Scottsdale, a snow-storm threatened, but with a 7:00 am departure and rain coming first, I figured I was in the clear. Bad call. We were in our seats as the falling rain turned to ice as it hit the wings of the plane and instead of heading to a runway we rolled over to the deicing line. For two hours. And we were second in line.

I should know better but with direct flights costing twice as much as flights that connect through other interesting U.S. cities, like Chicago, I chose to see the Windy City up close this time. The late departure caused me to miss that connection, so

...my only concern was the large box full of 911 carbs and a few other parts that I was taking out for a friend to deliver to his buyer.

I caught a flight to St Louis and was told that an LA flight would be waiting. It was, but my name wasn't listed as a passenger so I told them I'd ride in the bathroom. I guess they needed the bathroom pretty badly because they found me a seat in short order. Safe at last and on the way west my only concern was the large box full of 911 carbs and a few other parts that I was taking out for a friend to deliver to his buyer. I know that it was loaded on a plane in Providence but where it went from there was anyone's guess.

With a planned layover of three hours, the new route due to the missed flight still got me to LAX on time. With a few friends at the airport and a 'mommy van' waiting, we all jumped in and drove out to see the Sierra Madre Collection, one of the 356 suppliers that help us keep our old Tubs on the road.

With an experienced navigator, the bunch of us filled the van and took off first-thing Friday morning for a tour of local restoration shops. The first stop was Callas Rennsport in Torrance. There were two 959s waiting for service and an original 911R

on the lift. Not just any 911R (there were only about 20) but number one, the first one built. Tony Callas also has what seemed like the world's largest collection of Porsche shop manuals anywhere; it looked like the reference section of the Boston Public Library.

From there it was back into the van and over to Steve Hogue's shop to see the restoration of an RS-60 to original factory specs. At least the factory-built frame was there.



He also was in the process of constructing a copy of the original Glockler special,



from what looked like an original.



continued on page 48

Minutes Of The Board

Steve Ross (filling in for Hans Peter Shafer) –March 13, 2013 NER Board Meeting



The March meeting was held on the 13th at the home of Bill Seymour and Rosemarie Driscoll.

Present, in addition to the hosts, were Nick Shan-ny, Chris Mongeon, Kristin Larson, Dani Fleming, Dave Berman, Steve Ross, Stan Corbett, Adrienne Ross and Karen Cohen.

After a delicious meal prepared by Rosemarie, the meeting was brought to order by President Chris Mongeon at 8:11 pm.

First order of business was the passing of the previously circulated treasurer's report, which Adrienne presented, Nick seconded and was unanimously approved by the board.

Dani gave the membership report noting that the volume of THE NOR'EASTER subscription applications has slowed as the deadline for renewal is approaching.

Currently we have 1,475 primary and 986 affiliates, for a total of 2,461 members.

Last month saw one transfer in, six transfers out and 14 new members join.

Bill then gave the Administrative VP report listing the upcoming events and then expanding on the current status of the August Myopia Polo event as it applies to a possible sponsorship by one of the local Porsche dealers.

Our guest tonight, Karen Cohen, reported on the annual dinners. This past one held at the Wellesley Country Club in early December 2012 drew the largest group in the history of the event, along with numerous positive comments via e-mail. Unfortunately our normal first-Saturday-night-of-December date at the same venue is not available this year, so Karen has secured a date at the International, in Bolton, on December 7th — where we have had a number of well-received dinners in the past. She also reported that for 2014, both the first and second Saturday nights of December are taken at the Wellesley Country Club, so the board agreed to hold that dinner on Saturday night, January 10th 2015. Bill and Kristin moved the question, Rosemarie seconded, and the motion passed with a unanimous vote.

Chris mentioned that an updated "Code of Ethics and Conduct" has been sent to the board via e-mail and he would like feedback from the members.

Nick, reporting on activities noted that Charlie Dow will be preparing a tour in May, with further details to be provided next month.

Stan, DE chairman, reported that we had a great turnout for the Ground School this past Sunday,

with 48 potential students attending the event at HMS in Danvers. Steve Artick put on a very good presentation, and has informed Stan that he will be retiring from the post as of this year. Contracts for Watkins Glen and NHMS have been secured and Stan has requested the 2nd weekend in September 2014 as a primary date for the new Thompson track with the 3rd and 4th weekends as alternatives. He then spoke on the availability of new-model communicators for the DE instructors and will work out a plan for purchase and distribution in the near future. He also touched on the idea of offering mechanics gloves as a gift to our hard-working instructor corp. Finally, it was mentioned that Dennis Macchio, who offers coaching for drivers and also leads the novice meeting, can only attend the August NHMS event. A couple of alternate instructors will be approached for their service at the other venues.

Steve then reported that the concours com-

continued on page 53

Happy PCA Anniversary

Forty-Five Years

Rudolf Boentgen

Thirty-Five Years

Jim Hornsby
Philip Brzezinski

Thirty Years

Dave Weber

Twenty-Five Years

Eriks Rancans
Kim Saal

Twenty Years

Elliott Thrasher
Robert Cohen

Fifteen Years

Al Puerini
Frank Gambuto
James Heaney
James Killion
Ray Goulet
Steve Bader
William Wooding

Ten Years

Andrzej Brzezinski
Bailey Bishop
Christopher Mongeon
John Kelley
Robert Eden
Thomas Leddy

Five Years

Afshin Nayeri
Andrew Wiemeyer
Andy Bentinck-Smith
Fortney Rey
John Fritz
Martin Filardi
Michael Kerouac
Robert Leaper
Roy Terwilliger
Russell Shu
Simon Freed
Steven Erickson
Ted Duffy
Tim Fallon
William Krohn

The Checkered Flag

Marcus Collins and Dani Fleming



All new NER members get a \$50 voucher that can be redeemed when paying for any club event. There have been some questions about how these vouchers can be redeemed. So here's the guide on how you redeem the voucher for some popular NER events:

Drivers Education (NER events only)

1. Register, but do not pay, for the event on the Club Registration website (<http://www.clubregistration.net>).
2. Send the voucher into the NER treasurer (include your name, address and which DE event you are redeeming against) and a check for the balance of the fee.
3. The treasurer will inform the DE registrar to mark you "Paid in Full" upon receipt of the check.

Autocross (NER AX only)

1. Pay the full amount for the event on the Motor Sport Registration website (<http://www.motorsportreg.com>) either a single event or the complete season.
2. Send the voucher into the NER treasurer (in-

Even though the Porsches are sleeping in the garage and the snow keeps on coming, it wasn't a complete 'car free zone' this month.

clude your name, address and which autocross event/full season you are redeeming against).- 3. The treasurer will send you a check for \$50 (\$40 if you are redeeming for a single autocross event).

The Ramble

Send your voucher and a check for the balance for The Ramble using the form in THE NOR'EASTER.

Concours d'Elegance

Send your voucher and a check for the balance for the concours using the form in THE NOR'EASTER.

Tour

Send your voucher and a check for the balance for the tour using the form in THE NOR'EASTER. The NER treasurer's address is:

NER Treasurer
c/o Kristin Larson
1 Wheelwright Lane
Acton, MA 01720

If you have any questions about how to redeem your voucher please e-mail us at membership@porschenet.com... and welcome to the club.

Dani and I are keen F1 fans (I guess you know this if you've read any of our columns) and, as I write this (hours before the NOR'EASTER deadline), the 2013 season opener, in Melbourne, is less than a week away. Adrienne (THE NOR'EASTER editor) has been asking me to write an F1 Guide for Beginners (maybe somebody should write one for NASCAR, for people who don't understand the attraction of racing in circles). I'm leaving that to next month, but I thought it would be useful to detail the 2013 F1 schedule. So, here it is — all times are ET.

AUSTRALIA (Melbourne) 17 Mar, 2:00 am
MALAYSIA (Kuala Lumpur) 24 Mar, 4:00 am
CHINA (Shanghai) 14 Apr, 3:00 am
BAHRAIN (Sakhir) 21 Apr, 8:00 am
SPAIN (Catalunya) 12 May, 8:00 am
MONACO 2013 (Monte Carlo) 26 May, 8:00 am
CANADA 2013 (Montréal) 09 Jun, 1:00 pm (see you there!)

GREAT BRITISH (Silverstone) 30 Jun, 8:00 am
GERMANY (Nurburgring) 07 Jul, 8:00 am

HUNGARY (Budapest) 28 Jul, 8:00 am

BELGIAN (Spa-Francorchamps) 25 Aug, 8:00 am (see you there!)

ITALY (Monza) 08 Sep, 8:00 am

SINGAPORE (Singapore) 22 Sep, 8:00 am

KOREA (Yeongam) 06 Oct, 2:00 am

JAPAN (Suzuka) 13 Oct, 2:00 am

INDIA (New Delhi) 27 Oct, 5:30 am

ABU DHABI (Yas Marina) 03 Nov, 8:00 am

UNITED STATES (Austin) 17 Nov, 2:00 pm (see you there!)

BRASIL (São Paulo) 24 Nov, 11:00 am

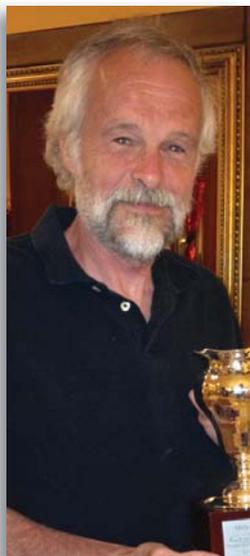
With two North American races, in Montreal and Austin, we're able to really indulge this year. We're also adding a third race by stopping at Belgium's Spa-Francorchamps circuit on our way home from a diving vacation in the Red Sea.

Even though the Porsches are sleeping in the garage and the snow keeps on coming, it wasn't a complete 'car free zone' this month. I headed to the DCU center in Worcester for the Monster Jam. I had no idea what to expect, although I did go for the afternoon show figuring the crowd would be less boisterous (okay, sober). Sure enough, it was full of kids and it seemed each had their favorite truck — Grave Digger, Higher Education (just like a yellow school bus), Crushstation (local favorite from Maine, shaped like a lobster) and Scooby Do (the cartoon dog). It made me look like a real amateur not knowing the cast of characters, but it

continued on page 52

The Long and Winding Road

Bill Seymour



By the time you read this, the driving season will be in full swing with fully cooperative weather (says the author as he checks out the window to see six inches of snow and 35 degrees while the Autocross School — think about standing on a runway with the wind blowing! — is about a week away).

Soon after the Autocross School is NCR's April DE at New Hampshire. Does it snow in New Hampshire in mid-April? In preparation for such, the new (to me) Cayman is back from EPE with Pagid Black brake pads, high-temperature brake fluid and a disappointing alignment — no more than 0.5 degrees of negative camber were available at the front wheels. I had hoped for better. It is so tempting to throw in GT3 lower control arms (or the less expensive camber plates) but then I'm pushed into an autocross class where I have no chance, and I remove my excuse for being slow at the track. Hey, people who have a Porsche and can do track and autocross events have no right to complain.

However, nothing prepared his (Nick's) colleagues for his purchase of a Cayman Interseries racecar!

Speaking of complaining, the White Run Group Social Club had its mid-winter dinner, this time at the home of Pam and Dennis Mascetta. We had a lovely dinner (I'm not up to the complaining part yet) and a tour of Dennis' shop where he is stuffing a 3.6 motor into his early 911 racecar. The other attendees (your Autocross Lunch Lady Rosemary Driscoll, Kay and Nick Shanny and Kristin Larson and Dave Berman) were all impressed with the work in progress. (Let the record show that Mr. Berman — our Autocross Registrar — is also wrenchingly qualified and is doing fancy engine work to one of his older 911s. Your scribe is content to change a brake pad once a year lest he go beyond his pay grade.) But, back to the complaining part. It has been previously noted in this column that Dennis' upgrade from 3.2 to 3.6 and my upgrade from 2.7 to 3.4 (Cayman Base to Cayman S) had caused some consternation to Mr. Shanny who has been flogging a 3.0-engined early 911. And it was appropriately recorded that Nick had reason to consider a change of ride since the lovely Pumpkin, while charming and certainly fun to drive, has been plagued with some

reliability issues. However, nothing prepared his colleagues for his purchase of a Cayman Interseries racecar! And a thing of beauty it is, even if I only saw it in static mode. Fortunately for Dennis (who is an NCR auslander) he is promoted to the black run group. For Mr. Berman and me, we will be seeing Cayman taillights — if you can see them with the huge wing in the way — disappearing in the distance.

Elsewhere in this issue you will find an Autocross FAQ that is intended to lure new members into that activity. For the seasoned autocrossers the first event is May 19th, and we expect business as usual (it can't snow then, can it?) with 10+ runs and some improved event management. I can say that with some confidence as I will miss the first event (LL and I will be doing a nice loop through Southern France, hopefully avoiding the camera speed trap that zapped us last year) and Chris Ryan will be in charge. Be nice and avoid cones.

On the social/tech side of things, we have confirmed the annual "Porsches and Polo" event at Myopia Hunt Club for August 11th. They are even awarding a Porsche Cup to the winners (and we are awarding prizes for the best picnic spreads). We have also confirmed our semi-annual visit to the Collings Museum for September 14th (don't miss it, great place!). Beyond that you will find adequate details for other events — there are many — on the website.

