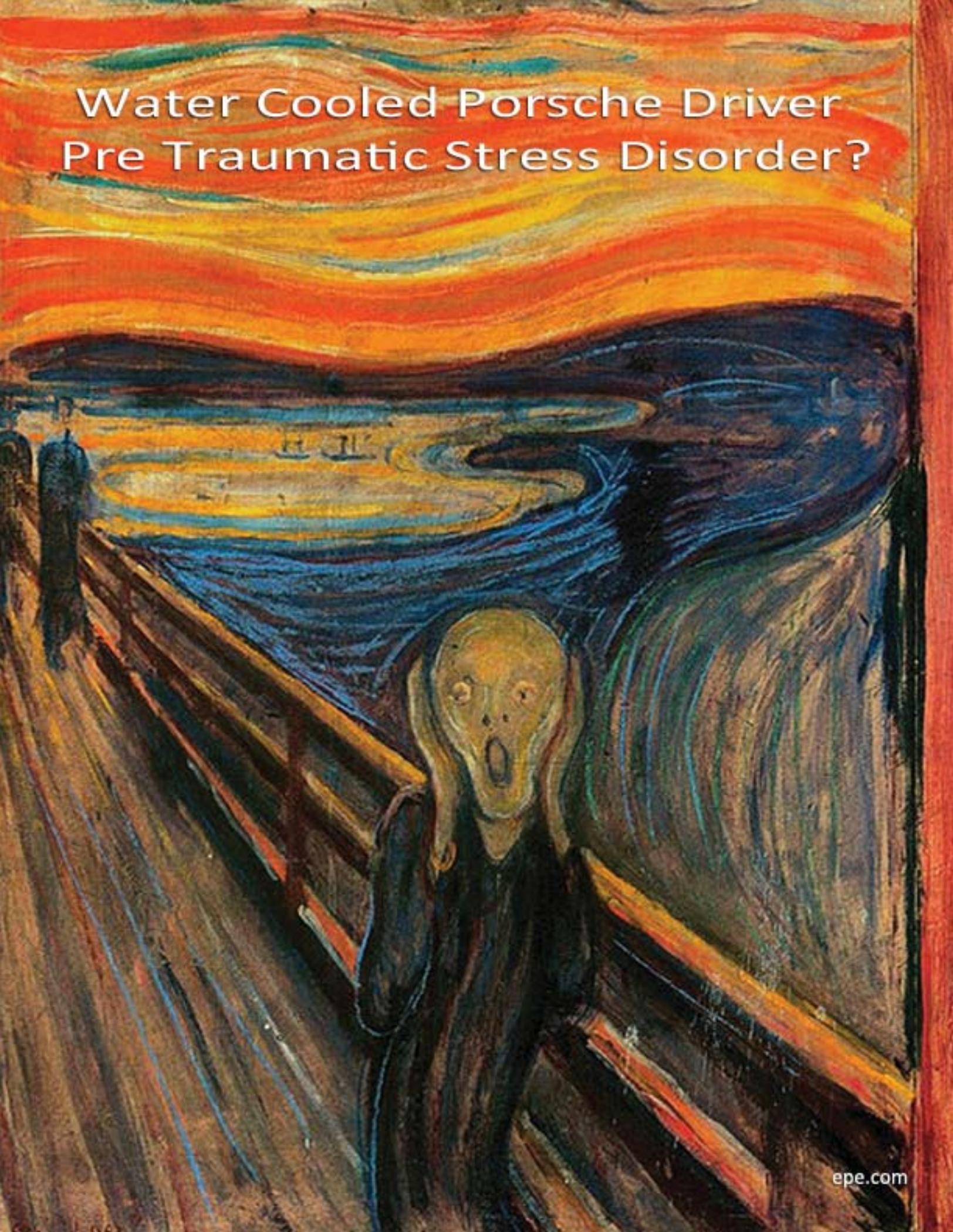




THE NOR'EASTER

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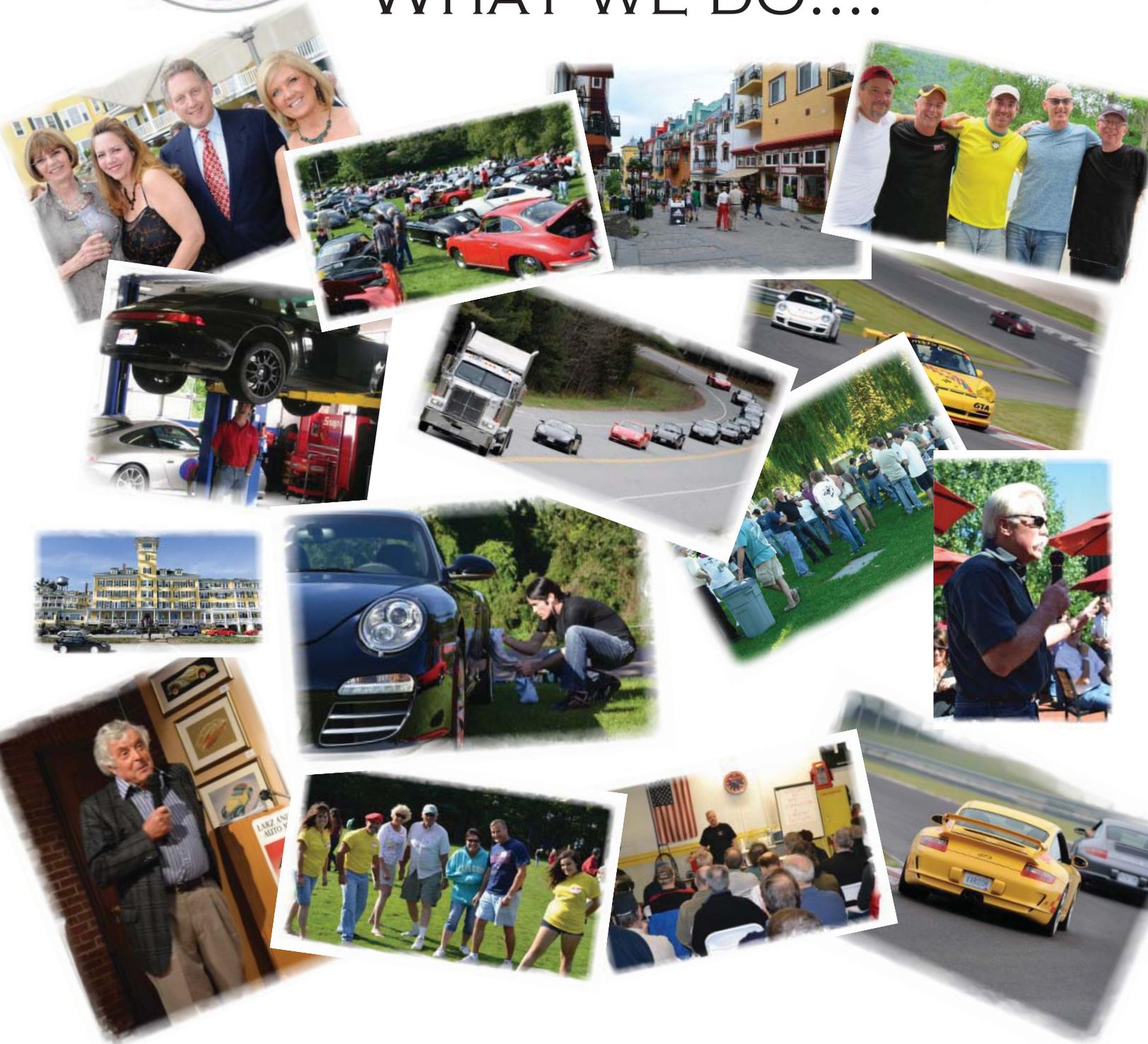
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PORSCHE



WHAT WE DO....



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COVER



Cover Photo
By Adrienne Ross

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On the Edge

The Perfect Girl....



Adrienne Ross

Anthropomorphization; we all do it. I personally talk to my dishwasher. I tell it how much I appreciate our relationship. I fill it with dishes; it washes them, over and over and over. It never complains that it just washed that coffee cup, and here it is again. I like that in an appliance; handy without being needy.

Our cars are different aren't they? Cars in particular are often likened to women. In 1968, Car and Driver's David E. Davis waxed on about the BMW 2002. "In its unique ability to blend fun-and-games with no-nonsense virtue, this newest BMW also reflects another traditional American article of faith — our unshakable belief that we

"When you get home after being on the highway, do you smell your car's haunches?"

can find and marry a pretty girl who will expertly cook, scrub floors, change diapers, keep the books, and still be the greatest thing since the San Francisco Earthquake in bed. It's a dream to which we cling eternally, in spite of the fact that nobody can recall it ever having come true. But, as if to erase our doubts, along comes an inexpensive little machine from Bavaria that really can perform the automotive equivalent of all those diverse domestic and erotic responsibilities, and hope springs anew."

1968 standards (or fantasies) aside, you get what I mean...

Interestingly, about that time cars weren't really sleek and domestic, in this country anyway. Mustangs, Corvettes, Chargers, Camaros, Firebirds; they epitomized testosterone. They were fast, loud, large, aggressive, and badass. Does it get any better than a 1968 Fastback Mustang GT? It doesn't get a whole lot better for me I'll tell ya.

Not that I don't love my Porsche. I'll tell you a little secret. I love her hips. That curve of the 2009 Cayman rear fender, angling toward the back, is about as sexy as it

gets as far as I'm concerned. The Cayman curves seem to me to be organic, purposely representative of the female form, lusty and full. Porsche got it right.

A good friend of mine asked me last month, "When you get home after being on the highway, do you smell your car's haunches?" First of all, I knew exactly where he meant. He meant up inside the rear wheel wells. Secondly, this was not at all a weird question. "Do I smell its haunches? Why, no! Should I? What am I missing?" That was my train of thought, not "What are you, nuts?"