Bill Seymour Admin@porschenet.com

Around The Cones

Steve Ross



Back to the history of the region, I see the November 1962 issue of the Northeast News mentions that the number of members not mailing (the predecessor to e-mail) their ballots was disturbingly high. Fortunately for us in the 21st century, on-line voting will be coming soon.

In driving event news, the club participated in the Harvard University SCC event at Orange airport, with a total entry of 64 cars. FTD was taken by Al Alden driving a Carrera with NCR's own Ed Broadhead placing second in a Spyder; little did they know how valuable these two cars would be today. Other autocross sites that year were Pleasure Island in Wakefield, Mass. and the Babson Institute parking lot in Wellesley, where Bud Lyon placed first in all of the Gymkhanas, as they were called then. Interestingly, publicity for auto events could be found in the Sunday Globe and Record American (what the Herald was called then) in columns written weekly by Cameron Dewar (Globe) and Arthur Kelly (Record American), which covered the local motorsports scene.

The October 1962 issue announced a fall tour to the Yankee Atomic plant in Rowe, Mass. for a tour of the facility.

The October 1962 issue announced a fall tour (see they are not a new idea) to the Yankee Atomic plant in Rowe, Mass. for a tour of the facility.

In the classified section of the newsletter (still written with a typewriter), was a red '59 Convertible D that was listed as "acceptably priced" — an interesting term.

Also in the October issue was mention of a tour to Canada, where members from CVR, NER, and some Midwest regions numbering 35 participants, and 15 more from Quebec and Toronto regions, visited Montreal and drove thru the Laurentian mountains (near Mont-Tremblant) on beautiful back roads.

In the same issue was an ad for a 1955 Speedster, with many new parts and a rebuilt transmission — no-winter, rust-free car offered for \$1,395. Guess what that car would be worth now.

The financial statement showed the club in the black to the tune of \$888, a few dollars short of today's balance.

Late racing news from Thompson Speedway, where we will be doing DE events next year, listed Bob Holbert winning with an RS61, Bruce Jennings taking class B in a Carrera, and Joe Buzzetta from NY winning in his RSK. Not a bad collection of name racers for a local race.

Locally, we have had a winter event held on March 17th. The folks at Auto Engineering in Lexington hosted a tech session titled "Easy Fixin's" where the Porsche tech, Justin Becker, demonstrated an oil change, brake and clutch fluid flush and answered many questions of the 40-plus participants.

Full story next month by our ace report Margo Otey and pictures from the editor elsewhere in that issue of THE NOR'EASTER.

The prior weekend saw an overflow crowd at HMS in Danvers for the annual Ground School; see elsewhere in this issue for the write-up and pictures from this event.

With spring, the DE and autocross season begins, as does our Spontaneous Dinner series and Coffee and Porsches get-togethers at various dealers and other locations throughout the region.

I'm looking forward to seeing fellow members at some of our upcoming events.



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Don't Lift

Stan Corbett



As I write this, the weather forecast is for yet another storm for Monday evening through Tuesday, and March is more than half over already. With 6–10 inches predicted, the Worcester area could threaten their all-time record for snowfall in a single season. Unlike some years, when snowfall varied wildly from one part of the state to another, this year the storms have been widespread and long-lived. Their impact has caused postponements of the DE Track Committee meeting and the DE Ground School. We were finally able to conduct Ground School 2013, our annual classroom-based introduction to the DE program, on March 10th. See the separate article on the ground school, our best attended ever, elsewhere in this issue. When you receive this issue our first event of the 2013 DE season, Novice Day plus regular DE days, will only be about a month away. For details, see the separate article about this event also in this issue. One thing that bears repeating — the Novice Day and DE Days event is for both Novices and solo drivers in the Blue, White and

for our DE registrations. I have checked and made some updates to these links including changing them to red and bold text so they stand out better. They should now open a new window in your browser showing the Club Registration site.

On a personal note — I'm really chomping at the bit to get this DE season underway. I've managed a couple of emergency injections of 'Porscheness' in the last couple of weeks — an early dose of DE at the Ground School and a booster shot at Saturday's "Easy Fixin's" event presented by Auto Engineering. Easy Fixin's also afforded an opportunity to catch up on the off-season's doings with several of my fellow DEers. I plan to complete this series of Porsche inoculations by attending "Porsches, Coffee and Donuts!" this coming weekend.

I hope to see many of you over the next few months at our DE events. Don't forget our DE rebate program described in last month's 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

For details on the season, including schedules, pricing and answers to your questions, see the "What is Drivers Education?"

Black run groups. Solo drivers will enjoy an early season, full two-day DE event so — Don't Lift!

Registration for NER's 2013 DE season opened on March 1st. For details on the season, including schedules, pricing and answers to your questions, see the "What is Drivers Education?" article elsewhere in this issue. This information is also available on the DE section of our website, which is updated on a regular basis. I have received reports that some are experiencing difficulty with the links to the Club Registration website that we use

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2013 Calendar At-A-Glance

April

13-14 DE NCR NHMS
15 Board Meeting
21 NCR AX
21 Newcomers
26-28 Ramble
27 NCR Car Control Clinic

May

7-8 DE NER NHMS
8 Board Meeting
19 NER AX
19 Speaker - Paterek
27-28 DE NCR NHMS
TBD Spring Fling (Tour)

June

1 NCR AX
8 Detailing Seminar
10-11 DE NCR Lime Rock Park
12 Board Meeting
30 NER AX

July

8-10 DE NER LCMT
12-14 DE NER Calabogie
14 NCR AX
17 Board Meeting
18 Drive & Fly at Stow Airport
28 NER AX

August

3 NCR AX
6-7 DE NER NHMS
11 Porsche and Polo
14 Board Meeting
23-25 DE NER Watkins Glen

September

7 NCR AX
11 Board Meeting
14 Collings Museum
21 NER AX

October

5 NER AX
10-11 DE NCR NHMS
16 Board Meeting
TBD Put Away Tech EPE
TBD Fall Tour

November

13 Board Meeting
TBD Cops and Lawyers

December

7 Annual Dinner
11 Board Meeting

This Just in!!! SPRING TOUR SCHEDULED! *Spring Tour of Metrowest. Sunday May 12th 9:30AM*

On Sunday, May 12, Northeast Region will have a tour of Metrowest to Firefly's in Marlborough.

START: At McDonald's Rest Area on Route 128 North at Route 2A in Lexington.

SIGN IN: 9:30 to 10:00 AM Sunday, May 12.

We will head off on the tour of Metro West about 10:15 for a 50 mile run ending up at Firefly's Restaurant on Route 20 in Marlborough for the \$15.99 Sunday Buffet. Hope to see you there.



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NER PHOTO CONTEST 2013

The NER event season is about to start and we'd like all the photographers out there to start snapping photos in preparation for the 2013 Photo Contest. It's your chance to impress your fellow members and there will be \$\$ prizes for the best photos. So capture the images of the fall foliage on the fall ramble or use your GoPro to record your fast lap around NHMS or Lime Rock.



Categories

NER Driving Events

Any driving events including autocross and drivers education.

Porsche Club Events

Any Porsche club event—the Spring and Fall rambles, tour, tech session, and concours d'elegance etc.

General

A photo of any car (doesn't have to be a Porsche) or taken at any car related event that does not fit into any other category.

Artistic

Black & white, composite, HDR, hand-colored photos, etc.

Video (Maximum 3 Minutes)

Video of any NER or car related event. The video must be uploaded to YouTube.

Awards

Winner

A winner will be assigned for each photo category and they will receive a \$100 voucher to redeem at any NER event and a framed copy of the photo.

Peoples Choice

All the photos and links to the videos will be available on the NER website so the NER membership can vote. There will be a single peoples choice award for the combined photo categories and one for the videos. The prize will be a \$100 voucher to redeem at any NER event.

Rules and FAQ

1. **Entry Limit:** There is no limit on the number of photographs a NER member may submit.
2. **Entry Deadline:** By midnight on October 15, 2013 all photos must be emailed to photo@porschenet.com, all videos must be uploaded to YouTube and the link emailed to photo@porschenet.com
3. **People's Choice:** The people's choice voting will be available on the NER Website on October 16, 2013 and close at midnight on November 15, 2013.
4. **Winner Announcement:** Will be made in the December issue of the Nor'Easter.
5. **Copyright and Content:** Photos that are deemed obscene, vulgar, or otherwise violate any laws are strictly prohibited. NER respects the rights related to copyright laws and intellectual property. All photos should be based on a NER member's original photograph taken by the NER member. Use of a photo from other sources/people without permission is not allowed. NER reserves the right to refuse inappropriate or unsuitable entries.
6. **Model and Property Releases:** Any NER member submitting a photograph acknowledges that they have sufficient permission of any recognizable locations or people appearing in their photograph.
7. **Formatting your Photograph:** Each photograph must be formatted in a jpg. Each photograph will need to be clearly labeled with the category, last name, and first name.
8. **Judges:** The judging panel will consist of a selection of NER members with an interest in photography.
9. **Questions:** Questions about the contest should be emailed to membership@porschenet.com

NER's Annual Newcomer's Meeting - Hosted by Ira Porsche in Danvers Sunday April 21st at Noon

Driver Education, the Ramble, Autocross, Concours, Tours, Tech Sessions, Social Events, Spontaneous Dinners, the Nor'Easter. Wow! As a member of the Northeast Region PCA you can pick from a lot of different activities: lots of opportunities to meet your friends, learn about your car and - best of all - drive your car!

If you are new to NER PCA then you owe it to yourself to come to the Newcomers Meeting and learn what we have to offer. There will be displays, videos, presentations and a chance to ask questions of those who run each of our various activities.

And if you aren't a newcomer - are you really sure that you are getting all you can out of the club? Or would you just like a chance to see your friends, hang out and start thinking about the 2013 driving season?

Or maybe you'd like to come for coffee and sandwiches and see if you can win one of the great raffle items?

Or maybe you'd like to drool over some new Porsches or buy some Porsche boutique goodies? (And will IRA have a new Cayman by then?)

Now matter which of these categories you are in, you'll want to come to the Newcomers Meeting held on Sunday April 21st starting with a light lunch at 12:00 pm, followed by presentations starting at 1:00 pm in Ira Porsche's beautiful showroom and shop. There will be plenty to see and learn, and refreshments will be provided by our hosts at Ira Porsche.

Please RSVP at <http://volunteersignup.org/E9T7Y>. Questions? Email Bill Seymour at admin@porschenet.com

Directions: Ira Motor Group is located on Route 114 in Danvers.

From Route 128, take exit 25 to Route 114 West. Ira will be 1.7 miles on your right.

From I-95, take exit 47 to Route 114 East. Ira will be 0.6 miles on your left.

From Route 1, take Route 114 East. Ira will be 0.6 miles on your left.

See you there!

Guest Speaker John Paterek, Sunday May 19th at Noon Natick Elks Club

John and Ray Paterek own the Paterek Brothers Porsche restoration shop in Chatham, NJ. Long recognized as experts in all things Porsche, with an emphasis on the 356, they are responsible for restoring some of the most notable Porsches in the country.

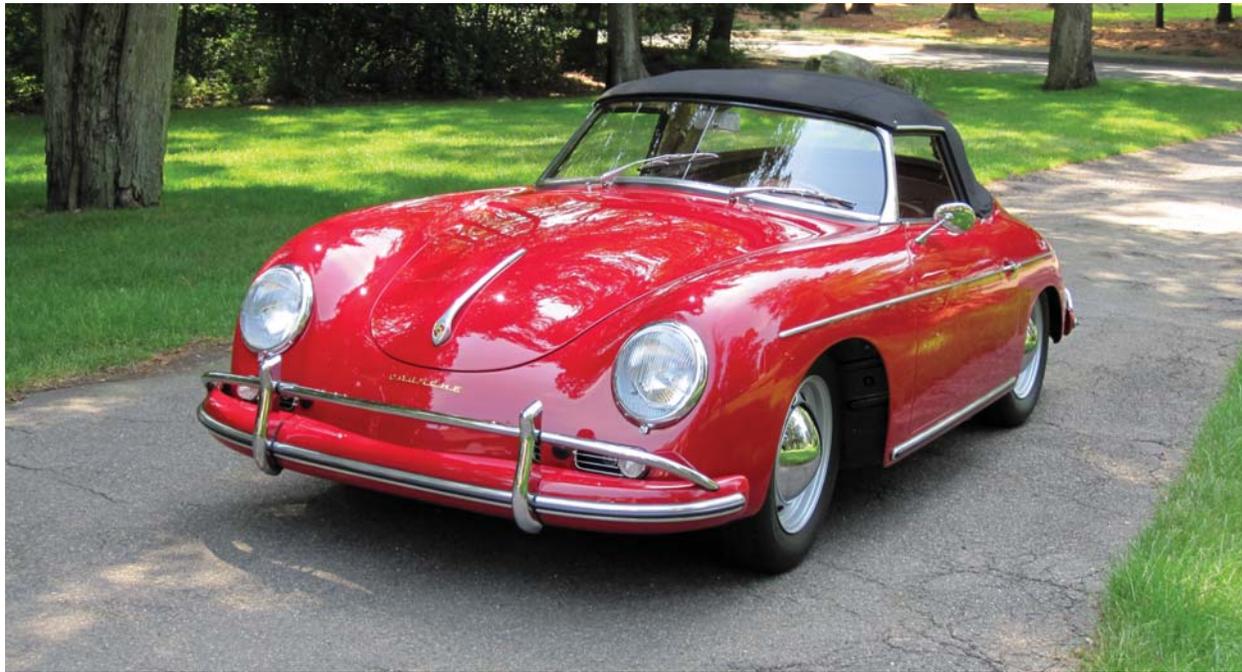
John will join us as a guest speaker. He has served as Zone Concours chair from its inception in the early '80s until the mid-2000s. He has been a member of the National Technical Committee of PCA since the committee was expanded in the late '80s. He was head judge at many national parades and has prepared a number of Porsches that have won the overall award. He has been a speaker at Tech Tactics (a technical presentation hosted by Zone 1) since its start in 1982. He and his wife, Donna, have shown Porsches at national parades, car shows throughout the country including Pebble Beach, the Louis Vitton show in NYC, Amelia Island, Rennsport reunions and all the zone events, plus local shows in his home Northern New Jersey region. He is well known for his very rare early '50s America Roadster, which he sold a few years ago to Peter Porsche.