She, yes she, has haunches... and a nose, and a tail, and a wing. It's on the tail.

I think we like to anthropomorphize cars because we bond with them. They have quirks that we get to know. They make noises we become accustomed to. I know when mine needs a little oil, or if your transfer case is low on fluid. I'm not sure where the female thing came from, and I'm not sure all cars qualify. I've driven a Mazda 323 for which I felt nothing (except maybe disgust). It wasn't male or female. I have a friend with a Toyota named Max. It's a boy...

Certain cars evoke certain responses from me. The C63 that I'm friends with is all male, all the time. The noise that thing generates makes me all giddy inside; I practically need a cigarette. God that's a good noise. I feel almost the same way about the new Mustang noise. I'm telling you, Ford hired a woman to stand there and listen while the engineers messed about, and when her knees buckled, and she turned to jelly on the insides... they knew they'd struck gold.

Some cars are boys, I'm sure. What I'm not sure of is the Italian cars. The 458 is all low and growly, but with enough feminine on the insides, that it's always a "she." "She corners like a tigress. She's really fast. She tried to kill me." I've known plenty of men who treat their Ferraris like mistresses. I'll just let it go at that.

Lamborghinis are different in that it's

the insides that are super masculine, and the outsides that purr. It's like a \$250,000 man cave in there with all that carbon fiber, and hard leather. They're not gender neutral, but they're not easy to pin down.

Obviously most of the muscle, supercar, and high-performance car market is aimed at men. It must be genetically imprinted on us that the "most" of something is going to get the girls. The most goats, the most cows, the most horses. The most noise, the most speed, the most most. It's funny that while the cars look absolutely beautiful, most women don't know anything else about the cars that are attracting them. They don't know about

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In This Issue...

It's been a warm and wacky month. All of our contributors have something great to say about their travels, their trials, and their tribulations.

For myself June and July have both been filled with almost non-stop car adventures, starting with my introduction to the man with the 959.

Even if you are new around here, and have no idea what the car on the cover is, do yourself a favor and get to know it. It's a sublime example of perfection in engineering.

We have a bunch of new contributors, and I'd like to welcome them, and their articles to the NOR'EASTER. Thanks guys!! I'm glad to have you aboard.

Erik went to a driving fantasy camp. He's encouraged me to give it a shot, and who am I to say "no?"

David took a chance at reporting from Tremblant. This is a fun look at a great track.

I didn't get to go to Canada this year, and there are HUNDREDS of pictures from Pierre. Check out some of them here, and write to him if you'd like to see more. We'll try to get a few more up online, if it's OK with Pierre.

Have a great second half of summer! I hope to see you soon!

On the Loud Pedal

On Vacation



Christopher Mongeon

Dear Nor'Easter readers,
I am on vacation! No article this month! My son Sam said he would write it for me, as I am on vacation. Happy reading!
Chris

Summer vacation could not have come faster! No more school. No more homework... just fun. Today we get to leave for a great week on the Cape. My brother and I are so excited to drag our parents to the beach, mini-golf and bumper boats. Our bags are packed and waiting to be loaded into the car. If only we could find Dad. "Mom, where is Dad?"

"Dad is over at Diddy's doing something with the bumper or brakes; not sure which."

"Can we go get him? We want to leave! Now!!!"

Mom was nice enough to drive us over to

When we got to Diddy's we found Dad underneath the Boxster, parts everywhere.

Dad. When we got to Diddy's we found Dad



underneath the Boxster, parts everywhere. My brother and I know this does not look good. "Um, Dad, we are supposed to leave in an hour? What is going on?"

I should not have asked because then I had to listen to a long, boring discussion

about noise levels, exhausts and something else. All I could see was car parts strewn around the barn and my dad not ready to leave. Summer vacation doesn't wait for everyone. I picked up my camera and took a few shots of the parts. Just in



case Dad forgot what he took out and what needed to go back in. It seems Diddy was on his way to Lime Rock and the neighbors did not like loud cars. Not sure why they would choose to live next to a racetrack. Before Dad could pack up the truck and we could be on our way, he had to finish replacing one exhaust system with another (see pictures below). Dad loves this stuff and wanted to share every detail of the exchange with my brother and me. We both rolled our eyes at the other and made sure to greet Dad's story from underneath the car with "ohs" and "wows." Finally, the exhaust was completed. We had to watch Dad help Diddy load the car onto the trailer, and pack Diddy up, and then we could go home and pack!

Before we left the driveway Nicolas and I made sure all the important items were packed: beach toys, bikes, boogie boards and monster trucks. We were all set. We were Cape bound! We knew mom and dad were just as excited as we were! A week on the Cape spent hitting the arcades, candy store and go-carts. What could be better?

When we arrived at the house, we were even more pleased to find ping-pong and pool! My brother and I were practically bouncing out of our skin. While Diddy was driving around the racetrack,

my brother and I screamed around a pool, in a boat, bumping into other boats and squirting them with water. What could be more fun? I could tell by the big smile on my dad's face that he appreciated the cool squirt of



water each time we drove by him. It was the least we could do.

Each day our parents happily took us to the beach, mini-golf, ice cream stand and for bike rides. It is the best vacation ever. The best news is that, when we returned home there was enough sand in the mini-van to build our own sand castle in the backyard. My brother even found a few shells and rocks under the seat to use as decorations on the castle. Summer vacation is the best part of the year. No homework, just fun. If only my mom would stop making me read!

Happy summer!

Sam (age 8)





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Four Speeds & Drum Brakes

Another Day, Another Tub



Tom Tate

The summer is breezing past at a high rate of speed and the old Tubs just keep following me home. A few owners that I've been talking with for years (yes, years!) have begun to rethink their ownership positions, and some just pop up in my path.

A fellow with a '55 coupe has decided to move forward with his project stored in a rented stall in Waltham and has hired Rick's Custom Fabrication to begin the metal work needed. I came across the car back in 2007 and finally put the two of them together after I determined that the owner was never going to part with the car. The

An owner in Newton... finally decided that the '62 Tub... in the back of his garage (since) 1978 should see daylight again.

storage space has enough parts for three cars and only a few things will fit the '55, so maybe I can help getting those pieces back in circulation.

There's a '60 coupe in New Hampshire that is alive and well but the owner, now in his late 80s, can't get in or out of it but can't seem to let it go. That conversation has only been going on for a couple of years, so it's early in the process. He has a local garage pull it out each summer and run fresh gas through it but no mileage is added. There are a few holes in the floor but it's not a rust bucket. It would be a good starter car for someone just starting out on a vintage Porsche journey. The car is ivory with a tan interior so it doesn't really knock you out with bling but it would be fun to drive. At least it's not red, currently the least popular color.

An owner in Newton that I've been talking to since 2006 finally decided that the '62 Tub that he parked in the back of his garage in 1978 should see daylight again and gave me a call. The engine was out of the car, having been removed for use in another car. It had been on the bench since 1979. We put it back in to make it easier to transport. It went back in like it belonged and looked so good there that when I got it home I looked

at it more closely. After checking the valve clearance, timing, and turning it over carefully by hand I hooked up a battery, put the fuel line into a small lawnmower tank and turned the key. It started right up with no exhaust leaks or oil drips. I had a fellow on the left coast that was looking for an inexpensive driver and when I called him he didn't hesitate. After he checked with his wife, of course.

Last month an Albany, NY newspaper ran a story about a Porsche owner that was having a problem with the New York State Registry of Motor Vehicles. Seems that he had a title with his deceased father's name on it and wanted to get one with his name on it. A member of our local club sent out an e-mail with the article attached to see if anyone could help. A picture of the owner showed a 1956 356A at his side, in pretty tough shape. There is only one reason why anyone is looking for title assistance; they're about to do something with the car. I 'Googled' the guy's name and came up with a few numbers; on the second call I reached his teenage son. He gave me a work number and a few minutes later we were talking. I went over some of the choices that he had before I asked what he was doing with the car. Turned out that the car was apart, pretty rusty and he had come to the conclusion that he was never going to get it back together. A fellow that lived down the street had a collection of MGs that were in similar condition, but one was a driver. The neighbor was willing to swap a running, driving MGB for the Porsche, which he was going to sell.

I explained that the nicest MGB in the country was probably worth less than \$15k and asked how nice his neighbor's car really was. He replied that it wasn't that nice, a few rust holes, needed tires, but it was drivable. Probably a \$5k car if it got listed



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Minutes of the Board

July Meeting

Marcus Collins

NER Board Meeting, July 17, 2013. The July meeting was held at the home of Kay and Nick Shanny. In addition to the host the following board members were present: Adrienne Ross, Bill Seymour, Steve Ross, Kristen Larson, Stan Corbett, Marcus Collins, and Dani Fleming.

After dinner and Marcus and Dani finally arrived, past president Steve Ross brought the meeting to order at 8:00pm.

Bill Seymour started the discussion with an overview of upcoming activities. A 'How to Put Away Your Porsche [for the winter]' event is planned for the Fall, similar to last year's well attended event held at EPE. The NER Auction was very successful last year the board discussed holding an event this year. It's hoped to get a good turnout at the upcoming 'Wings and Wheels' at Minute Man Air Field in Stow MA on July 25th and an email blast will be sent out to all members reminding them of the event.

Stan Corbett gave a report on the upcoming DE events at NHMS and Watkins Glen in August. NHMS - 62 confirmed drivers with 7 wait-listed awaiting instructors. WGI - 108 confirmed drivers, 19 pending with 8 wait-listed awaiting instructors. Two social events are planned for Watkins Glen - 'Party in he Park' on Friday evening and a casual get together on the deck of the Seneca Hotel on Thursday evening. Stan then gave an update on the two recent DE events in Canada (Mt Tremblant and Calabogie). Calabogie was not well attended this year and Stan commented he will be reaching out to other regions to try and drive higher attendance next year. Marcus commented that the events were a great success and Stan said that he had received no negative feedback from the attendees. The parade laps in LCMT and CMP raised \$320 for Angel Flight - the NER charity. Stan then gave an update on Thompson Speedway which recently updated their website with progress on the track construction ([\[way.com/\]\(http://www.thompsonspeedway.com/\)\). NER has confirmation of a DE event on September 13 and 14, 2014. The board then discussed the cost of the track rental \(a daily rate of \\$15,000 + \\$3,000 for track workers\) as it compares to NHMS and WGI \(2 days at Thompson is similar cost to 3 days at Watkins Glen\) and the possibility of coordinating with other driving groups. The board agreed that there was little that the club can do about the cost in its first year of operation the market will dictate the costs in subsequent years.](http://www.thompsonspeed-</p></div><div data-bbox=)

Stan reported that Dennis Macchio will be at the upcoming NHMS event and Peter Argetsinger will be at WGI - both driving coaches will be conducting classroom sessions for all run groups in addition to 1:1 sessions on the track at the events.

Bill Seymour highlighted the NCR practice of publicly congratulating all DE participants who have had run group promotions. The board agreed that NER should follow suit and all 2013 promotions will be published in an upcoming NOR'EASTER. The DE and AX committees will also be documented in the NOR'EASTER. Bill also mentioned that the next NER AX event is scheduled for July 28, 2013; the last day to register is the Wednesday prior to the event.

Steve Ross ported on the upcoming Concours d' Elegance event scheduled for Sept 7, 2013 at the Larz Anderson Museum of Transportation. The event has a new set of classes and judges and it is hoped this will drive increased attendance. Steve reported that the cost of the event is \$10 pre-registration and \$20 on the day. Porsche of Norwell is sponsoring the event and this will cover the cost of renting the museum grounds.

After the Activities reports Kristen Larson presented the Treasurer's report. Nick made a motion to accept the report and Steve seconded, the motion passed with a unanimous vote.

After the treasurer's report Marcus reported on current membership - 15 new members; 3 transfers in; 4 transfers out. The current total number of members is 2,466. Marcus commented that at the current rate NER should have over 2,500 members by year end. Marcus noted that the number of new members (and therefore cars) we are seeing each month means that there are many new potential DE and AX attendees and that we should make a point of welcoming novices at driving (and other) events throughout the year.

Adrienne asked that the board fund upgrading the software currently used by the copy editor. The board unanimously approved.

There being no other or new business the meeting was adjourned at 9:35pm. The next NER board meeting will be held on August 14th in Melrose - Adrienne is organizing the location.

Happy PCA Anniversary

Thirty Years

Hans Szimmetat
Mark Greenberg
Stephen Contons

Twenty-Five Years

Alicia Kullas
Eric Dow
Peter Tracy

Twenty Years

Thomas Jackson

Fifteen Years

Christopher Tuck
Jeff Corey
Paul Tracy

Ten Years

Christopher Caulfield
Dean Wood
Doug Martinez
John Caruso
Rexford Hayes
Ted Shaw
Warren Waugh

Five Years

Robert Crawford

The Checkered Flag

Everything on Track

Marcus Collins and
Dani Fleming



I never thought I would say this but Dani's "in your face blue" C4 handles beautifully on the track at Calabogie, even if I was restricted to 4,000 rpm (OK so I broke that a little on the straight). More on this event later, but first the state of play in F1.

We've had two races since the last column - Silverstone (UK) and Nürburgring (Germany). Contrary to popular myths it didn't rain for the complete 3 days in the UK (although it wasn't dry for all 3 either).

(T)he magnetic numbers didn't work and we had to go back to marking the numbers with blue tape.

The big controversy at Silverstone was with the tires again (seems like an on-going story) - this time thought it was more serious than the usual inter-team rivalry though. During practice and the race itself, the rear tires had a catastrophic failure (at speed) - luckily the failure did not cause any serious crashes or injuries. Although the drivers were understandably worried at the race progressed and in the run-up to the Next event In Germany. No clear details on why the tires failed (the initial blame was the corner curbs) but Pirelli changed the tire structure - swapping the steel belt for one made from Kevlar - for the German race. Unfortunately for the UK fans Lewis Hamilton as one of the drivers whose tire failed, while he was in the lead. As the failure happened a long way from the pits it dropped him to the back to the field. He eventually finished fifth, just ahead of Jenson Button and Mark Webber - it was a disappointment for the fans that a British driver didn't win at Silverstone.

After the UK it was off to the Nürburgring in Germany. For those waiting for the film Rush to come out in September (this film chronicles the rivalry between Niki Lauda and James Hunt) the circuit where Niki

Luda had his near fatal crash is the old-Nürburgring (now called the Nord-schleife and open for the public to drive around it - if you're interested there are plenty of YouTube videos online). The race itself was won by the local favorite Sebastian Vettel, who led from start to finish.

The drivers' championship is still a 3-way race between Sebastian Vettel, Fernando Alonso and Kimi Räikkönen. The next event on the calendar Hungary at the end of July after which there is a four week break before it resumes in late August in Belgium at the famous Spa circuit. The break is also the time when the rumors start about which drivers will swap teams or lose their drive in 2014. So there will be plenty to report in the next column - we do know that Mark Webber is leaving to lead the Porsche effort when they compete in the 2014 Le Mans race.

July wasn't just armchair driving as it was also when the two Canadian DE events occurred. First stop was Mt Tremblant followed by Calabogie. Once again the Track Committee put on two fantastic events and only one day of wet weather (day three in Mt Tremblant) - although some respite from the heat would have been welcomed in Calabogie. Dani and Sam (and Sudo our golden doodle) were meant to join me in Mt Temblant, but Dani's work meant they had to swap to the Calabogie event. Sudo didn't care much for the heat of the track (come to think of it neither did I) but he loved swimming in the lake in the evening.

Sam was driving the Cayman - and whilst I did run slightly quicker lap times looking at the GoPro videos afterwards he had a way better line. This was the first opportunity to try the C4 on the track. Dani kept us at arms-length (I have

no-clue why - although keeping below 3,000 rpm may have had something to do with it) and I had to wait until the last run on the last afternoon to get try it out. Damn it was good! The four wheel drive continually altered the power distribution between front and rear tires and it handled just as good as the mid-engine Cayman. The all-aluminum construction meant that the magnetic numbers didn't work and we had to go back to marking the numbers with blue tape.



Dani at Calabogie, resplendant with blue tape.

For those looking for some cool video of the track - Sam just combined the GoPro video and AIM Solo DL together using the RaceRender 2 software. It's a great way to remind yourself of the right line before your track event. Took some nice shots of Sam and Dani on the track but unfortunately the camera jammed just as Sam sped past Dani on the front straight.

Next DE outing is New Hampshire in early August - Dani and I will miss Watkins Glen this year as we'll be at Spa for the Belgium F1. See you in New Hampshire.



Sam in the Cayman at Calabogie - who did he just speed past?

The Long and Winding Road

It's Not the Cars, It's the People

Bill Seymour

The subject of this month's column is primarily the Mont-Tremblant DE event, but to bring closure to last month's column: Sebastian Loeb (you will recall that he was practicing for Pike's Peak and caused us not to be able to go up Mt. Ventoux) and his car, Le Bestial, did in fact turn out to be beastly. His trip up Pike's Peak took only 8 minutes and 13 seconds, breaking the old record by 15% (wow!). Lots of good videos of it on YouTube. Note also that Chris Froome, riding in the yellow jersey, crushed his competition by winning this year's Mt. Ventoux stage of the Tour de France — rumors of doping

Assuming I might improve by four seconds at Watkins Glen and ... it will only be \$2,000 per second — a bargain!

are rampant (for Froome, not Loeb). End of professional sports report.

On to the DE report, which I offer as explanation of why you and your family should take it up if you aren't already...

Off we go to Mont-Tremblant in a four-car convoy — daughter Nora and I are the only ones not pulling a trailer (others being the Shanny's, the Mascetta's and the Larson/Bermans, sans Berman). Traffic through Montreal wasn't too bad, but we managed to lose time when two of us took Rt. 91 and two took Rt. 89 (requiring a layoff to regroup), and we had a refueling glitch. So we were happy to finally arrive, dump the trailers and head out to dinner. We all stayed in a jolly B&B that was close to the track and which hosted a nice dinner on Tuesday night for all of us plus a few strays (including the Track Chair). We also had a nice night listening to Blues in the Resort. All in all a lovely social time.

The main event, of course, is the driving. The weather was threatening but stayed dry 'til the last day (which worked out great for me, as Nora and we only did two days, going home to get to our annual

summer party). This was my fifth trip to Tremblant and I had done some viewing on YouTube so I was comfortable straight off. But Alan Gardner had been assigned to ride with me (I'm in the White run group) and I was embarrassed that I was braking in an area where I didn't need to (which, as soon as it was pointed out, I remembered). Alan offered one other, more minor, improvement and a couple of other suggestions that I think work in his car but not in a mid-engined car. The White run group was very compatible and there were lots of cars that I never saw on the track as we were lapping at the same pace. I did see a lot of Ann Anderson as I chased her around, at one point thinking, "I'm fine as long as she is staying on the track." Then it dawned on me that perhaps her Michelin slicks were



Dick, and Ann Anderson

a lot grippier than my Nittos, and maybe my logic was flawed. But I persevered, felt pretty good and ultimately ran five seconds faster than I had last year in the Cayman 'not-S.' So I am now down to about \$4,000 per second improvement with my newer car (1.5 seconds faster at New Hampshire, same time at Lime Rock but not fair since I was on street tires) against an upgrade cost of \$25,000). Assuming I might improve by four seconds at Watkins Glen and giving myself two seconds at Lime Rock, it will only be \$2,000 per second — a bargain!