We're trying out a new venue for this event: the Elks Club in Natick, MA. We selected this location because it is centrally located and not far off the Mass. Pike, and because it has a large parking lot where you can show off your car and examine those of your fellow members. Oh, and it also has a very fairly priced cash bar. We will serve snacks and you can buy a beverage.

The event starts at 11:00 am. The address is: 95 Speen St. Natick. Please RSVP at <http://volunteersignup.org/FLLBL>.

Questions: contact Bill Seymour at admin@porschenet.com.

**How to Clean Your Porsche, Presented by Cindy Markley
June 8th at 10am, 301 Edgemere Rd. Lynnfield, Mass.**



Professional Porsche detailer, Cindy Markley, will demonstrate her award winning cleaning tips to our members. She has been detailing club members' Porsches for over 15 years and has a picture of every one of them in her collection. Learn the inside tips and products that not only make the task easier, but the results superior.

It goes without saying, bring your Porsche, and don't hesitate to ask specific questions about your car.

Due to limited space, pre-registration is mandatory — we can only accommodate 20 people.

Please sign up using this link: <http://volunteersignup.org/WM9LK>.

At the same time and place (well actually at the end of the driveway), the Concours Committee will be holding a judging school. The committee will invite selected prior "full concours" participants, but is also looking for those who would like to learn to be a judge. If this interests you, please e-mail Steve Ross at: pastpresident@porschenet.com.

Questions about the event: contact Bill Seymour at admin@porschenet.com.

Finally, if you'd like to make an appointment to have your car detailed by Cindy, she can be reached at (781) 334-3189 or Klean968@gmail.com.

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NER Driver Education & Novice Days -Tuesday-Wednesday, May 7th-8th, 2013

Registration opened March 1, 2013 at www.clubregistration.net
It's not too early to plan your first track days for 2013, and all the rest of the track season with NER. May 7th is our annual Novice Day, combined with a full DE for signed-off drivers. This will be followed on May 8th by a full DE day for all drivers. While it's not essential that first-time track drivers make this their first event, it's certainly a good way to get started. Many of us got started in regular DE events without the benefit of a Novice Day, so if you're unable to join us in May, make sure you give DE a try ASAP. You'll be kicking yourself wondering why you waited as long as you did.

Novice Day is an opportunity to drive part of a NASCAR oval and the attached road course at NHMS with many other first timers. Whatever pucker factor there may be in one's first track event will be spread among the 30-40 like-minded drivers (typical new driver count at this event), new friends with whom to share your concerns and accomplishments.

The day's events are still being finalized, but will consist of classroom sessions with NER's Chief of Novice Development covering basic driving, driving techniques, terms, fundamentals and objectives plus lots of time on track. Novices will be in their own run groups with experienced NER/PCA instructors. There will be class time before you're on track to help get you ready and later to answer your many questions.

DE students with three or fewer track days are welcome to sign up for this event and join the Novices. Green and Yellow run group drivers with more than three days' experience may sign up for the wait list. If we have enough instructors for an 'experienced' student run group, we will schedule that as well. Instructors, please sign up early to help us manage this!!

Solo drivers in Blue/White/Black... sign up early for our season opening, two-day DE!

Registration for all NER DE events opens March 1st.

Visit <http://www.porschenet.com/activities/driver-education/event-dates/> for our full schedule. And, please review the DE portion of the website for important tips, data and advice.

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, at stanley_corbett@msn.com or (774) 275-1621 before 9:00 pm.



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NER AUTOCROSS SERIES EVENT #1

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The first competition event of the 2012 NER Autocross Series is Sunday May 19th at Fort Devens. Please welcome our new sponsor, Herb Chambers Porsche. And, if we are lucky, we might even get Racetrack Rick (General Manager) to bring out a 991 for some exercise (no, you won't be driving it; he will). And speaking of that, here's a link to him driving one at the 991 launch event... <http://www.facebook.com/photo.php?v=257810047649682&set=vb.314942066841&type=2&theater>.

There will be some small changes for this year:

- There are a couple of tweaks to the classifications, so check the website for that.
- Pointer cones now don't count and no cone carryover on reruns.
- Novice trophies (pint glasses) using a PAX system.
- We'll also announce the top three overall PAX times (so there could be a separate FTD and PAX FTD). Trophies will be awarded to top three in classes as always.
- Trophies this year are nice coffee cups: cobalt blue for the winner and white for runner-ups.
- All drivers will get work assignments in advance.
- Standardized staging procedures. We'll make it better; promise.

Otherwise, it'll be business as usual at one of the best autocross sites in the country. We'll shoot for at least 10 runs.

Registration opens on April 19th and you have the option of signing up for the season (and saving \$40). Go to

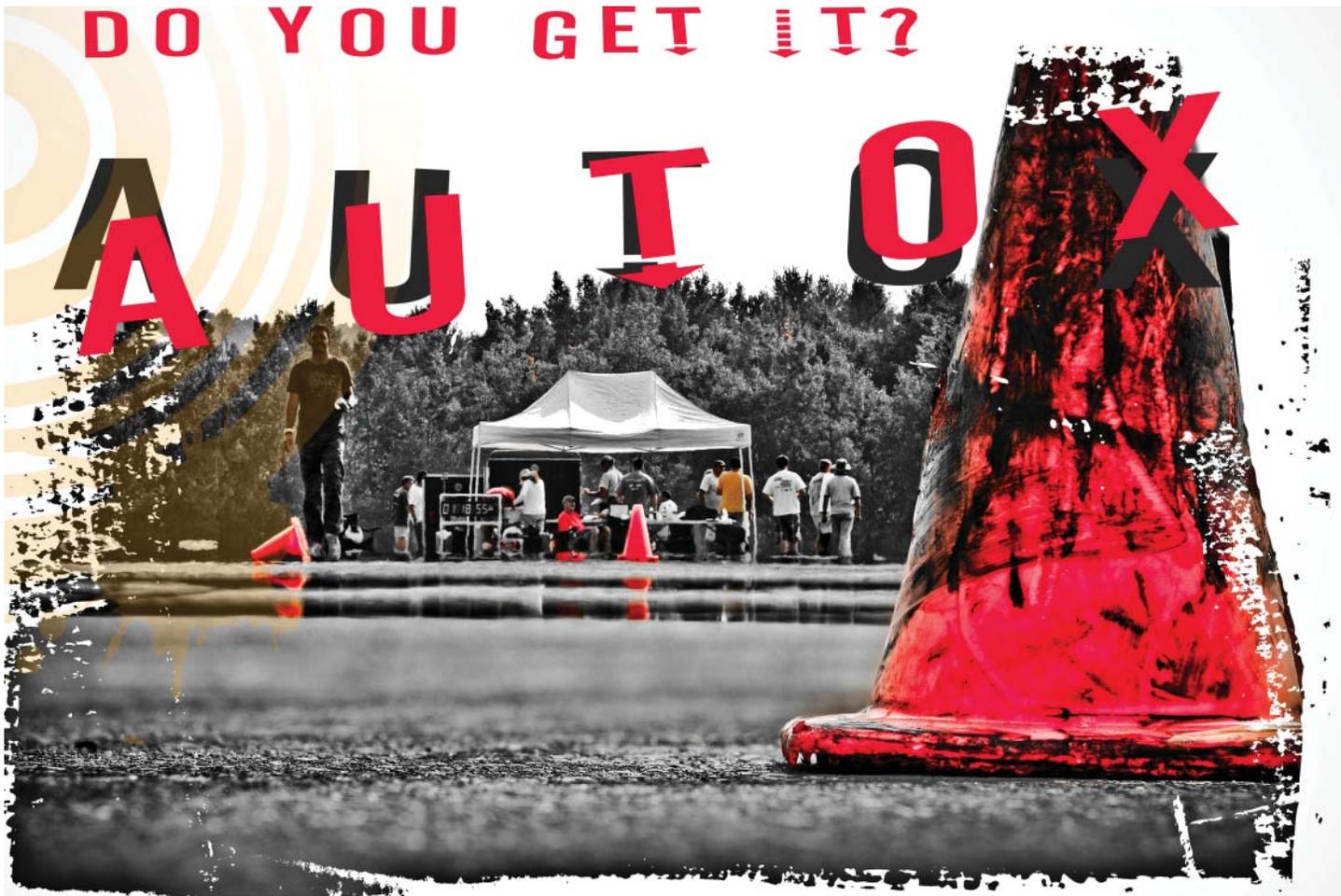
<http://pcaner.motorsportreg.com/>.

Note also that 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 a waiver 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 Autocross Chair Bill Seymour (autocrosschair@porschenet.com). For registration/payment issues, contact Autocross Registrar Dave Berman (autocrossreg@porschenet.com).

Directions to Fort Devens

From I-495 or Rt. 128 take Route 2 West. After you go under Route 495, travel another 3.6 miles. Take Route 111 North for two 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 railroad tracks.



NER dates -

- May 19
- June 30
- July 28
- September 21
- October 5

Zone 1 - August 24-25

NCR dates -

- April 21
- June 1
- July 14,
- August 3
- September 7

Why should I autocross? Autocross allows you to drive your Porsche the way you'd like to drive it all the time but know you can't! Foot on the floor, cornering at the limit, getting a little sideways — all in a safe setting. You will learn car control skills and the limits of your car in a fun, competitive setting.

I haven't done it before, isn't it only for experienced drivers? Ah, that's the beauty of AX (that means autocross, get it?)! AX is a great introduction to spirited car driving. Sure, there will be some very experienced and skilled drivers at our autocrosses. But learn from them, don't be intimidated. We will assign a mentor to first time attendees — someone in a car similar to yours who will be available to answer questions and help you through your first event. We also provide instructors who will ride with you when you request it and coach you to improve. Finally, you can ride with more experienced drivers to learn from them.

I don't want to get hurt, hurt my car, or wear it out. There are no guarantees in life but you are more likely to get in an accident driving to the event than at it. We take safety seriously. Please see the Safety page in the Rules section under

Autocross on our website. And as to wearing out your car, this is what your Porsche was made to do! If your car is healthy (we do a tech inspection that covers safety items) then you won't do it any more harm than you would driving it on the street. You'll put a little wear on the tires — get over it! Worried about hitting a cone? Even the worst whack is easily waxed away.

I only have so many weekends I can do 'car stuff' and I want to do Driver Education; I may not have time for AX! Hold on cowboy! Talk to the DE regulars – I think they'll recommend that you practice your car control skills at a nice deserted airstrip before you attack a track with guard rails and tire walls.

Yeah, but you don't get to go as fast at autocross as you do at the track. No, that's true — but try finding your way through a tight sequence of cones at 60 mph and tell me how fast it feels. Also, at autocross you can safely drive your car right up to the limit. And remember that autocross, unlike DE, is a competitive event where you are trying to go as fast as you can.

Okay, okay, maybe I should give it a try. Who is eligible? Anyone 18 or older can come. Teenage children of PCA mem-

continued next page

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bers who are under 18 but have a full driver's license (not a learner's permit) are able to participate via the PCA Junior Participation program. This requires a waiver signed by both parents, and one parent must attend the event. Contact the Registrar for further details. It's a great way for new drivers to learn valuable, life-saving skills!

What cars are allowed? If you are a club member you can come in a non-Porsche (bring your membership card and not a truck or SUV; let's not be silly!). Non-members must come in a Porsche. Cars do not have to be street licensed.

Can my husband come too? Sure, and we'll even let him drive. Two people can drive one car. If it's a Porsche, neither of you need to be PCA members. If it's a non-Porsche, you both need to be members (one can be the Affiliate of the other). If a spouse or friend wants to just come and watch, that's great too — and they don't need to be members. Children and pets are welcome but they must be well supervised or on a leash.