In the meantime, Nora was driving around in Yellow (we had to change places in the hot pits so the car would go an hour at a time, never missing a beat — "it is the cars, as well as the people!"). Nora had warmed up for the event with an autocross in which she barely beat Rosemary (the Lunch Lady) and was uncharacteristically un-aggressive. This continued in her first couple of sessions where she was giving lots of point-bys and came in long-faced. (To be fair, the run group was Green/Yellow/Blue and had a lot of fast cars.) But something clicked on in the third session of the first day (comments about her instructor are coming later) and from then on she had a ball. I had the timer in the car on the second day and when I looked at the sessions afterwards I was initially confused as to who was driving since her fast laps were about the same as mine in traffic.

So on to her instructor, hereby nominated for PCA family of the year: Steve Schindler (from Vermont). I met Steve four years ago when he and I were in Blue and his son Dennis was with Nora in Green (Dennis is now in White with me, and hard to pass). Steve and wife Mary have four kids, two boys/two girls, who bracket Nora's age and who all — save one who is about to — do DE.

The Schindlers have two DE cars, the original Boxster S (trailed to events) and now an E36 BMW M3 (a DE car but driven to events). Not only did Steve obviously provide excellent instruction to Nora, she joined them for music in the Village (paying for her dinner over our protestations), went swimming with them (they were camping at the track), and probably would have gone home with them had I not reclaimed her. In addition, the four younger Schindlers aced the assignment of picking up the beer/wine/snacks for the track social event, picking out the best beers and even bringing back change.

And I'll end with one more "it's the people"

continued on page 45

Around the Cones

Necessary Procedures



Steve Ross

It sure has been a very hot summer; we are now on our third heat wave of the summer and it is only mid-July as I write this. The meat of our schedule, DE-wise, is finished with the Canadian trips. Only a few days at NHMS in August and the anticipated Glen event late in August remain.

Keep and eye on the calendar, as many other non-track events are scheduled to fill you time this late summer and fall.

As some of you are aware, I am on the road to recovery from a surprising incident of Melanoma, found thru a routine cosmetic removal of a growth from the left side of my nose. The story I will tell is about the complicated process that was necessary to cure this, not about me.

After the growth was removed, the plastic surgeon casually mentioned that all body pieces like the one he took off need to be biopsied, and that it was a protocol

As some of you are aware, I am on the road to recovery from a surprising incident of Melanoma...

and nothing to worry about. Well, a couple of weeks later he called with the results that showed the sample he took off was malignant. Unlike many samples that show by shape and texture that there is an issue, he saw none of that, nor did the two labs that examined it. The testing, however, showed there was an issue.

He referred me to the Oncology department of Newton-Wellesley Hospital (where, ironically, I was born and had not been inside since) where I met a couple of surgeons who recommended an MRI (Magnetic Resonance Imaging) where the internal structure of an affected area can be clearly seen. As the name implies, it is a magnet not an X-ray). They also recommended a PET scan (Positron Emission Tomography), which shows a three-dimen-

sional image or picture (1800 pictures in my case) of a specific part of the body. The PET scan showed a "hot spot" under my left jaw, so they requested a "fine needle biopsy" to see if the lymph nodes there were also malignant. A radiologist and technician using ultrasound and the PET scan to identify the affected node took samples and sent them to the lab.

The danger of cancer is to more than just the initial location, as the lymph system that courses throughout your body to hundreds if not thousands of lymph nodes moves the malignancy around.

After determining that there was no issue with the nodes in that location a plan was formed to perform a wide excision and sentinel node biopsy. This would involve the surgeon scraping layers off my left nostril and surrounding area to make sure they had removed all the infected material; prior to that the nuclear medicine dept. would inject a radioactive dye into the same area of the nose so they could see where it ended up; i.e. which lymph node(s); chances were that it would be in left upper neck area.

Now, time for the operation. The plan was for the surgeon to do two tasks, first perform the aforementioned wide excision then, secondly, locate the affected node(s) with the use of Geiger counter type device and remove them, then send out for biopsy.

Now the hard part: a

second surgical specialist was to reconstruct the nostril, which normally is filled in with material from the ear, since this was a deep incision there was not enough filler so they used a technique that took a piece of skin with blood vessel from my head and flipped it down over the top of my upper nose and onto the left side of my nose where it was secured. The proximity of this to the nostril would, in a few weeks' time, allow it to utilize the blood supply from the nose instead of from the head.

It is relatively rare to find melanoma on the nose. In fact, the reconstructive surgeon said he has only done 30 of these procedures in the last 15 years.

When I came to and saw what I looked like, the Hannibal Lecter character from

continued on page 45

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Don't Lift

Power Steering



Stan Corbett

The DE season is 60% over, as we just got back yesterday from the Canada trip. My report on the Canada trip is in this issue, and David Peterman has provided an article with a fresh perspective on the Mont-Tremblant event, which I've already had the privilege to enjoy. I'm sure you will enjoy it as well.

Preparations are well underway for our remaining DE events at NHMS and The Glen. See articles elsewhere in this issue describing these upcoming events at New Hampshire Motor Speedway and Watkins Glen International. Details are available on our website under "Driver Education" and "What is Driver Education – 2013?" I'll report on those events in the September issue. David has provided an article on Mont-Tremblant and it would be nice to establish a trend, so, I'm looking for a volunteer or volunteers who would be willing

description in last month's column of Rich MacKoul's early Porsche. It's gorgeous, it's white, but it's a 1955 "Pre-A" 356 Speedster (not a 356A, which was introduced in 1956). Rich has offered to let me drive it sometime this summer. He might want to rethink that since I got Kristin's 911 a little sideways between Jacques and Gilles (turns 2 and 3) at CMP during the first full lap of an on-track instructor development session with Bob Kelliher, our Chief of Instructor Development. In my defense, I did get a, "Good recovery!" from Bob. More importantly, I didn't get it out of shape again. I might add that I've



signed students. Also, as I don't believe I mentioned it at the time, congratulations to Chris Lewis who completed the program earlier this year. Now if I can just do as well.

I hope to see many of you next month at our remaining DE events. Don't forget our DE rebate program described in previous columns, 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

I've developed a new respect for those of you who drive the early 911's with no (aka, "Armstrong") power steering.



to do a write-up on one or more of the remaining events. If you're up for this, please let Adrienne, our editor, and I know. The write-up can be anything from a couple of paragraphs to a multi-page article.

A correction is in order regarding my

developed a new respect for those of you who drive the early 911's with no (aka, "Armstrong") power steering. I've owned cars without power steering and in most of them the steering gets lighter as you pick up speed — not these guys, not even a little!

On the subject of instructor development...

congratulations are in order for our two newest instructors, John Galton and Jeff Talling. Both completed the NER Instructor Development program during the Canada trip and were promptly as-



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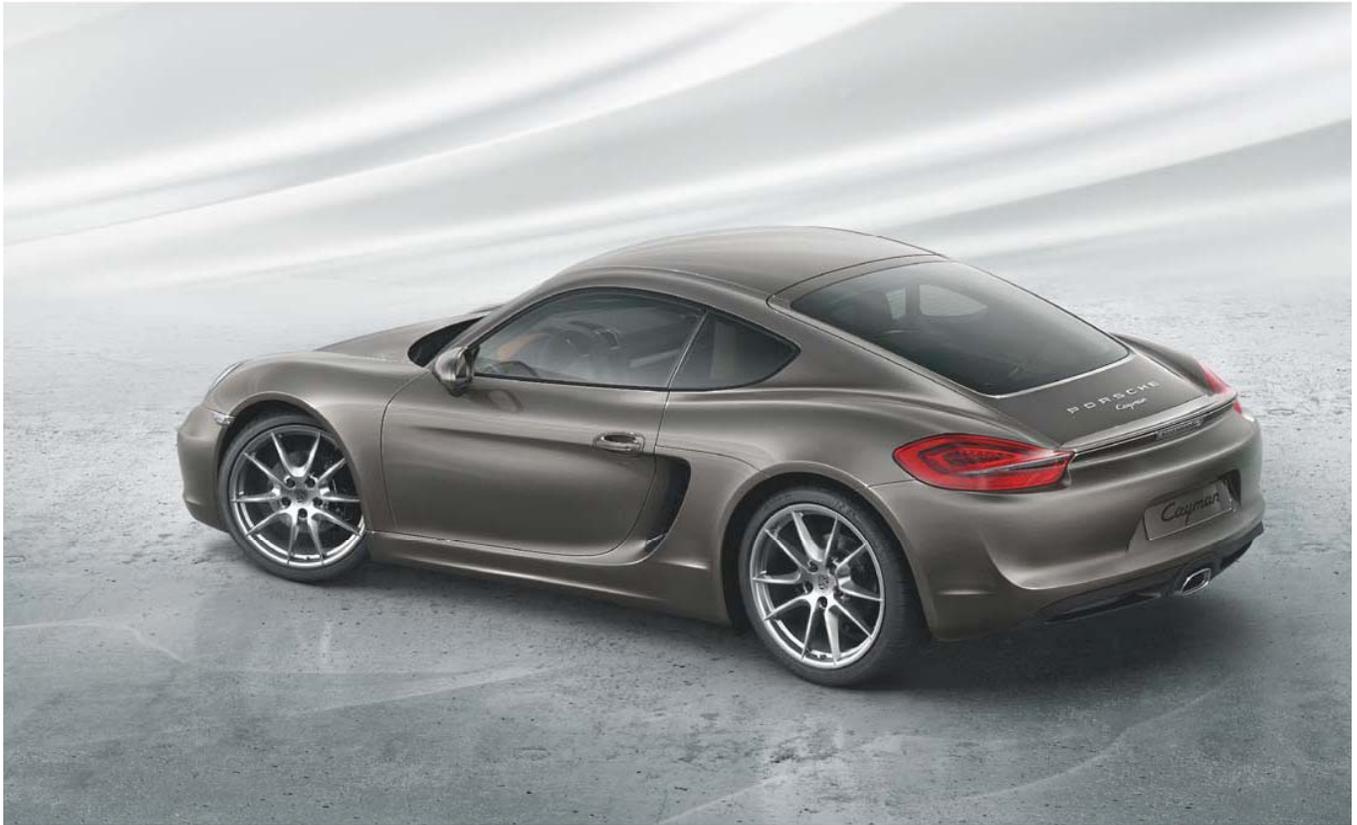
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Fax: 781-871-2339

jziedins@porschenorwell.com



Always remember, what happens in the corners, stays in the corners.

Live by right-foot intuition. By a desire for exhilaration around every turn. By a newfound balance. Live by the Code of the Curve. Unlocked only by the track-bred prowess known as the new Porsche Cayman. With mid-engine dynamics, increased horsepower, a re-tuned Porsche Doppelkupplung (PDK) for lightning-fast shifting, a lighter body and acceleration from 0 to 60 in 5.4 seconds you'll never see a curve the same way again. Unlock the Code of the Curve with a test drive. Porsche. There is no substitute.

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PORSCHE

Announcing the Fall Tour!!!

Sunday October 13th!

2013 Calendar At-A-Glance

August

3 NCR AX
6-7 DE NER NHMS
11 Porsche and Polo
14 Board Meeting
22 German Car Cruise Night
at Stow Airport
23-25 DE NER Watkins Glen

September

7 Porschefest
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



One more driving event before you have to put your baby away for the winter! Have a nice drive with your friends, ending up at Seafood Sam's in Sandwich (like Woodman's in Essex). Then off you go to the Heritage Museum and Gardens in Sandwich. Enjoy the gardens! Oh wait, never mind, there is a great exhibit called "Driving Your Dreams" consisting of 15 unique concept cars. Or maybe you do can both! What a day!

Meet at 9:30 at the Service Plaza on Rt. 128 (I-95) Southbound, just after the Mass. Pike and Rt. 16 exits.

Discounted (group rate) tickets are available for \$12 at pcaner.motorsportsreg.com. Sign up by the October 1st, please. Go to: <http://msreg.us/2013FallTour>. If you make a last minute decision to come, just come to the meeting spot on time and you can buy a ticket at the museum (for full price). You just pay for what you eat at lunch.

Questions: Charlie and Martha Dow at crd968@verizon.net



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Classically appointed and meticulously crafted, this signature Colonial will be the very first Bates School residence in the portfolio of Wellesley's preeminent builder. Gracious reception foyer showcases elegant formal rooms with custom moldings and library with coffered ceiling. Gourmet WoodMode kitchen opens to fireplaced family room and deck. Sumptuous master suite with fireplace, spa-like bath and oversize walk-in closet. Lower level features in-home theater, playroom, bedroom, full bath and wine cellar.

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2012 NER DRIVERS EDUCATION EVENT

NEW HAMPSHIRE MOTOR SPEEDWAY



Tuesday – Wednesday, August 6th-7th, 2013 (Registration opened in March)

NER is hosting another terrific DE event at NHMS on Tuesday August 26th and Wednesday August 7th. This gives you an excellent opportunity to really get a handle on what it's like to drive on a real race track, very close to home.

NHMS is our home away from home, just north of the Massachusetts border in Loudon, New Hampshire. It's an easy hour from Boston and is the site of many televised races, including NASCAR events. What is not usually shown is their 1.6 mile road course with 12 turns and some nice elevation changes known as the "Miracle Mile" making for a good learning environment for Novices and a challenging drive for our advanced drivers. As usual this event is open to current PCA, BMW, and other recognised car club members.

To register for this event go to www.clubregistration.net
More DE info is available at

www.porschenet.com
Pricing is as follows:
Green and Yellow Students \$370
Signed off Student \$320
Instructors (before August 25th)
No Charge Instructors (after July 25th \$75)
Garages will be available on a first come first serve basis for \$50.

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

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

Event questions? Contact Stan Corbett, Track Chair, trackchair@porschenet.com or (774) 275-1621 before 9:00 pm.



Porsches and Polo, Hamilton, MA

August 11th 1:30 PM



On Sunday, August 11th, NER invites you once again to enjoy a Polo match at Myopia Hunt Club in Hamilton, MA. Watch as the two- and four-legged athletes compete for the Porsche Cup! We'll have exclusive field-side parking assigned to NER members where you can relax, check out each other's cars, have a great view of the match, and enjoy some food and refreshments with fellow club members. This year, we will be judging the most exotic, creative, (and delicious) food creations, so get your culinary creativity going and break out the crystal and china to impress the judges and your friends. We also have our "Bachelor class" for those who eat on the run.

Some background for non-polo aficionados: Myopia Polo holds the distinction of being the oldest active polo club in America. One of five charter members of the United States Polo Association in 1891, except for two wartime hiatuses, club players have competed on summer Sundays on the original Gibney Field (named after what

was Gibney Farm) since the first game in 1887.

Gibney Field was the scene of the first formal intercollegiate game, with Harvard playing Yale in 1907. It has hosted the U.S. Senior Championship, the equivalent of what is now the U.S. Open championship. Polo scenes from the 1967 movie classic, *The Thomas Crown Affair* with Steve McQueen, were shot on the site.

The Porsche Cup is part of the Forbes Cup series, which was initially regarded as the New England Championship of polo, played between Fairfield, CT and Myopia. Recently, the Forbes Cup tournament has been played at an 8-goal level, meaning that the handicaps of all players on each team cannot exceed 8 goals. The Forbes Cup is one of Myopia's most prestigious tournaments, and professional players from across the United States and Argentina will be on Gibney Field to battle it out on August 11th for the Porsche Cup.

Polo is one of the few sports requiring active spectator participation. During the match, after the third and sixth chukka, you can walk off your picnic and help maintain the field by replacing the divots on the field kicked up by the ponies. Following the match, the crowd is invited to join the awards ceremony at the center of the field. Admission is \$10 per car and can be paid at the gate. Plan to bring your own food and refreshments.

NER will have its own designated parking area for tailgating and socializing. Gates open at 1:30 pm, and Match Time is 3:00 pm. In order to reserve our parking area, we need to let the folks at Myopia know how many of us there will be. Please register for this event by going to <http://volunteersignup.org/RYHRX>.

The Myopia Polo fields are at 435 Bay Road, South Hamilton, MA.

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

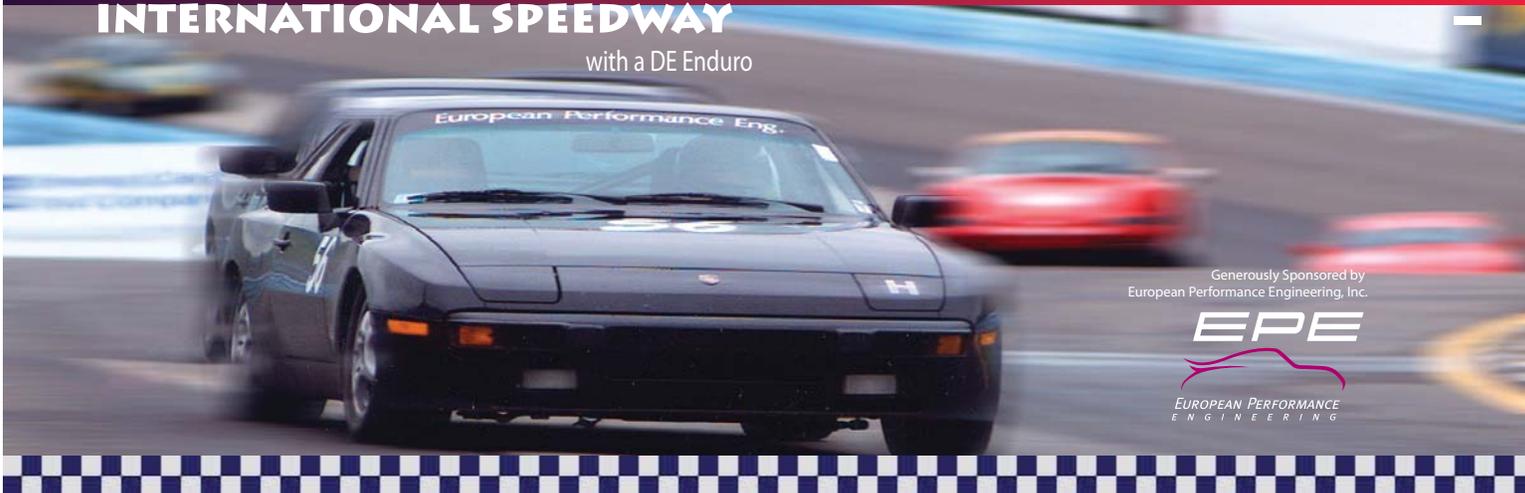


2012 NER DRIVERS EDUCATION EVENT

WATKINS GLEN

INTERNATIONAL SPEEDWAY

with a DE Enduro



Generously Sponsored by
European Performance Engineering, Inc.

EPE

EUROPEAN PERFORMANCE
ENGINEERING

Friday – Sunday, August 23rd – 25th, 2013 Registration opened in March

Many thanks to our long-time sponsor of this event, European Performance Engineering in Natick, MA. A quick call to EPE at (508) 651-1316 and you can arrange for your no-charge, pre- event tech inspection.

Many drivers name “The Glen” as their favorite track. From its ragged infancy in 1948 through many incarnations over the years, Watkins Glen remains one of the premier road courses in the world, hosting events from NASCAR to Can-Am, Grand-Am, U.S. Vintage Grand Prix and IndyCar races.