Well, okay, now I'm serious. How do I sign-up? You must pre-register by Wednesday midnight before the event: www.PCANER/MotorsportReg.com Registration opens one month before the event. We have never turned anyone away so it's okay to wait and see what the weather is going to be like, but once you register there are no refunds. If you are sure you are totally committed, you can sign up for the season and get five events for the price of four.

What do I need to bring? You need a car. No kidding, you don't technically need anything else. But here are some things it would be nice to have...

A helmet with a Snell 2005 or later M, K or SA rating. We only have three loaner helmets, so we strongly urge you to buy or borrow a helmet for the event.

Water. It gets hot and thirsty on unshaded tarmac. We have some water (and offer a sandwich for \$5 as well) but bringing some extra water and maybe a snack is a good idea.

Protection from the sun and rain. A hat and sunscreen are a fine idea for sunny days; rain gear and a tarp to put over your stuff are good for rainy days.

Tire pressure gauge. You'll get plenty of advice about tire pressures if you ask so you might want to be able to measure it. Bring something to put air in if you have it. (You can bring a bicycle pump — don't laugh, it works a lot faster than those silly things you plug into the cigarette lighter that come with your new Porsche.)

Shoe polish or masking tape to make a number on your car. You can borrow some if you forget. You will get an e-mail on Friday before the event with your car number (once you get one you keep it for the season), your work assignment (more on that later) and instructions as to what to do and bring (not everyone will have read this nice FAQ!).

Chair. You will have some down time (not much) and it's nice to be able to sit outside and chat with your new friends.

When do I need to get there? Gate opens at 7:00 am. Please

aim for no later than 7:30. You are then there for the day; you can't pick up and leave since you will have a work assignment. We are usually done by 4:00 but it could be as late as 5:00 pm if we run behind schedule. (Exceptions to leaving early can be made if there are special circumstances.)

What happens after I arrive? When you drive in you and your passengers will all sign a waiver and be checked in. Drive to the paddock, pick a spot and unload your car. You must take out all loose objects, including non-permanent floor mats. Put your number on your car and then drive it to the "Tech Line" where it will be checked for safety. Other than making sure that the car is empty, the main checkpoints are: suspension tight and lug nuts secure, no leaks, and nothing loose in the engine compartment (batteries are the usual culprit). When your car has been successfully checked it will get a sticker. Also — leave your helmet in the car so it can be checked and stickered.

Do I get to drive now? Hold on Hoss, you are getting close. Just after 8:00 am we have a Driver's Meeting. Everyone must attend. Yes, there is a little pro forma stuff that will sound like the speech you get from a flight attendant — it's there for a reason and particularly important for newcomers. At the meeting you will be told the run order and what to do if you are in a "dual driver" car. Novices will have the opportunity to be paired with a mentor — an experienced driver in a car similar to yours who will be available to answer your questions all day long. We will also identify instructors (who will ride with you if you wish) and explain the passenger policy (you can ride with experienced drivers). You will have a chance to sign up for lunch (probably a choice of an Italian, turkey or meatball sandwich for \$5). And you will meet your worker captain who will confirm your work assignment.

Did you say work assignment? Everyone has to work at an autocross. We divide the cars into two "run groups" and one group works while the other drives, then vice versa. If you are new, your work assignment is likely to be as a course worker — putting cones back when they are knocked aside. Working is an important part of the day — the event depends on everyone going to their assignment quickly and doing their job right. People who dodge their assignment are disqualified and may not be allowed back. (Note: if for some reason you can't work or are limited in what you can do, see the AX chair and we will make an accommodation.) And a little secret: when you are working the course, study the better drivers. You'll be amazed at how much you learn.

OK, now I get to drive! No, not quite. Remember that this isn't like a road racing course with a fixed layout. At every autocross there is a new course that you have never seen before. Each course is just over a mile long and will have 20 to 30 turns. So, after the Driver's Meeting there is a course walk where you will have a chance to see the course and plan your attack. There will be a special walk for novices, led by an instructor — highly recommended if you are new.

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Now do I finally get to drive? Well, yes, some of you do. Remember, half of you now go out to work. The remaining half is further divided into two sub-groups. (All of these divisions are made based on what class your car is in. All cars in the same class run at the same time.) If you are a dual-driver car (for example, husband and wife sharing a car) then you will run in the same run group but in opposite sub groups. So, if you are driving, you move your car to the staging area and follow the instructions of the Stager. When you are directed into the start queue (three to five cars are always lined up and waiting to go), you should switch on your headlights if you want an instructor.

Hot damn! Turn me loose! Almost ready, calm down. You will be directed to the starting line by the Starter. Cars start about every 20 seconds. The timing crew logs your car in so the computer can correctly time you. (If you are sharing a car you are assigned to be either A or B. If you are B you should put a piece of blue painters tape on your helmet – they can see the number on the car and the helmet marking tells whether you are A or B.) When you are at the start line, the Starter will tell you when it is okay to go. You don't need to go immediately — your time starts when you break the plane of the lights, so compose yourself for a couple of seconds and then, off you go!

SCREEEEEEEECH, VRROOOOOOMMMM, RRRRRRRRRRRRRRRR!!!!!!!!!!!!!! Right, don't forget to shift. For most courses and most cars you will do the whole run in second gear. Make sure you can find the course (what looks obvious at walking speed is less obvious at 55 mph) before you add too much speed. (If you are constantly off course you will be required to use an instructor.) If you spin, gather up the car as quickly as possible and keep going — remember that a car started 20 seconds behind you. And since occasionally a car doesn't keep going, stop immediately if a red flag is displayed and wait for instructions. Otherwise, drive as fast as you are comfortable and have fun! Oh, and please don't try to be a hero right at the finish line: our timing equipment is expensive. After you cross the finish line, slow to 10 mph and exit the course. You can look over and see your time on the display but don't stop (remember that car behind you). Go back to your staging position and wait for your next run. Your times are also announced and you can listen by tuning in to a specified FM station (just like at the drive-in theater!).

Boy, that was fun! How many runs do I get? We try to do at least 10 runs an event: five in the morning and five or more in the afternoon. Sometimes weather or circumstances prevent that, but it's rare.

Did I win? Yes, this is a competition. Your finish is based on your single fastest run. So, a good strategy is to go slow until you have learned the course. Then add speed and experiment a bit on your next runs. Try to get at least one good 'clean' run in your morning session — if the weather changes you may not be able to go faster in the afternoon even if you are driving better. In the afternoon work, on squeezing out another

second. It is not unusual for the top three cars in a class to be within a second of each other. The fastest cars usually do the course in just under 70 seconds and novices (particularly if you have a slower car) should not be disappointed with an 80 second run. If you are one of the top three in your class you get a trophy — this year they are coffee cups with our logo and that of our sponsor. There are also special trophies for the three fastest novices (a novice is someone who has never won a trophy) using an index system based on the potential performance of your car (so don't worry if you don't have a GT3 — it's a fair fight).

Wait, what's a "clean" run – this isn't a concours is it? No, thank god. A clean run means you didn't hit any cones. There is a two second penalty for each cone you hit. And if you are "off course" (failed to follow the correct path through the cones) you are disqualified and you get no time for that run. With typical winning times of 65 to 75 seconds, it is very rare for someone to win using a run that had a cone penalty.

OK, so when do I collect my trophy? After everyone has done all their runs, everyone (yes, sorry, a little more work) helps at picking up the cones, taking down the tent and packing up the trailer. You will also have some time to put your stuff back in your car. While all that is happening the timing folks and AX chair are doing the scoring. Come back to the start area where there will be an awards ceremony. You get your trophy, a round of applause and we take a picture that will appear in THE NOR'EASTER.

And now I'm done? Well maybe. It's now probably 4:00 – 5:00 pm and some folks have commitments that make them head home. Otherwise, there is likely to be a pretty large contingent that has worked up enough of a thirst to require a stop at our favorite local watering hole — the Billiards Café in Ayer (we like to patronize the Ayer business establishments!). And, of course, you'll want to explain to your new friends how you managed to come in third and how you will do even better next time!

OK, I'm in. Give me the big finish. On-line registration opens one month before each event. The cost for the day is \$40 for members, \$50 for non-members (driving a Porsche). Additionally, members may sign up on-line for all five NER Autocross Series events in advance for \$160 (a \$40 savings). On-line signup is at: pcaner.motorsportreg.com.

Who do I call if I have a question? For general questions contact AX Chair Bill Seymour (autocrosschair@porschenet.com). For registration information contact Autocross Registrar Dave Berman (jcowenner@gmail.com).

How do I get to Fort Devens? From I-495 or Rt. 128 take Route 2 West. After you go under Route 495, travel another 3.6 miles. Take Route 111 North for two 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 railroad tracks.



Zone 1 Rally and Concours

May 18 - 19, 2013

Hosted by North Country Region

Well it's not too early to think about Spring ! Reach under your car covers, loosen those trickle chargers (if you have one), and shake off the remnants of that winter malaise.

The Annual Zone 1 Concours & Rally will be held on the NH/ME Seacoast the weekend of May 18 & 19, 2013. Weekend activities will include a Saturday Touring Class & People's Choice Concours at the Redhook Brewery, 1 Redhook Way, Portsmouth, NH 03801 and a Sunday Rally to York ME.

Saturday, May 18th is the Concours, bring your favorite car to the Red Hook Brewery (<http://redhook.com>). Registration begins at 10AM. Look for the signs. You can also find Concours details and information on the Zone 1 website (<http://zone1.pca.org>) . The \$10 People's Choice entry fee will be donated to MAKE A WISH.

The Saturday evening dinner will be held at the Cochecho Country Club, Dover, NH. - Dinner selection & final price TBA, but advance registration is required for a head count. We'll let you know selection and price as soon as we finalize them. Lets see how many Porsche's will be in on this convoy to Dover.

Sunday's Rally begins at 9AM with registration at the Redhook Brewery, followed by the drivers meeting at 9:15AM. First car off at 9:30AM and then you're off against the tricks and treats of the NCR Rallymasters! What will they be up to? The Rally route should take about 2-2 1/2 hours along the picturesque New England Coast and end at the beautiful Stage Neck Inn in York ME, <http://www.stageneck.com>, where a Sunday buffet (to be paid by each attendee) will be waiting for us. There will be a brief awards program.

THIS EVENT IS NOT TO BE MISSED!

The host hotel will be the Homewood Suites in Portsmouth NH. 100 Portsmouth Boulevard Portsmouth, NH. The Hotel will fill up quickly as there are three graduations in the area that weekend - so call them and book now. Call the hotel directly 603-427-5400 or FAX 603-427-5410 using the group code PCR for the Porsche Club group -OR- Online at www.portsmouth.homewoodsuites.com: enter dates of arrival and departure, and be sure to click on the "Add Special Rate Code" button. There you will see a group code box appear, where you will enter PCR. This will pull up the group rate. It is a two night minimum for the group rate. Without the two nights the rate will not show in the system. Blocked rooms will only be held until 17 April 2013.

Register at www.clubregistration.net OR Complete the Registration Form below and mail to: Jay Gratton 747 Mammoth Road, #3, Manchester, NH 03104. **Make checks payable to Zone 1 PCA.**

For any questions email Jay Gratton - jeg914@aol.com

..... ✂

NAME(S) _____

ADDRESS _____

EMAIL _____ PH# _____ REG _____ PCA# _____

CAR YR _____ PORSCHE MODEL _____ COLOR _____ Body Type _____

POSTMARK BY 5/01/2013

ITEM	QTY	PRICE	TOTAL
Touring Concours & Rally	___ @ \$40 =		_____
People's Choice* & Rally	___ @ \$25 =		_____
Touring Concours Only	___ @ \$30 =		_____
People's Choice* Only	___ @ \$10 =		_____
Rally Only	___ @ \$15 =		_____
Saturday Nite Dinner	___ TBA		_____
TOTAL ENCLOSED			_____

POSTMARK AFTER 5/01/2013

ITEM	QTY	PRICE	TOTAL
Touring Concours & Rally	___ @ \$45 =		_____
People's Choice* & Rally	___ @ \$30 =		_____
Touring Concours Only	___ @ \$35 =		_____
People's Choice* Only	___ @ \$10 =		_____
Rally Only	___ @ \$20 =		_____
Saturday Nite Dinner	___ TBA		_____
TOTAL ENCLOSED			_____

CALLING ALL CONCOURS JUDGES AND THOSE WHO WANT TO BE

We need you for the May 18, 2013 ZONE 1 Concours to be held at the RED HOOK Brewery, Portsmouth, NH.

If you can help us with this, please contact **(by April 30, 2013)**

Jay Gratton, North Country Region
jeg914@aol.com
603-440-9804

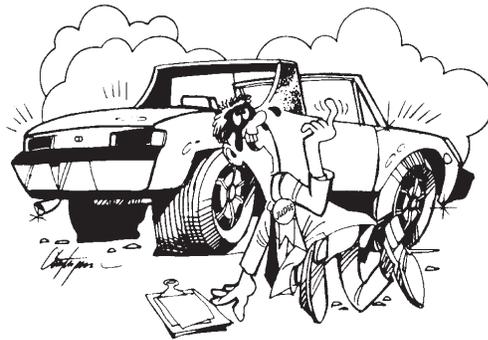
with the following information:

Preferred model (not your own, if entering the Concours) - first and second choices

Preferred area (first and second choices): Exterior (head judge), interior, storage or timer

The facility will be open by 9:00AM with Judges cars being placed at 9:30 AM and others beginning at 10:00 AM. A Judges Workshop reviewing scoring, deductions, procedures, consistency, approach to participants, etc will be held between 10:00 and 10:50AM. While this workshop is especially important and

mandatory for all new judges, it will be a good review for approved PCA National Judges who are welcome and encouraged to attend.