The 3.4 mi. circuit has been continually updated and driven by every iconic pro imaginable, not limited to Hill, Stewart, Clark, Lauda, Fittipaldi, Bordon, Dailey, Lally, Brensinger and Bell. Don’t miss your opportunity to join this list and drive “New York’s Thunder Road.”

We’ll hold one of our signature 60-minute DE Enduros with a simulated race start for advanced Black and Red groups, emulated by some, duplicated by none. All drivers and guests

are invited to a beer and wine social Friday at Lakeside Park immediately following our track driving. Garages will be available on a first registered, first served basis: \$60 for three days. Sign up now.

Our events are open to current PCA, BMW and other recognized car club members.

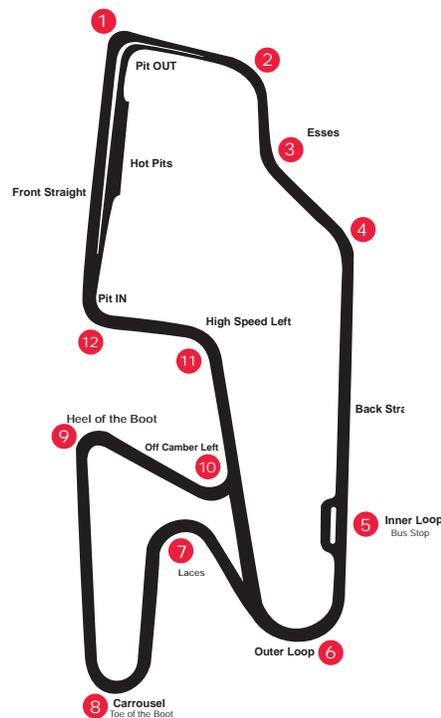
Registration for this event will be handled by NER through www.clubregistration.net and full DE info will be available at www.porschenet.com. Pricing for the event is as follows:

- Students \$570
- Signed-off drivers \$495
- Instructors (before August 10) \$270
- (August 10 and later) \$345

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

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

Event questions? Contact Stan Corbett, Track Chair, trackchair@porschenet.com or (774) 275-1621 before 9:00 pm.



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>

PORSCHEFEST

SATURDAY SEPTEMBER 7, 2013



After almost 50 years in use the Concours Committee has come up with a new score sheet and classification system that we feel will be more fair and easier to understand.

There will be NO best of show award.

The new classifications are;

1. 356 (All)
2. 924/944/968
3. Cayenne/Panamea
4. Cayman/Boxster/991 and newer
5. 911 '64-'73
6. 911 '74-89 (non 964)
7. 964/993
8. 996/997
9. 914 (All)

There will be 3 groupings

1. Judged will have a crew of trained judges who will be looking for cleanliness (not originality) within the above listed classes.

The new score sheets are modeled after the Zone 1 ones with a few changes.

Susana Weber artwork will be awarded.

2. Top only will be a people's choice award i.e., anyone at the event from spectators to other competitors can vote awards will be by the same class structure as Full.

3. Display class will be basically those who want to show their Porsche but not have it judged, however there will be a few trophies given out by the chairman for "interesting" cars.

4. There will be a display only (no judging) race car, "outlaw, special interest section set aside, same pricing for entry.

The intent at this event is to have fun, appreciate the Porsche marque and individual cars and although we are looking for harmony among the entrants we will have a protest committee which will consist of the Head Judge (Dave Melchar), the lead judge for the team of the protested Porsche and the concours Chair as a tie breaker (Steve Ross).

We ask that cars arrive by 10am we hope to commence full concours judging by 11am (So those folks in that class please be on time) and hopefully give out trophies between 1-2pm.

Preregistration is now open. The cost is \$10 in advance and \$20 the day of the event. Deadline is receipt by registrar by August 31st.

Questions please email Steve Ross at slr944@aol.com

Porsche of Norwell will again be sponsoring the Porschefest and will have some new Porsches for display, cleaning supplies for sale, and a raffle at the end of the day.

Please support our sponsor.

A few notes about Larz Anderson Museum of transportation;

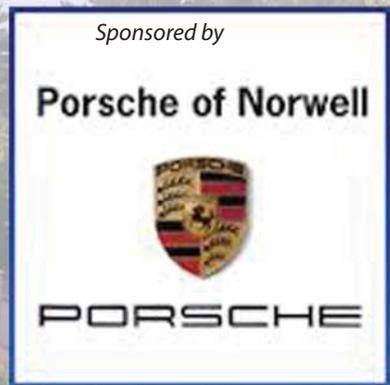
1. If you are not participating in the event either park on Newton St. or at the top of the hill in a Legal parking place (the Brookline Police will ticket and/or tow). Do not park on the field unless you are entered.

2. Entry to the concours entitles you to free entrance to the exhibit at the museum.

3. There is to be no consumption of alcoholic beverages on the Museum site.

An excellent source of information on cleaning your Porsche and judging tips are found at the Zone 8 (Northern California) website. http://zone8.pca.org/events_concours.php.

Any comments made in these articles about judging only apply to their (Zone 8) events.



Concours Registration Form - Please help us plan for a successful event by Pre-registering for the event. It will help us prepare the right number of trophies and judges. Thank you.

Entrant Name: _____

Address: _____

City/State/Zip: _____

Phone (day): _____

(evening): _____

E-mail address: _____

Porsche (year /model/color): _____

PCA Region: _____

Full Judged _____

Top Only - People's Choice _____

Display - People's Choice _____

Please send your check for \$10 (\$20 day of event) per car entered (payable to NERJPCA) along with this form to: Steve Ross
49 Village Brook Lane
Natick, MA 01760
Preregistration Deadline is Aug. 31st. Questions? Contact Steve Ross at slr944@aol.com

Collings Museum Tour, Stow MA

Sept. 14th 10AM-2PM



THE COLLINGS FOUNDATION www.collingsfoundation.org



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

On Saturday, September 14th the Northeast Region is pleased to invite you to join us for a tour of the Collings Foundation's aviation and automobile collection. The tour will begin at 10:00 AM, so plan to arrive 15 to 20 minutes before that so the group can be assembled by the start time.

The Stow facility includes an aviation museum and a vintage automobile collection, which includes over sixty-six American-built automobiles and vehicles from the first half of the century. Included in the collection are midget, sprint and "Indy" race cars (including a 1979 Porsche "Indy" a factory race car that smashed all the track records before being banned), Frank Duesenberg's personal Duesenberg, along with a Cadillac owned by Al Capone. Their website currently lists a 1993 Porsche RS America - Rolex 24 and Sebring 24 hour veteran. The aviation museum is home to a number of the Foundation's smaller aircraft, including an original Bleriot XI (1909), 1911 Wright "Vin Fiz" (replica), PT-17 Stearman (1942), AT-6 Texan (1945),

UC-78 Bobcat (1943), TBM Avenger (1945), FM-2 Wildcat, Fieseler FI-156 Storch (1943), and a T-33 Shooting Star (1948).

If weather conditions are OK there is a good chance that plane rides in the Stearman will be available for an additional fee.

Our tour group will be capped at 80 people. The cost will be \$10 per person with the proceeds going to the Collings Foundation. Registration will open on July 1st at www.pcaner.Motorsportreg.com.

The address of the Museum is 137 Barton Rd. in Stow.

You can learn much more about the Collings Foundation, the museum in Stow, and the national Wings of Freedom tour schedule featuring their famous restored B-17, B-24, and P-51 aircraft by going to their website at www.collingsfoundation.org.

Questions? email Bill Seymour at admin@porschenet.com

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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

A Legend in Our Own Time



Copy and Photos by Adrienne Ross

The Ferrari F40 and the Porsche 959

The Porsche world has its very own white tiger; striking, fierce, and exceptionally rare. It's sometimes hunted, not often photographed, whispered about among those "in the know," and you can find stories of it on the Internet. But you rarely, if ever, get a chance to get up close. NER is especially lucky to have one so close to home. It's the stuff of legends — the Porsche 959. One of the most rare cars on Earth, only 300 were produced over the course of a little more than one year. Although they debuted in 1986, production didn't start until 1987, and it ended in 1988. At the time, Porsche asked \$225,000 per car, which was less than half of what it had cost them to build one.

They are even scarcer in the United States because the 959 was not street-legal prior to 1999. Porsche refused to provide the United States Department of Transportation (DOT) with the four 959s they required for crash testing, so the car was never certified by the National Highway Traffic Safety Administration for street use, although an unknown number came in as so-called "gray market" imports during the late 1980s as show pieces.

Bill Gates imported one of them, in 1987. Gates' fellow Microsoft co-founder

Paul Allen imported another one, as did Porsche collector Jerry Seinfeld. These cars had not been approved by regulators, and had no Department of Transportation and Environmental Protection Agency approval. The 'Gates 959' was stored for 13 years by the Customs Service at the Port of Seattle, until regulations were changed to allow "Autos of Interest" to be imported with severe limitations on their use under the so-called "Show and Display Law," which Gates and Allen both helped to pass.

With the passage of "Show and Display" the crash test requirements were removed and importation of the 959 was allowed, assuming the car could meet the emissions standards applicable in 1987. The 959 can be fitted with a catalytic converter and a re-chipped computer that allows it to meet those emissions requirements but, as they are pre-1996, they would not be required to pass any emissions testing anymore.

But enough about Mr. Gates. Our story starts on a California coastline in 2010. Bill C. and his wife Kara were traveling down the California coast from San Francisco to San Diego when Bill remembered that he'd like to stop into Canepa Design (more about Canepa in the following article) to check out the Porsche collection, and maybe catch a glimpse

of a 959. He asked Kara if she would mind the detour, and she said she wouldn't, so off to Scotts Valley they went, in search of a Porsche legend.

Bill had dreamed about owning the car years earlier, "But who didn't?" he quips in our conversation. The 959 had a special place in his heart, and Bruce Canepa happened to have a beautiful 1988 red one for sale.

Porsche made two types of the 959 series, the "Komfort" model and the "Sport" model. "They made 271 Komfort models, and 29 Sport models, this one was one of the 'Sports.'" One in 29: more rare than imagined.

Bill ogled, and fantasized. He got back in his own car, and with Kara, continued their journey down the California coastline. Bill spent the next three days fondly remembering and dreaming about the 959, and Kara, every day, encouraged him to "just buy it."

"Each day after we saw it, Kara encouraged me to buy the car," Bill told me. "It was really beautiful, but so much car, and so expensive."

Finally on the third day Kara put her foot down. "Just buy the damn car!" she insisted, knowing how happy it would make him. So he did.

Bill called Bruce, and told him he'd take the car. It followed them home six weeks

later in October. "They just put it on a truck and shipped it out to me." Bill recalled.

By then, Bill had called in an expert. "I got in touch with Bryan Milazzo from Bow, NH, and within a few days, he knew everything there was to know about the car. He knew who had owned it in Germany (1 owner), its German VIN, and even had the shop manual for it, which he sold me."

Once home, Bill went to register the car, and immediately hit a snag. "Because the car had never been registered in the United States, it didn't have an American title. I handed over the German title to the car, and the woman at the registry laughed at me."

Home again with German title in hand, Bill called Bryan. "He conducted me through the whole process," Bill recalls. "An invaluable resource, that was incredibly accommodating."

Bill headed to UMass Dartmouth on the advice of Bryan for some help. "I had a professor of German help me translate the title. I had to have the translation signed, and notarized before the Registry would take it."

He went back to the Registry, and turned over the now translated title. "But the VIN wouldn't fit in the system. Its VIN was different from American ones.

"They had to call up to Boston for a workaround and eventually made it work." At last the car was legal. It took eight weeks, but he'd finally done it.

Bill took the car home, and tucked it safely away.

"This really was a bit of a problem. Porsches are meant to be driven, and



when they're not, all sorts of bad things happen to them."

A few years later, his wife stepped in. "She wanted me to drive it, enjoy the car."

So Bill called Bryan for the name of someone who could help. He suggested that Bill take the car to Jerry Pellegrino at European Performance Engineering (EPE). "Jerry was very helpful" Bill smiled, "but Bryan was my go-to person on the project. Like I said, Bryan had expert knowledge about the car, and I relied on him as intermediary."

Storage had caused the all-wheel drive system to seize up. The module had to be rebuilt, and the pumps needed a lot of work. "Jerry was able to unfreeze the pumps, thank goodness!" Bill laughed. The module went back to Canepa, who sent it out from there to be rebuilt.

"It came back to Canepa, and they put it into another 959 they had there at the shop to make sure it worked." It did, like a champ, and they sent it back to Massachusetts.

The car emerged in June to a great deal of fanfare at a private car show in Upton, MA, where it met, its then-conqueror, the Ferrari F40. In 1986 when the 959 made its world debut, it was the fastest production car in the world at 195 mph. A few months later, Ferrari introduced their F40, which they claimed would do 201 mph. Not 200, that wasn't good enough for Ferrari, two hundred and one.

It's not every day you see a Porsche 959, and it's very rare to see a Ferrari F40, but to see them together is a once in a not-too-many-people's lifetime event.

At the same event it met its brother. Well, its brother from another mother, Damon Jozs's 959 custom-built Dakar rally car. The three cars in one place was just plain miraculous.

"The event was great!" Bill recalls. "I didn't know the car would cause that kind of stir."

That afternoon he took it for its longest drive ever with him behind the wheel.

"How was it?" I asked, curious.

"It was astonishing!" Bill replied, and I could hear his huge grin on the other end of the line. "It's as relevant as any of the cars in my collection. Comparable to my (newer) Ferrari, it's amazingly modern and incredibly fast when the turbos kick in."

I asked him how fast, and he told me, but I think I'll keep that between us. It was... the stuff of legends.





The Porsche 959 was a sports car manufactured by Porsche from 1986 to 1989, first as an FIA Group B rally car and later as a legal production car designed to satisfy FIA homologation regulations requiring at least 200 street-legal units be built.

Development of the 959 (originally called the Gruppe B) started in 1981, shortly after the company's then-new Managing Director, Peter Schutz, took his office. Porsche's head engineer at the time, Helmuth Bott, approached Schutz with some ideas about the Porsche 911. Curious as to how much they could do

with the rear-engined 911, Bott convinced Schutz that development tests should take place, and even proposed researching a new all-wheel drive system. Schutz agreed, and gave the project the green light. Bott also knew through experience that a racing program usually helped to accelerate the development of new models. Seeing Group B rallying as the perfect arena to test the new mule and its all-wheel drive system, Bott again went to Schutz and got the go ahead to develop a car, based on his development mule, for competition in Group B.

Porsche developed an already existing

engine instead of creating a new one from scratch, a twin-turbocharged, six-cylinder boxer engine with air-cooled cylinders and water-cooled heads. The powerplant displaced 2.85 liters, about half a liter less than a contemporary 911 engine. It was coupled to a unique manual gearbox offering five forward speeds plus a "G" (off-road) gear, as well as reverse.

The water-cooled four-valve cylinder heads, combined with the air-cooled cylinders and sequential turbochargers, allowed Porsche to extract 444 hp from the compact, efficient and rugged power unit. The 3,190-pound car has a lightweight shell — an aluminum and Kevlar composite body, with a Nomex floor — instead of the steel normally used for their production cars.

The use of sequential twin turbochargers, rather than the more usual identical turbochargers for each of the two cylinder banks, allowed for smooth seamless delivery of power across the engine RPM band, in contrast to the abrupt on-off power characteristic that distinguished Porsche's other turbocharged engines of the period. The engine was used, virtually unchanged, in the 959 road car, as well.

When it was introduced, the twin-turbocharged 959 was the world's fastest street-legal production car, boasting a top speed of 195 mph, with the very limited run of the sport model capable of reaching 197 mph. The Ferrari F40 reached 201 mph a few months later in 1987.

During its production run it was hailed



Damon Josz 959 Dakar Rally Tribute (Group B), and Bill's 959.

as the most technologically advanced road-going sports car ever built, and forerunner of all future super cars. It was one of the first high-performance vehicles with all-wheel drive, providing the basis for Porsche's first all-wheel drive Carrera 4 model. Its performance convinced Porsche to make all-wheel drive standard on all 911 Turbos starting with the 993. In 2004, Sports Car International named the 959 number one on its list of Top Sports Cars of the 1980s.

The 959 featured Porsche-Steuer Kupplung (PSK) system, which was at the time the most advanced all-wheel drive system in a production car, capable of dynamically changing the torque distribution between the rear and front wheels in both normal and slip conditions. The PSK system gave the 959 the adaptability it needed both as a racecar and as a "super" street car. Under hard acceleration, PSK could send as much as 80% of available power to the rear wheels, helping make the most of the rear-traction bias that occurs at such times. It could also vary the power bias depending on road surface and grip changes, helping maintain traction at all times.

The dashboard features gauges displaying the amount of rear differential slip as well as transmitted power to the front axle. The magnesium alloy wheels are unique, being hollow inside to form a sealed chamber contiguous with the tire and equipped with a built-in tire pressure monitoring system.

All Porsche 959s were actually produced at Baur, not at Porsche, on an assembly line



with Porsche inspectors overseeing the finished bodies. Most of Porsche's special order interior coachwork was also done by the workers at Baur.

The lessons learned from the 959 project about engine management, aerodynamics, suspension tuning, and all-wheel drive were what enabled the production life of the 911 to be extended to the present day.

The performance of the 959 Sport is as follows:

- 0–100 km/h (62 mph): 3.7 s
- 0–160 km/h (99.5 mph): 8.3 s
- 0–200 km/h (124 mph): 13.0 s
- 0–1000 meters (standing): 21.6 s
- 0–1/4 mile (standing): 11.9 s

In 2003, Canepa Design initiated a 959 program. By making their own modi-

fications to the 959's turbo, exhaust and computer control systems, Canepa could enable the 959 to pass emissions requirements (thereby making it street-legal in the United States) and extract more power from the 959's engine. Total power output from the Canepa-modified 959 is 640 hp and 570 lb-ft of torque, making the car capable of three-second 0-60 times and top speeds in excess of 220 miles per hour.

Canepa also modifies the 959's lightweight magnesium wheels to allow the fitting of tires without the original's unique Dunlop Denloc bead, and fits a modern Michelin high-performance tire capable of handling the increased performance.



NER Goes to Canada



The up-front planning is done, track rental fees have been paid or will be paid at the track, and the run group schedules and worker assignments have been created and posted to our website. Now it's time to execute the 2013 Canada DE events. By late Saturday afternoon the car was loaded onto the trailer along with my spare parts, tires and tools, and the Cayenne was packed with all the things needed for running the events. My plan was to leave around 7:00 am on Sunday to make it to the Hooksett rest area and meet the rest of the caravan to LCMT by 8:15. Everyone arrived on time and the caravan consisting of Ray Bahr and Beth, Peter Tracy and Terry, John Fortier and I were on our way about 8:30. This would put us at the track with daylight left to unload and get ready for the event to start Monday morning. For the most part, the drive was uneventful, maybe 15 minutes at the border crossing which was less than the last few years. We arrived a little after 3:30 pm, found a parking spot near friends, and straight out from the steps to the control tower (seemed like a good location for a Track Chair), and unloaded in a leisurely manner (I'm sure I spent more time talking with folk than actually unloading). Originally, we weren't supposed to be able to get into



the paddock until 5:00 pm but the group ahead of us had finished early. Our first clue that this had happened was when we found no one parked in the spectator area upon arrival Sunday afternoon.