PCA Zone One 48 Hours of Watkins Glen June 14-16, 2013

Join us for the 39th consecutive year of the Zone 1 48 Hours of Watkins Glen, on June 14, 15 & 16. 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 plan to add 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.

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

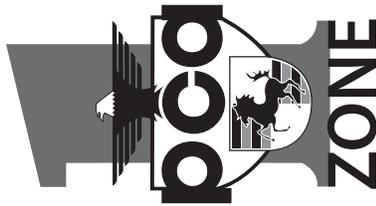
Come and meet the new Zone 1 Chief Instructor, Matt Romanowski. Matt is taking over for Dave Maynard, who after many many years has decided to step down. We thank Dave for his many years of service to the Zone. We thank Matt for stepping up to the challenge.

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): TBD
 White & Black (Friday, Saturday and Sunday): TBD
 Instructors & Instructor Candidates (Friday, Saturday and Sunday): TBD



PORSCHE

GLASH

At The Glen

Join us for the 13th Annual CLASH AT THE GLEN May 31st - June 2nd 2013

Hosted by the Regions of Zone 1 at

Watkins Glen International Raceway in Watkins Glen, NY

Featuring practice sessions, practice starts and fun races on Friday.
2 Sprint Races on Saturday and a 90 minute Enduro on Sunday.

Registration opens on Monday, April 15th at 10:00 p.m. EDT <http://register.pca.org>
Early registration and hotel reservations are recommended.

Visit the Zone 1 website at <http://zone1.pca.org> and <http://register.pca.org> for event details.

For additional information contact

Jennifer Webb at jenniferbischoff@hotmail.com or 514.235.0157

Pete Tremper at tremper9146@aol.com or 609.221.3854



PORSCHE



At The Glen

May 30th - June 2nd, 2013 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.

- Work any three shifts and receive a Zone 1 Club Race jacket.
- Work Thursday afternoon and receive a free ticket to dinner Thursday night.
- Work both sessions on Friday and receive a free ticket to dinner Friday night.
- Work both sessions on Saturday and receive a free ticket to dinner Saturday night.
- Work one session only on Sunday and receive a Zone 1 Club Race Hat
- Work both sessions on Sunday and receive a Zone 1 Gift Certificate and a Zone 1 Club Race Hat.

To register online using Motorsportreg.com please visit <http://tinyurl.com/a77jawn>

Please contact Jennifer Webb at jenniferbischoff@hotmail.com with any questions about volunteering.



PORSCHE



At The Glen

VOLUNTEER REGISTRATION FORM

May 30th - June 2nd, 2013 Watkins Glen International, Watkins Glen, NY

Name: _____ PCA Region: _____

Address: _____ Email: _____

_____ Phone: _____

City: _____ **Emergency Contact Information**

State/Province: _____ Name: _____

Postal Code: _____ Phone: _____

Are they the track with you? Yes No

Have you volunteered at a club race in the past? Yes No (If no skip the next question.)

What positions have you work previously? (Please select all that apply)

Registration Garage Admin Tech Inspection Timing & Scoring Grid Enduro Pit Monitor

What sessions can you work? (Please select all that apply)

Thursday May 30th Afternoon/Evening	Friday May 31st Morning	Friday May 31st Afternoon	Saturday June 1st Morning	Saturday June 1st Afternoon	Sunday June 2nd Morning	Sunday June 2nd Afternoon
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If you selected three or more session please choose a jacket size. S M L XL XXL

Please return the completed form before May 16, 2013 to

Aaron Ambrosino

Zone 1 Club Race Registrar

13 Delta Way

Clifton Park, NY 12065

zone1clashregistrar@gmail.com

To register online using Motorsportreg.com please visit <http://tinyurl.com/a77jawm>

58TH ANNUAL PCA PORSCHE PARADE

2013

JUNE 23-29

TRAVERSE CITY, MICHIGAN



JOIN US FOR A WEEK FULL OF PORSCHE FUN
REGISTRATION OPENS MARCH 12TH



FOR MORE INFORMATION & REGISTRATION - VISIT
PARADE2013.PCA.ORG

twenty eighth annual autocross



august 24th - 25th, 2013 moore airfield, ft. devens ayer, ma

this year's event

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

how much it costs

\$70/person early registration on or before 8/12/13
\$95/person after 8/12/13
Registration fees are for one or two days.
Online registration via clubregistration.net only.
No on-site registration the day of the event.
Registration will open 7/5/13 and close 8/21/13.

where to stay

Springhill Suites by Marriott
31 Andrews Parkway
Devens, MA 01434
Phone: 978-772-3030
<http://devenscommoncenter.com>
Rate: \$129/night + tax
Refer to: "**Porsche Club Autocross**" for group rate
You must book by 8/2/13 for group rate

who to talk to

Zone 1 Autocross Chair: Don Coburn
autoxerpca@aol.com or (516) 804-2562

Zone 1 Autocross Registrar: Aaron Ambrosino
zone1axregistrar@gmail.com or (518) 729-0017

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



M O N T T R E M B L A N T W A T K I N S G L E N N H I S
G L E N T H U N D E R B O L T C A L A B O G I E M O S P O
A N T L I M E R O C K N H I S M O S P O R T W A T K I
M O S P O R T M O N T T R E M B L A N T T H U N D E R B O

What is Driver's Education?

Copy by Stan Corbett

There are two ways to answer the question. From a technical perspective, Drivers 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. Typical DE events are run over one, two or three days. Drivers are assigned to one of four or five run groups. Each day is separated into four sets of run groups so all drivers are on track four times per day for 20 to 30 minutes each time. To ensure maximum safety and fun, you're placed in a run group with other drivers with similar experience and skill levels. In the beginner and novice (student) 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, rules, and codes of conduct add to the safe environment.

From an enthusiasts 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" chicane at Watkins Glen. Or, while allowing the car to drift out to the turn-in point at the end of the front straight before powering over the crest of a blind apex at Mont-Tremblant. Just as importantly, high points 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 the capabilities of themselves and their cars. 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 2013 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 Calabogie and Watkins Glen International.

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 and you'll find lots of information and helpful ideas. Hope to see you at the track.

continued next page

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What's new or continuing for 2013? Lots of days, lots of tracks, lots more fun:

This year we have once again organized a calendar coordinating events hosted by 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 circuits, including a return to Lime Rock Park. In answer to many requests, we have three weekend events in 2013. One is hosted by NCR at our home track in Loudon, New Hampshire Motor Speedway (NHMS), part of 10 total days there. In addition, we will have 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 8th-10th, takes place once again at the same time as the free Mont-Tremblant Blues Festival, making it a great opportunity for a family outing. That event is immediately followed by a three-day event, also in

Canada at Calabogie Motorsports Park, July 12th-14th with the 11th set aside for traveling from LCMT, approximately a three-hour drive.

DE rebate program:

This year we will continue the rebate program that we started in 2012. Drivers attending three or more of NER's DE events will qualify for a rebate. The more events you attend, the better the rebate. Drivers attending three events receive a 5% rebate, four events a 7.5% rebate, and those attending all five NER DE events earn a 10% rebate. Participation in the rebate program requires no additional effort on your part, no receipts to save or forms to submit, and will be paid out automatically after our final DE event in August.

For those new to DE:

Our 2013 season will feature our annual Novice Day as part of our first event of the season. The event will be held at NHMS (a short, one-hour drive north of Boston) on May 7th, the first

continued next page

2013 Driver Education Schedule – Overview

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

Event Dates	Days	Track	Host	Registration		Pricing*	
				Open Date	Inst	Solo	Student
April 13-14	Sat/Sun	New Hampshire	NCR	See NCR	N/C	\$300	\$350
May 7-8	Tues/Wed	New Hampshire	NER	Mar 1	N/C	\$320	\$370
May 27-28	Mon/Tues	New Hampshire	NCR	See NCR	N/C	\$300	\$350
June 10-11	Mon/Tues	Limerock Park (LRP)	NCR	See NCR	\$150	\$400	\$400
July 8-10	Mon/T/Wed	Mt Tremblant (LCMT)	NER	Mar 1	\$285	\$525	\$595
July 12-14	Fri/Sat/Sun	Calabogie (CMP)	NER	Mar 1	\$275	\$495	\$585
Aug 6-7	Tues/Wed	New Hampshire	NER	Mar 1	N/C	\$320	\$370
Aug 23-25	Fri/Sat/Sun	Watkins Glen (WGI)	NER	Mar 1	\$270	\$495	\$570
Oct 10-11	Thur/Fri	New Hampshire	NCR	See NCR	N/C	\$300	\$350

*Pricing for the 2013 DE season has not been finalized as this goes to print and is subject to change.

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

Contact Information:

Northeast Region (NER)
www.porschenet.com

North Country Region (NCR)
www.ncr-pca.org

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

Registrar
Mark Keefe - 508-529-6127

Registrar
John Lussier - 802-728-4457
cell 802-272-6770

Track Chair
Stan Corbett – 774-275-1621

Track Chair
Mark Watson - 603-488-5405
cell 603-854-0643

Event Registration Site
www.clubregistration.net

Event Registration Site
www.motorsportreg.com

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day of our May 7th–8th DE event, and will be hosted by NER. The Novice Program will include special classroom sessions with NER's Chief of Novice Development — possibly joined by 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 PCA instructors. Note: while details are still being worked out, our plan is for the Novice Program on May 7th 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 days track 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 drivers in the Blue, White and Black run groups may register for the May 7th–8th event and participate in a normal DE day both days.

No more paper... save the planet!

NER is continuing our policy of not accepting paper registrations. To register for any event hosted by NER you will need to do so on-line at clubregistration.net. Once you have created an account and profile with the clubregistration.net website, 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 website

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 Mont-Tremblant 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, the host region 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 that, for example, for the May 7th–8th 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, but the registration websites may have differ-

ences in 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 registration site, you will be able to log in and will be automatically remembered. ***For our returning drivers, be sure to update your profile including driving history, update your car info. if you change or add cars, and keep your e-mail address current! The last is particularly important as we use the registration site to send information to drivers via e-mail.***

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 some 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 1st to avoid disappointment. This is particularly important for the Green and Yellow student run groups, as the number admitted to any event is dependent upon the number of instructors signing up. Instructors tend to be late in registering, so you Student drivers should sign up early. Early registration is particularly important for the Mont-Tremblant event, July 8th–10th, 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 to which you are accustomed at your home region events 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 those 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 fully valid registration. Until your payment is received, either by check or electronically, you are not registered and a space will not be held for you for 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.

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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 Track Chair, Registrar and/or Chief Instructor, and may be modified depending on the individual circumstances of an 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 member of another car club recognized by NER. NCR has agreed to conform to the above at our shared events. If in doubt, contact NCR's registrar at 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 consistently established 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 the host region's website for requirements. Most importantly, check for specific details regarding the installation of racing harnesses, racing seats, and the requirements 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 that your vehicle be given 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, however, that technical inspection does not negate the vehicle's driver/owner 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 safety 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 three 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 2-1/2 lb (minimum) class BC or ABC fire extinguisher be mounted in a metal bracket and bolted to a metal surface. 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(s) 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 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 website's articles on what to expect and what to bring;
- Come to the track and have fun.

Winter Projects

Copy and photo by Holbrook Smith

So, what to do? Or, what not to do? The days are starting to get a bit longer and I can start to feel that pull to the garage again. Some of you know it, the one that says, "Spring is coming and with it the car season. What shall we do with the car this year?" For some people, this has already been answered by putting the car away and just pulling it out in the spring. Voila! Just like last year and that works for them. Others will spend small fortunes in one of the many shops in New England who cater to the client who is willing to put a car in their care for the winter. A quick aside: you all know the joke about how to make a small fortune in racing? Start with a large one. Well, DE can have the same impact if you're not careful! For me, I'm someplace in between. I like to touch my car. I like to take it apart and see how it was built and get a picture in my mind of how it all works (you'd be surprised at how helpful this is at the track or with your friendly mechanic). However, I'm not as adventurous as some of you, with engine parts strewn all over your garage. At least not yet!

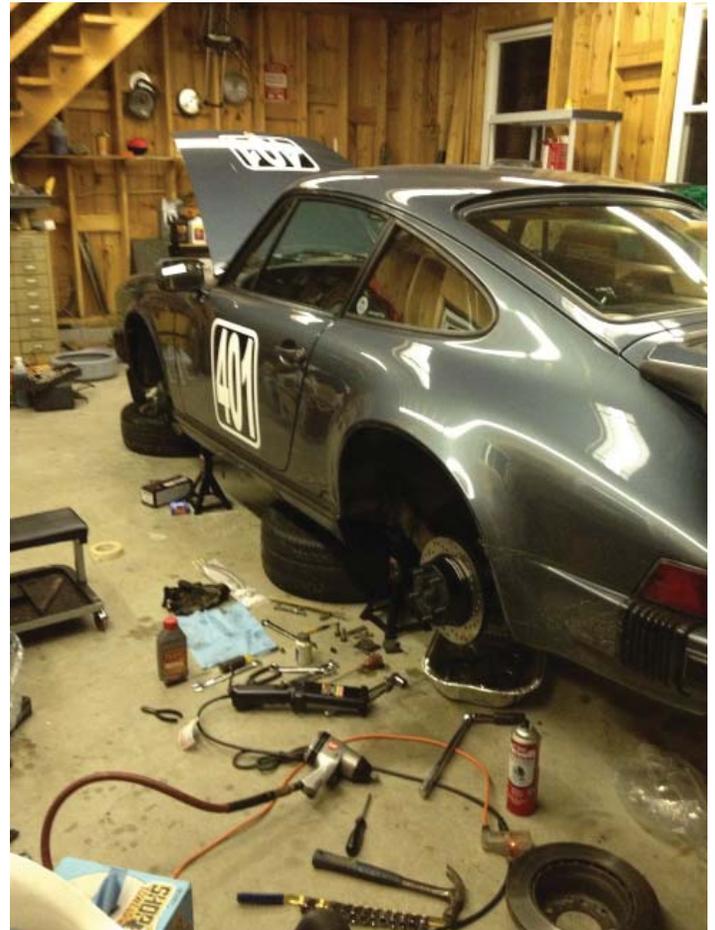
Every winter about this time I begin to carefully consider what I want (need?) to do to the car. I'm now past the theoretical lists (yes, plural) I created in the fall. Those ideas have been simmering all winter and have grown and morphed into all sorts of things. But there's always this balance that needs to be struck. Yes, yes. New tires. Of course! And, I wasn't very happy with the brake pads last year, so need to try something new there, too. And, while I'm in there, maybe the discs need to be replaced... and the calipers rebuilt... and the brake lines replaced with those fancy stainless steel ones. And, the cooling work for the brakes is bent and torn. And... well, you get the picture. What started out as a sane set of items based on a season of experience has turned into a monster. Or a child that needs feeding. I'm not able to tell the difference sometimes.

As a result, I have lists of items at Pelican Parts, Amazon, Rennline, and just about every other place I can shop and "save for later." But later is almost here and I need to decide. So, what to do? I know that the best thing I can do to improve my skills is to get more track time or take a class. I once had an instructor take the car for a lap with me in the passenger seat. He was faster... by a lot. In other words, it's not a parts thing. Damn. Knowing this, I think about what I can do to the car that is 'logical' and 'practical' while not indulging in the "let's drop a 993 engine in this baby, go all the way with a new suspension set-up" fantasies.

For me, this year will be focused on more 'basic' stuff. There's still a lot of weight in the car that can be removed. Carpets, spare tire, front A/C condenser and related tubing, pumps, etc. (the rear unit was pulled last year). Heck, there's still a radio in the dash that has never worked since I've owned the car. That's probably the best thing I could do with my car 'energy.' And, I need to get the horn working again — I still like to keep the car legal for the road so I can work and then test drive it before going to the track. Basic safety equipment is there — seats,

harnesses, roll bar, fire extinguisher, so I have no expectation of expenses there, or work that needs to be done. Maybe the front spoiler lip should be replaced. It's more of an eyesore than anything else, but it must make the car handle better if it's not nibbled around the edges, right? And, the throttle pedal needs adjusting so the fit is just right. And the air filter needs to be cleaned. And the heater needs to be fixed so I can defrost the window on those cold and rainy track days. This leads me back to brakes and tires. Maybe this is the year to do that work... start to finish. Or, maybe... Looks like those saved lists will be going through another couple of revisions before we hit the wrenches. I still have some time before I really need to decide. And that bar is still mighty cold.

While I continue to ponder my choices in front of the fire, perhaps you can share what are work you're doing. Maybe we could share lists... I've got some great ideas for you!



Brook's barn.

Ground School - A Report

Copy by Stan Corbit and photos by Adrienne Ross

With the long snowy winter we have had this year — so rough that we had to postpone the Ground School from February to March —it's even more true this year than usual that Porsche enthusiasts are dreaming about those nice, sunny days to come when it is possible to enjoy all the capabilities built into their favorite Porsche, no matter its age. This year, 48 paid attendees, plus another 10–12 people from NER's and NCR's boards and/or track committees, gathered for the 2013 version of the DE Ground School at HMS Motorsport's location in Danvers, MA, to put a little substance to those dreams. This year's GS was the best attended in the nearly 10 years that we have run the event. The PCA Driver Education (DE) program is one of the few places one can enjoy his/her car to its potential, and here was an opportunity to learn what DE is all about.

As people arrived, they signed in and enjoyed coffee and breakfast goodies. After introductions, the proceedings began with a presentation by Joe Marko of HMS who is a fountain of knowledge about high-performance driving and the various types of equipment that enhance the enjoyment and safety of driving on a racetrack. Joe gave a short but extremely informative discussion of things to consider, including safety issues,

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when purchasing a helmet. For instance, he pointed out that because the proper fit of a helmet is critical for safety, you must test fit it on your own head, an exercise which is difficult to do on-line. He brought up some other finer points about safety and driving equipment, such as the recommendation that gloves for use in DE ought to be a bright color such as red so that when you signal drivers to pass, the drivers behind you will be able to see your hand clearly. If you need any sort of high-performance driving gear, you owe it to yourself to visit HMS and check out their wide selection of safety harnesses, racing seats, helmets, driving shoes, gloves, safety equipment and much more.

Then we were on to the main order of business. Steve Artick, who has been involved in the NER DE program for a number of years in a variety of roles, gave an informative and entertaining presentation designed to help those who have not yet participated to understand what the DE program is, how it is run, and

what happens at a typical event. Topics he covered included:
Why would you want to participate?

- You will drive your Porsche at famous racetracks and explore what you and it can do in a safe and controlled environment as you learn high-performance driving techniques under the guidance of approved NER/NCR PCA instructors.
- You will become a safer and more confident everyday driver.
- You will meet new and interesting people.
- Above all, it's fun!
- What happens on a typical day
- Check in
- Final safety inspection of your car
- Driver's meeting
- Meeting with your instructor
- Four 20-minute-plus driving sessions on the track per day with a group of other drivers of similar experience
- Work assignments



*Some more advanced drivers, there to be helpful.
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Audience interest and enthusiasm was high with lots of questions asked, and the discussion continued through the pizza lunch provided by HMS. As the meeting wound down, many participants could be seen checking out the array of products offered by HMS and making purchases, a sure sign that they will be participating in some of the DE events this year.

If you were unable to attend the Ground School but have in interest in learning about or participating in DE, you should sign up for one of the events (you can find the schedule on the Northeast Region website: www.porschenet.com) or contact one of the members of the track committee.



Steve talks track.



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Under the Radar Revisited - Buying a 991

Copy & photos by Virginia Young.

Spring is now official, so all we need is a willingness from winter to step aside. I hope that that will be soon! It's time for 'car season' to be underway, and for each of us to get excited about what we're going to participate in this year. Here's a suggestion for something to add to your list: go test drive a new 991. It will make your day!

I've been thinking about owning one for a year now, ever since test-driving one in Naples. I was at the Ferrari-sponsored car show on Fifth Avenue when this agate gray beauty captured my interest. I followed it home to the dealership, and drove it all around. At the time, I knew nothing about the car, only that I was very taken with the design.

Looking back a bit further, I remember it took me three years to give up my first 911 (1984) in favor of Lucy, a 996 (2000). Lucy was a huge step up in comfort and style. One of my concerns now with Lucy is that, as time goes by, the cabin noise has been getting louder. Jerry (EPE) Pellegrino suggested new tires and a complete physical, which needed to be done in any case. However, I know that purchasing a 991 would certainly be another big step up in aesthetics and engineering.

So this new infatuation lingered in my mind, but I never seriously looked into a purchase until my tax attorney told me recently that the annuities I have would not be taxed any less down the line when I'm forced to start withdrawing money from them. He thought that taking a piece of it to buy a new Porsche, while I was young enough to enjoy it, was a great idea. That was all I needed to hear.

Shortly after that discussion, a trip to Inskip Porsche in Warwick, RI was planned.

The only thing I knew for sure was that I wanted the agate gray color with black interior, but that idea (momentarily) evaporated when my eyes rested upon a shiny black 991 with savannah beige/black accented interior that lit up the showroom. So, confusion was already setting in, and we hadn't even begun to experience the selection process, which is quite comprehensive. Nothing like starting from zero...

Inskip sales consultant Kirk Stingle greeted us and recognized my 'partner in Porsche shopping' from his previous purchases. He also recognized my name when I handed him my business card. He actually said, "Virginia Young. You're famous." H-m-m-m. I did not ask him what that meant. I just appreciated that our combined notoriety gave us free rein to take out cars on our own and play with them. We tried the 350 and 400 horsepower engines and pushed a lot of different buttons to let the engine growl, or not, and have a stiffer suspension, or not. We turned off the "automatic shut off" mode, so we wouldn't 'stall' at lights. We were a little confused when we pressed "sports mode plus" as the car revved up so incredibly that we thought we should be helping it shift. It's set up that way to maximize the performance potential of the car, and doesn't move into the next gear until the upshift redlines. So we hadn't broken it. Whew.

We had a blast.

The new 991 is an engineering marvel, even at the base model level. The longer wheelbase and the wider front track add to its stability. The car is lighter with steel and magnesium mixed in with aluminum. You can actually control the amount of cabin noise you let in with the push of a button. To say the car is responsive is an understatement. Transmission choices are PDK and a seven-speed manual. We all know that PDK is Porsche Doppelkupplung or dual clutch. You've heard of it, but if you don't know what that means, now you will: PDK is two separate gearboxes. The first one contains the odd gears; the second one contains the evens. At the exact moment an odd gear disengages, the next even one engages. This makes for a very quick, very smooth acceleration as well as for better fuel consumption. Seventh gear has a longer ratio, which helps to reduce engine noise and reduces fuel consumption.

There are two choices of sunroof. I chose the more expensive one, the tinted glazed safety glass that filters out bright light, adds to the elegance, and gives an 'open to the sky' feel all the time.

Kirk spent a lot of time with me, going over all the options. Everything is in code: PDCC, PASM, PDF, PTV, SCP, etc. I quickly saw that most of these were better served in the "S" model. They provide extra stability, handling, roll over proofing, cornering, etc, all for high-performance driving.

There is also a large number of "if-then" statements going on here, as in, "if you get 19" tires, then you only have one choice of wheel." Or, "if you get the S model, then PASM (Porsche Active Suspension Management) is standard." The options are a la carte, but often bundled, so it takes some deciphering. Kirk and I eventually built my car, a 350 hp 991 C2.

It's exactly right for my level of testosterone.

I found it interesting that you can have as much or as little of the car description written across the back end as you like. The ever funny Jerry asked me if I planned to have "Ginny's Porsche" written on the rear. I believe the choices are plain "911" or "Porsche 911" or "Porsche Carrera 2" etc., until you reach the entire model name, but I never thought of the Ginny idea. H-m-m. I like it. I think I'll inquire about it!

Another thing I learned about was taking delivery at the factory. If you don't know what that entails, here it is. You buy the car at your favorite dealership. You no longer have to pay an extra fee; the dealership absorbs it. When your car is ready, you have a window of time to pick it up at the factory. A tour of Zuffenhausen and the Porsche Museum is part of the deal. You get a navigation disk installed in your car so you can tool around Germany for a couple weeks or more and then come back to the dealership to pick it up. You have to put a large VAT deposit down just in case you never return with your car for shipment home. Not that customers are disappearing into the German countryside in droves, but some have been known to sell their cars in Russia for a higher price or engage in some

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No doubt what this model is!

other legal-but-not-what-was-intended type of scheme. You can resell a black Cayenne turbo for \$200,000 quite easily. The idea of factory delivery is supposed to be another marketing tool to help the dealership sell Porsches, not an opportunity to engage in an unsanctioned sale. The money is returned to you when you pick your car up at the dealership back home.

Kirk would be a good guy from whom to buy a car. He's patient and takes time with you, but he doesn't overwhelm you with contact after you leave the dealership. In fact, he never called me at all. A week later he wrote a lovely e-mail that in part said, "Thank you both for stopping by to test drive all the new 911s. It's always great fun when someone is as enthusiastic as yourself." He knows that either my friend or I, or both of us, will be back to get the cars eventually...

The day after that experience, PCA/NER had an event at Auto Engineering in Lexington. I couldn't believe all the food there. If it were my place of work, I would gain twenty pounds very quickly with all those cookies and bowls of candy hanging around. Justin Becker explained numerous repairs to us very clearly, and lunch was great. Thank you, Justin!

While there, I got the bright idea of checking out another dealership to see what was on the lot and check out the options on the window stickers. I wondered how much convincing it would take to get Mark Engelberg, who was standing next to me, to go there after the event. I asked him. He said

yes. I really love men who are that easy.

Seriously, Mark's a good person to do anything car-related with. He was my guardian angel on the track up in Loudon last year. Mark is savvy. He is always shopping around for cars. He asks good questions. To get to the Porsche showroom we cut through Audi, where I almost lost him. He found something there he liked, just as he did at the Aston Martin event. BTW, have any of you seen the new Audi A7? I guess it can be classified as luxury sport, but you have to see it to believe it. What a car!

After two days of hands-on experiences, I went home and read all the articles I have in a folder about 991s that I've saved from the Boston Globe, from Autoweek, and from Excellence magazine. I also read the lengthy brochure from the dealership from cover to cover. Twice. I slightly revised my itemized wish list, adding an additional ambient light package, and tucked it in the folder. I'm now armed with an amazing amount of information. Last week I knew nothing. This week I could do a two-hour seminar on the model.

Then Mark brought me back to earth when he asked me if I could honestly stand to see a new owner drive off down the street with Lucy.

Right now, the answer to that is no, unless I get to hand-pick the person. And I realize that it isn't practical for me to have

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My first 991 encounter 2012.

two of them. Trading in my car gives me almost as much value as selling it outright without the hassle. And, of course, it helps with the sales tax. But Mark is right when he says I love that car, and it truly is a beauty. But Mark hasn't driven a 991 yet. When he does, I think he'll understand the interest. It's that good.

For now, I'm still absorbing information, and dealing with the 'letting go of Lucy' angst, so I'm taking my time. No hurry here. I no longer do a 'take the leap and figure it out on the way down' thing. I've been impulsive three times in my life, and twice it was disastrous!

I like learning new things, so the past week has been as much fun as it has been informative. My next task is to find out how much it will cost to insure it. Then I'll have even more facts. I'm glad to have the specification sheet ready to be submitted if something untimely should happen to Lucy. All I'll have to do is figure out what to name her. It will be a German word, possibly Rassig (classy), Rakete (rocket), or Liebe (love). I like Abflug (flying) and Schnell (fast) but they're a little tricky to say. They all fit on a license plate, which will also happen.

One morning I'll get up and know that it's the day to take the calculated leap, whether it's a year from now or a week from Tuesday.

BTW, Jerry was right about Lucy's new Michelin Super Sport tires. She is quieter now, and all set for the time being. She'll be

a great car for somebody else one of these days.

So go out and test drive a 2013 to celebrate the 50th anniversary (1963-2013) of the iconic 911. That will be your excuse, if one is needed. What's the worst that can happen? You might buy one and have a smile on your face for a very long time.

Stay tuned, and enjoy the driving season!

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Porsche Power Part III - Back in the Saddle

Copy and photos by Dan Sullivan

More than a few of you have asked for more pictures of the 356 crew. I did reach out to the old college crew, but no one could seem to find any pictures. The days were extremely 'foggy' back then, so we could not even remember if we took any... That said, I did find some in my negative file.

I have more photos, but you get the 'picture.' This machine remains the greatest automobile I ever owned!

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Interior shot of my 1960 356B with Becker Europa radio, the redline for the 1600N engine was at 4500 RPM.



My 356B. This photo has a good view of the ANSA exhaust and the Michelin XAS tires.



356 DB2



Caption: Doug Guarino's 356C and my 356B in N. Scituate, circa 1974.



The 356B, circa 1973. Note the front top vents are still present here.

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The Bad News

Okay, so around 1981 I sold the 356. With my oldest child, Meredith, now in our lives, my wife Sally harassed me continually until I capitulated and sold the car. I brought Meredith home from the hospital in the rear seat of the 356B, proclaiming to Sally, "look Honey, she fits in there great!" She was having none of it; the Porsche had to go. Mistake #1 in my life! Big mistake, as my goal was to keep the car and drive it through life. Why did I listen? I coulda/woulda/shoulda, but I didn't. So, a brand new Toyota took its place, car seat in the back, woe became unto me!

Through the child-rearing years, from 1981–2004, I purchased these vehicles: Ford Taurus, two Ford Windstar minivans, Ford Explorer and a Pontiac Grand Prix. Working for Digital Equipment Corp. for 26 years, I took advantage of the company car program, which was 'all Ford, all the time...' Then came retirement from HP (Digital -> Compaq -> HP mergers) in 2005! I was "free at last!" With children out of college, all gainfully employed and out of the house, I lobbied for a return to Porsche. Sally said... yes!

The Good News

During the dark years of 1981–2005, I remained a car freak. I read everything I could get my hands on: Road & Track and Car and Driver, primarily. Occasionally, I would go grab one of my old Panorama's and relive the 'Days of Yore.' Retirement from HP brought me to VMware, a Palo Alto startup, with a technology called "Virtualization." I'm a Software Engineer by trade; 37 years in the business. I had done some VMware work so I jumped at a chance to join them! As one the first 500 employees, I was in the right place, at the right time! When the founder cut an IPO, we all got lots of shares. Porsche, here I am; bring it! So it was that, in November of 2005, I went to the New England Auto Show in Boston. Here, I went directly to the Porsche area, where Porsche of Nashua was showing off the latest 911s and the Boxster. I immediately fell for the Boxster, closing the love affair with a test drive. I purchased a 2004 Boxster that had no options whatsoever. It was Black (my color still) and I told Sally I had all that I needed! Wrong again, as I later ordered a 2008 Boxster with some options, Bose sound and fatter tires... This machine arrived right before the Balsam Ramble. What a way to break in a new Porsche! For those of you who were there, you'll remember the dirty roads and the bumps... Again, I proclaimed to Sally that I was 'done.' I would never need anything else... All this time, I continued to research and read everything Porsche.

I found out that Porsche was rolling out a new Boxster design. The 987 was going end of life. Through my research over the years, I knew that Porsche liked to 'flush' inventory with a "Special Edition" at the ends of design runs. I ordered a 2012 Boxster S Black Edition in January 2011. It was exciting as Porsche sent me e-mails through the manufacturing process. I could track its



Doug's 356C on the left, and my 356B on the right. Note Doug's 'hood rise' on the right. As I recall, you could fill the gas tank from the outside on the 356C. I had to open the hood to get at the tank in the 356B. You always got out of the car, and to close the hood one pushed up to release, then down. Gas station attendants were infamous for just pushing down, thus creating the bending you see on Doug's hood... Note the front top vents were removed by this time on my B... I thought it looked "cool."



Dougie, and the 356 c.



Lined up on the Lexington Green. .

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1960 356B — note the ANSA exhaust — on the left; Doug's 356C on the right. N. Scituate 1974. My 1970 Mustang Mach 1 can be seen through the two 356s.

birth! The Boxster S 987-2 Special Edition was made in Stuttgart, which made it extra special! You can tell where your car was made from the VIN. If the letter in the 11th position is an "S," the Porsche was made in Stuttgart. My original order was Number 730 of 987 made. I was looking at a mid-summer delivery. Then, right before the Equinox Ramble, I got an e-mail saying that Porsche had moved me up in the manufacturing line to Number 274! The explanation was that, because I was a long-time customer, they gave me higher priority!

The 987-2 runs 0-60 in 4.6 seconds, with a designated top speed of 170. If you look at the current 2013 Boxster S, you'll discover that it has about the same performance. My research over the years drives me to recommend to you that, if possible, you purchase the last year of a design. The problems are gone, the design is refined and the experience is about perfect. It will be three years or so before the 'new' design supplies greater performance and refinement. We're seeing this today with the advent of the new 911 design series that is evolving into the Turbo, GT3, etc.

Why Boxster?

The Plaque at the Porsche Museum says it best: "The styling of this show car combines elements of the 356 'No. 1' and the 550 Spyder."

Designed as a blend of Number 1, the first 356, which was mid-engined, and the Porsche 550 Spyder, the Boxster brings the elements of the original Porsche passenger car and the original Porsche racecar to bear. The first incarnations of the Porsche as an automobile were mid-engined, not rear-engined. Jerry Seinfeld's Porsche #2 began the rear-engined 356. The rear seat became a design requirement, which drove the motor to the rear. Here, Porsche was able to leverage the Volkswagen heritage, and the rest is there for you to discover. I believe we are seeing Porsche move toward mid-engined designs again; with the 911 everlasting, as it should be, the future is the 918.

Motorsport, the oldest automobile publication around, recently proclaimed the Boxster S as the best car Porsche makes now. We all saw what the Cayman did at Daytona just recently. Autoweek magazine's Best of 2013 issue declared that the 2013 Boxster S was the "Best Car of 2013." Among the comments were "mid-engine perfection" and "the 3.4 Liter is wonderful." Further, it declares, "In a perfect world, every car enthusiast would have a new Porsche Boxster S sitting in the garage." My sentiments exactly!

I found the driving experience of the Boxster to more closely mimic the road 'feel' of my old 356B. While the handling characteristics are different, mid- vs. rear-engined, the small wheelbase and cabin just remind me of the Mother. The Boxster S Black Edition is a rocket ship — fast, lightweight and nimble. Some of my favorite photos are those of the 2008 Boxster RS60 next to its 1960 namesake! These photos make it clear that the 550/RS60 line of early 356 designs is the Grandfather to today's Boxster line.

My custom order went like this:

- 2012 Boxster S Black Edition
- Porsche Doppelkupplung (PDK), Dual-Clutch transmission
- No Sport Mode
- Heated & Electrically Adjustable Seats
- Engine Type C B42575 (MA121)
- Windscreen

PDK rocks! If I want manual shifting, I have no clutch to push and I have the option to use the gearbox shifter or the paddles on the steering wheel. If I want to listen to the engine roar, I put it in Automatic. Then, when I get off an exit ramp and enter a highway, I press the gas all the way down. PDK says, "Dude wants redline..." Wow!!! The gear change has a Formula 1 sound, the change up sounds like Alonzo changing. No Sport Mode is the opposing approach. I want the machine to leave rubber, fishtail and act like a raw beast when I drive it at speed. The 356B was all about getting to speed; it took a while, but once you were rolling at 70, you'd pound the exit ramp and bring the wheel around so it was like being on a dirt track... The Boxster S Black is quicker, but raw without the help of Sport Mode. My kind of ride; I am not a track guy, just a cruiser, so this works for me. Love to spin it off the line and wheels down with fishtail! I want to have to drive the machine at all times and why not when it's cries out to me to do so!

So, Buzz would be proud! He offered me a ride in his Triumph TR3 and the result was some of the best days of my life. The ride in #274 Black Edition continues. See you at the Ramble at the Mt. Washington Hotel!

Four Speeds and Drum Brakes - continued from page 9

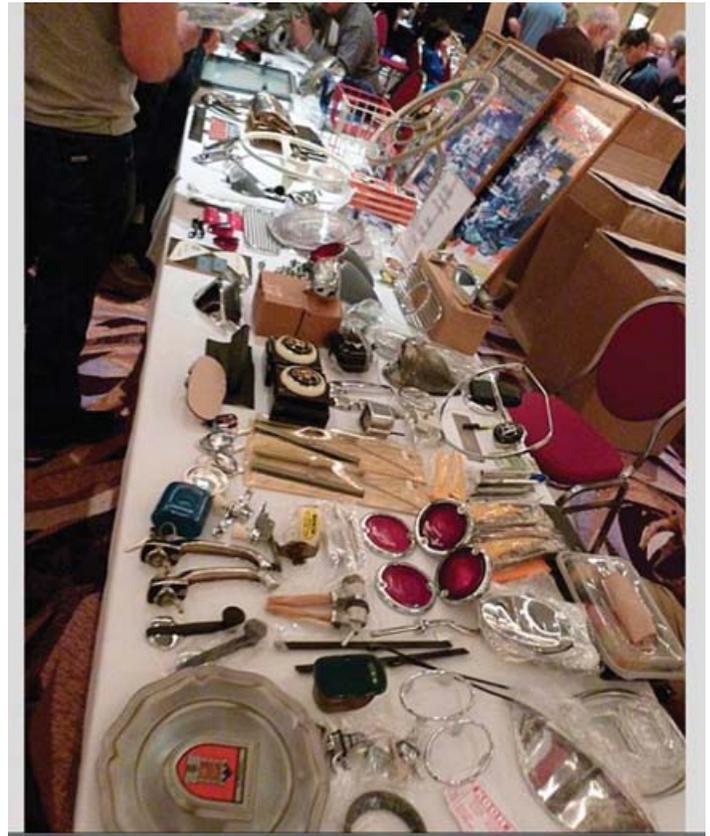
We also drove over to Klasse 356, a small shop with a swap meet going on; my kind of place. I couldn't resist a pair of taillight lenses for a dollar each, plenty of room in my suitcase for those. From there we set off on a run to California Porsche Restorations to see my friend Bob Lee in Fallbrook, CA, about 1-½ hours south. It was well worth the trip.

With 61 employees working on 75 Porsches, it was very impressive. They even do their own chrome work in an attempt to keep everything on site and under their control.



The red sunroof coupe in the accompanying photo should look familiar. A year ago, Rob was driving it in Phoenix, remember? We had a dinner reservation at Craig's in West Hollywood but by the time we got back to the hotel only Jeff Leeds, George Nelson and I were up for dinner at 9:00 (midnight in Boston) so off we went. More about that evening later.

Saturday was the big day and the hotel was busy before dawn with lots of trucks unloading all sorts of parts and pieces. The doors opened at 7:00 am for early birds (an extra \$20) and 9:00 am for the cheapskates. The theory is that all the really good stuff gets sold at the very beginning, so the extra money is worth the investment. The aisles were filled from the start as everyone was looking for that elusive part for their Porsche.



It was all but over by noon, and we drove over to John Willhoit's well-known restoration shop. I had brought some parts that he needed, and that big box in Providence did make the trip even if it wasn't on my plane. There was a big crowd by the time we arrived, probably due to the free food, so I just left the rental double parked in the street with the tailgate up. Works every time. It was a rental after all.

John was happy to get the parts (free shipping) and crossed my palm with the cash and the key to his 2132cc rocket 356 parked at the curb. I grabbed Jack Styles as a passenger and off we went with 160 hp in a 356. What a ride. I was just trying



continued next page

continued from previous page

the acceleration and dodging traffic when Jack said that I was scaring him and he wanted out. I slowed down and we made it back without a mark on the car. There were some terrific cars and engines on display with 'outlaw' cars everywhere.

Rounding up the troops we rolled out to Costa Mesa to see the team at European Collectibles. Another 75 cars to see and more free food — what a country.

Sunday morning was the big swap meet and while we weren't buyers for anything bigger than a carry-on, everyone piled into the van and off we went after our standard breakfast at Denny's. Did I mention that Denny's is next door to the hotel and we know the breakfast menu by heart?

The local PCA region had some terrific displays of cars grouped by year. There was a 356 section, a 911R section, etc. Lots of cars to see and the prices on parts were reasonable. The parts for sale weren't like the stuff we see at Hershey every year that have been pulled out of a swamp. These parts were clean, without rust or corrosion, not at all what we pass around every year. I needed a bigger suitcase.

The cars began to scatter around 11:00 am and by noon everyone was on the road, including us. The decision was made to do something that didn't include cars so I drove to the Santa Monica City Pier where my brother and I used to fish as kids. The pier hasn't changed much, in spite of being rebuilt after a major storm back in the '90s. They did add a Mexican restaurant out at the end and there was a table for the seven of us, so we had lunch there. There were street performers (pier performers?) including a dog with sunglasses and dollar bills tucked under his collar. Have your picture with a star? We never did find out what he starred in.



Back in the van we 'Googled' Whitey Bulger's apartment to discover we were only three blocks away so we drove over to take a few photos along with a bunch of other tourists who had done the same. Looked like pretty nice digs.

We weren't far from the apartment building where I lived in the '50s, so that was another drive by. It didn't look to have changed a bit.

The last dinner in town was at LAX in the landmark Encounter, a structure built in '61 that looked like George Jetson's house. It was a great time and the food was terrific. Positioned

so that the runways could be seen all around it the entire structure was very futuristic even by today's measure.



I have to admit that it was a great end to the day but not as exciting as the club that we went to after dinner at Craig's on Friday. I promised that I'd come back to this, didn't I?

Craig's is a very popular stop where all the stars go to see and be seen. If it wasn't for our host, Steve Serio, of Aston Martin

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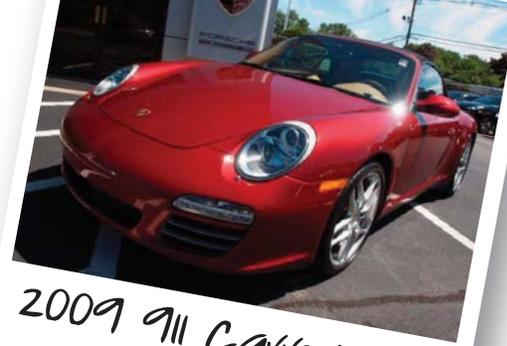


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of New England, I'm quite sure that they never would've let the three of us in the door. We arrived at 9:00 pm to discover that our table would be ready at 10:00 pm, which was 1:00 am in Boston. We chatted up the starlets at the bar with George doing his best Wilford Brimley imitation and Jeff and I acting as if we went there every night. Steve showed up after a while and, of course, knew everybody. Turned out that we were seated next to the cast of *The Walking Dead*. All I saw was one really old guy and a covey of very young girls; how do you get that job?

The paparazzi all jumped to attention as we were leaving until they realized that George was just a lookalike and then they sat back down on the curb. We thanked our host and walked a block to where I'd left the van in a lumber yard. As we approached the lot we could hear music and see a line of young people waiting to get into what looked like an upstairs dance club. There was the customary velvet rope and two of the biggest bouncers I have ever seen dressed in black suits.

I have to admit that I have always prided myself on finding a parking spot, getting seats up close to the action or getting into places where others have been excluded. Since the music could be heard a block away I said that I could get us in if they were game. They were.

I approached one of the guards with no folding money in hand (part of the contest) to say that we were visiting all the way from Boston and would like to take a look at the inside of the club just to be able to tell friends back home what fun we had in California. When he hesitated I said that we would only be a few minutes and promised not to take any young girls home. That persuaded him to glance at the other bouncer, wink, and drop the rope so we could pass. I'm such a genius.

Walking in the door, down a long hallway with flashing lights I should've know that something was wrong when I saw the two guys at the end of the hall. They were young guys standing real still in their underwear, painted gold. Interesting decoration; haven't seen that since *Goldfinger*, the third *Bond* movie. But wasn't that a girl that was painted gold?

We got to the top of the stairs to see a glassed in chamber with four dancers inside doing a Go-Go bit that you couldn't find on cable TV. That's when I realized that all four dancers were male. A couple of them were dressed (or undressed) to look like women, but trust me when I say they were guys. A quick look out into the room found lots of leather, tight pants and skimpy outfits but they weren't being worn by women. In fact, there were no women in the entire room that we could see.

As they say, great minds think alike and the three of us were headed back down the stairs faster than a fireman answering a call without a pole. We found the two guys at the door doubled over laughing at the three rubes from Boston as we hit the street and headed for the van. George called Serio to tell him of our adventure and I could hear the laughter coming out of his iPhone. I could have told you, he said. Now he tells us...

All part of life's adventure. KTF

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made for a great atmosphere.

The trucks put on quite a show. They are enormous, with the wheels about the height of an average Porsche driver, and powered by 1,500 horsepower Chevy engines (I knew my Cayman S was underpowered — maybe now I can convince Dani to let me have that GT3). The body is just tubes and fiberglass and so the large power-to-weight ratio gives them the ability to do wheelies and jump cars with ease.



The DCU Center seems like it was built to house an ice-hockey rink or basketball court and so in the front row seat I bought, I got an up-close and personal view of the action (i.e. I got showered with dirt from those huge tires). The circuit was an oval track with purpose-built jumps and flattened cars for the trucks to jump over.



The trucks do a series of competitive events. First was the “who can do the highest wheelie” event. Next was a pursuit race (similar to bicycle pursuit) where the course combined speed and jumps. Finally, there was a knockout freestyle/anything-goes event. The event had the feel of a choreographed wrestling contest, but for a couple of hours of boys-only fun (you can use the excuse that you’re taking the kids to the afternoon show) I’d recommend it next time it’s in town.

Dani here... okay, okay I know it’s my turn to contribute to this column (smile). On Sunday, March 10th, the rescheduled DE Ground School was held at HMS motorsports in Danvers. Joe Marko and his folks really looked after all of us with bagels, donuts, coffee and soda when we first arrived. His showroom was transformed with chairs spread out and lots of Porsche fans. The lucky ones got to try out the racing seats that normally go in a car, but work equally well, and comfortably I’m told, as seats in a room.

There was a huge turnout for the ground school. I’m told it was the largest in a long time and had to have over 55 people in attendance. This was the first ground school for me, and although I’ve done a couple of DE events I still consider myself a novice, so I was excited to hear what was relayed. The ground school was presented by Steve Artick who has been running the ground school for many years.



I was only able to stay for the first hour or so... real estate beckoned (so much buyer demand and so few homes for sale) so can only speak first-hand about what I heard, but I picked up the handout as well so can talk about some of that as well... but, I missed out on the pizza lunch. I guess that is a good thing for my waistline (smile). There were a few messages I heard that I think would be good to share.

DE is not racing, there are no prizes, no timing, but gives you a good understanding of just how amazing your car is. I’ve had a number of Porsches over the years, but until I participated in my first DE about a year ago (the novice two-day event at New Hampshire Motor Speedway) I had no idea just what my car could do. I spent the whole two days with a big grin on my face! The instructors are incredible, the organization is amazing, and everyone is so welcoming and know that most people who are there for the two days have no idea what to expect, or where to go, or what to do. The first thing I was asked by my instructor was, “What do you want to achieve?”. So they are focused on you and what you want to achieve. This was reinforced at the ground school. One of the main purposes of DE is to teach drivers what is the best, safest and most controlled way around a road course. I feel it important to add that it has taught me so much more about my car that it makes me a safer driver

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because I learnt (and I am still learning) just what my car can do, and if I ever need to get out of a dangerous situation while driving on Route 128, or along a winding road, I know what the car will do if I ask it.

Joe Marko went into the items necessary to participate in DE. The only necessary item is an approved helmet. Not every helmet will be approved for participation in DE, so you should check the DE website to find out the specifics. I know when Marcus and I first started looking for a helmet we had no idea whatsoever and floundered for a while not knowing where/what to look for. We finally printed out the specs and went to our local motorbike shop... isn't that where you buy a helmet? (Smile.) It turns out not all helmets will work, but we ended up finding one. Later Marcus found out about HMS and bought his helmet there. He was impressed with how knowledgeable, and easy, it was to buy the right helmet for DE.

Another thing Steve Artick went over was the need for a tech inspection prior to going to DE. I believe there is a list of places on the website where you can go for a tech inspection, and it is a quick visit. One participant asked about the cost of the tech inspections. A few people mentioned that they are generally free, but it was pointed out that this is not the case 100% of the time, so you need to ask the question before scheduling your car.

Preregistration is also required. This is so that the organizers can create run groups that can be grouped by experience. Novice drivers are grouped with novice drivers, experienced drivers are grouped with experienced drivers, and so on.

It's probably appropriate for me to mention that DE is not for men only!! DE is just as beneficial for women, and just as much fun! It's for PCA members, 18 years or older, that have a current driver's license. You can also have two drivers sharing a car at an event. The organizers will just put one of you in a different run group. I have to say that in one DE I split the driving in my car with Sam, our 18-year-old son. I was a little nervous of him driving the car because he had his driver's license only 3-4 months. And then he was going to be driving my 911? What were we thinking? Anyway, by the end of the two days I was very comfortable with Sam driving my car, and I think he learnt a huge amount in handling a car safely at speed. Far better for him to learn this in a controlled environment with an experienced instructor sitting in the passenger seat telling him exactly what to do, than on Route 128 with a friend in the passenger seat.

At the ground school we had many members of the NER board, track committee, Autocross committee, THE NOR'EASTER editor, and others. The purpose of all of these folks, who know what DE is, is to say hello and make you feel welcome and encourage you to give DE and other types of club activities a try. It's so nice to be able to be in a group of people who have the same passion that you do about Porsches. You can talk about your cars, your experiences, without worrying about whether you are making someone else uncomfortable, and you have a natural common interest with everyone you meet in the club. Attend-

ing the ground school were Kristin Larsen (Treasurer), Dave Berman (Autocross committee), Steve Ross (Past President — thank you, Steve, for your help while I was taking my notes (smile), Matthew Wallis (Track Committee), Adrienne Ross (NOR'EASTER Editor/Track Social Coordinator), John Dunkle (NCR Chief Instructor), Dick Anderson (Novice Development), Jerry Pellegrino (NER Chief Instructor), Kristin Larson (DE Control/NER Treasurer), Stan Corbett (Track Chair), myself (Membership Co-chair). I wish I'd had a chance to chat with more people before I needed to leave but, honestly, if you have any questions at all about any aspect of the club, there are many people who would be happy to chat with you and answer your questions. You only need to ask.

Minutes *continued from page 10*

mittee met in early March and completed the revision of the score sheets, approved a writing of the rules and classes for publication in the newsletter and web page, and have now scheduled a judges meeting for early May at the Larz Anderson Museum of Transportation.

Under New Business, Bill clarified how the e-blasts are scripted and sent, then, in concert with Nick, worked out the responsibilities of who would post and remove notices of upcoming events on the home page. Steve then mentioned that Dani, Marcus and Dave are working on updating the newsletter subscription process to ease the workload on the membership chair(s) and treasurer via a possible on-line payment system.

Adrienne mentioned that the current issue at 50-plus pages is the largest edition of THE NOR'EASTER in history, filled out with a number of Zone 1 event promotions.

With no further business Kristin move that the meeting adjourn, Nick seconded, and the vote was unanimous. It ended at 9:54 pm at which time "Turbo," the Seymour/Driscoll's dog, awoke and joined "Suko," Dani's dog, who had been sleeping in her car during dinner and the meeting, for a walk on the street before going home.

The next board meeting will be on April 10th at the Larson/Berman residence in Acton. The May meeting will be hosted by Hans Peter in Wayland on May 15th.

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