Due to the Fourth of July falling on Thursday, this year's Monday-Tuesday-Wednesday event at LCMT preceded Calabogie for the first time in a few years.

CMP was a Friday-Saturday-Sunday weekend event for the second time. Though this still sounds like a good idea, once again it didn't work out well as our attendance continues to be down, potentially putting future events at CMP in jeopardy. This year our CMP schedule conflicted with a UCR DE at Mosport and the Vintage Legends event at Mont-Tremblant.

Monday morning the paddock was hopping. Mark Keefe set up registration out of the back of his truck and Ann Anderson and the tech crew set up a double tech line by the tower. The Driver's and Instructor's Meetings scheduled for 8:00 started a few minutes late (local rule — can't use the PA system to announce anything until 8:00 am). These were followed by the Novice Meeting for Green and Yellow run group drivers. The Driver's Meeting was handled by me as Track Chair, with assistance from Marcus Collins, filling in for Track Operations and providing worker assignments. The Instructor's Meeting was run by the Northeast Region's Chief Instructor, Jerry Pellegrino and the Novice Meeting was run by Dick Anderson, Chief of Novice Development.

Monday was a great track day, with temperatures a little cooler than last year. In fact, the weather for the entire six track days was very good except Wednesday at LCMT when off-again, on-again showers



For copies of pictures from Mont Tremblant, please contact Pierre at pierre.goyette@gmail.com

dampened the enthusiasm of those of us who prefer to run slicks (and are not too crazy about swapping tires even if we bring rain tires!). Monday afternoon we had our traditional beer/wine/soda and snacks social, which everyone enjoyed while replaying events of the day. The success of the social was due in no small part to the Schindler clan who volunteered to take care of the logistics of procuring the drinks and snacks and getting everything to the track and set up for all to enjoy at the end of the day. Thanks Megan, Dennis, Dave and Liz!

The mix of driver home areas at LCMT was widely distributed, with NCR the second largest group, followed by NNJR, CVR, UCR, RSR, Finger Lakes, Potomac and Ontario plus Chesapeake regions. Almost everyone drove their favorite Porsche for the event with a handful of other marques joining in the fun.

Outside the track there was plenty going on. Our July event again coincided with the Blues Festival. The village in Mont-Tremblant and surrounding area is a great destination, even without hitting the track. There are activities for everyone.

Tuesday was another great day on track.

I set a personal best for LCMT, and celebrated the day with a great steak at Bullseye. Tuesday we ran Parade Laps at lunchtime, raising \$305 for our charity Angel Flight NE. It's been awhile since we've done parade laps and the opportunity was well received. We also did parade laps at Calabogie, though for just one person, and added \$15 to the total going to Angel Flight. Wednesday, our last of three days, was dampened somewhat but the planned Red and Black Enduros went off without a hitch.

Thursday was a travel day to Calabogie. Under unpleasant pressure from the Vintage Legends crews we packed up and moved the trailers to the spectator entrance/Jim Russell Karting School area Wednesday afternoon. With access to the paddock at CMP not expected until late afternoon we slept a little late, ate breakfast, then headed over to the track to pick up the trailers and drive to CMP. Kristin Larson and Dennis Mascetta and Pam joined the original caravan for the trip to Calabogie.

Friday went flawlessly for most of the 60-plus drivers in spite of steadily increasing temperatures (but not as hot as

last year!). When the track went cold everyone enjoyed our usual beer/wine/soda and snacks social. The temperature moderated as the evening wore on and, by the time we packed up the leftovers and headed to Shooters for real food, it was very nice out.

Saturday was another great day on track and we followed the day with a get together at the Blackbird Café. Excellent food! If you haven't tried it I highly recommend doing so. Sunday, our last of three days, was another great track day with hotter temperatures and not much breeze. Sunday's combined Red/Black Enduro went off without a hitch. That night found us once again at Shooters for food, drink and very enjoyable conversation.

In spite of the decrease in attendance, we again had a wide geographic disbursement of participants. In addition to our own NER members, the next largest contingent was from Rennsport region, followed NCR and NNJR, then by ones and twos Metro NY, Niagara and St. Louis regions. Almost everyone drove their favorite Porsche for the event with a couple of other marques joining in the fun.

I hope to see many of you at NHMS August 6th-7th and WGI August 24th-26th.





Thoughts and Musings About Mont. Tremblant

Copy by David Peterman Photo by Pierre Goyette

I don't know what possessed me to volunteer to write about the club's annual sojourn to Circuit Mont-Tremblant. Like many of you, I received an e-mail a few weeks ago looking for volunteers to pen an article. Perhaps it was a sense of guilt. In my three years of NER membership, I've witnessed so many fellow members tirelessly working to organize a myriad of DE activities. All the while, I selfishly benefited from all of their labors. My only prior contribution consisted of an occasional hour of checking chinstraps in the staging area. And somehow that can't really qualify as work. After all you are already stuck trying to kill time between run sessions. What's more (I'm not sure I'm alone in this feeling), there is a palpable and satisfying sense of authority one gets from being in charge of the walkie-talkie.

But I digress. Let's talk about this year's Mont-Tremblant experience. In a word, fantastic! For those fortunate to attend the event, that is a statement of the obvious. To the unlucky souls who remained at home, my message is to sign up early next year and join the fun. The DE event in Mont-Tremblant is my favorite of the year. Perhaps the best reason to attend is the 'Gestalt' of the event. Where else can you combine the allure of international travel and the thrill of powering through some tasty curves? Okay, maybe international travel is a bit of a stretch. I know it's just our benign but friendly next-door neighbor, Canada. If you squint your eyes, however, and Quebec and Epcot got together and

had a baby, the architecture of the village might vaguely make you believe you are in some French-speaking Ville in Europe. What makes the Mont-Tremblant trip transcendent are all of fantastic off-track activities to choose from. As always, the Blues Festival did not disappoint. There are few things more pleasant than sitting outdoors on a warm summer evening, sipping your favorite libation while listening to some Delta or Chicago blues licks. I like a lot of other things about the town as well. For example, I like Jean, the craggy faced, curmudgeonly attendant at the Crevier gas station near the track. It turns out he is a friendly guy with a welcoming smile when you chat with him. He just looks grumpy. I also like hanging out on the patio at Le Grill in old Mont-Tremblant. To me it's the hippest place around with excellent people watching. Plus they offer a more than serviceable version of Steak Frites.

Since this was a DE event, I suppose I should actually write about the track days at some point, so here goes. This year the Green, Yellow and Blue run groups were combined into one group. This allowed for all runs group to be on the track considerably longer than normal for each session. Kudos go out to Stan Corbett and his team for that brilliant idea. In general, the weather cooperated with no extremes. Spotty showers on Wednesday kept temperatures comfortable but they did shorten

the Red Enduro session. For me a bit of rain is welcome on occasion. It affords an opportunity to slow down to work on the proper line and driving techniques. The good news is that safe driving prevailed and there were no serious track incidents. There were, however a number of yellow flags caused by the local fauna. Apparently deer and groundhogs are unfazed by loud German cars. Our alert flaggers energetic waving allowed us plenty of time to slow down and enjoy the wildlife. Of course there were occasional errant drivers including your faithful author who made a black-flag drive of shame into the pits for an all-wheels-off-the-track miscue at turn 10. Note #1 to self: when instructors tell you to take it easy on the last run of the last day, they know from whence they speak! Note #2 to self: when people in your run group suggest you should be promoted into a higher run group, remember that you ignored Note #1.

Finally and perhaps most importantly, the Mont-Tremblant DE event is a great place to meet and hang out with our wonderful members. I met a number of new people from other clubs for the first time. There were warm, gracious people from Canada, New York, New Jersey and elsewhere. And of course the opportunities to get to know our fellow NER members better abounded. I'm sure all of the attendees have their own special memories of the event. If you haven't been yet, you should come next year and create your own.

With my oldest son Joshua behind the wheel of my C4, we rolled into the Custom House Coffee's parking lot for June SoBo coffee meet. A few minutes before 10:00 am, Josh could already see some parked eye candy (Porsches, of course). Porsches still were trickling in at 11:00 am and the total count was 22; not a bad number for an overcast day with threatening rain.

Nearly half of the Porsches brought new faces; previous attendees invited some of the first timers. Of two new faces, one was driving a very original looking blue 1965 Cabriolet, the other entered the parking lot driving a new black 2013 911. I sure like the look of the wide hips of the newer Porsches.

Tom Coughlin drove the '65 Cabriolet; he has owned his classic since 1979. Noting his Porsche's slightly tarnished chromed rims, he said that it already was covered. The '65 was sitting on '64 rims and his '65 rims had been sent to the west coast for a redo.

Robert Kits van Heyningen attracted a crowd when he parked his new black 911; the beige interior contrasted nicely with the Porsche's black exterior. Not only did he drive in with a new car, but it is also the first Porsche he has ever owned. I advised Robert that he now must allocate at least ten additional minutes to find the 'safe place' when parking in public areas, and never park next to two-door vehicles.

Mike Mello was enthusiastic about showing the engine upgrades to his sil-

ver 2002 Cabriolet. Interestingly, when the OEM air intake was replaced with a Fab-speed competition air intake, a shroud was also installed to protect fingers from the moving belts. The air intake upgrade, along with a new Performance Max-flo muffler system, produces a gain of 12 hp (now at 342). In addition, a B&M short shifter was installed.

Importantly, the L&N Engineering IMS bearing upgrade was completed in Mike's and Mariah's 2002 996 Cab. Mike loves the additional horsepower, positive shifts and great sounding exhaust, and the modifications that deliver the confidence to drive harder without the fear of a catastrophic IMS failure.

The father and son Soares team was present. Paul drove his red 2012 986S and his son Austin parked his Guards Red 1987 944. Many of the 22 Porsches were very clean, and they were too numerous for me to mention them all. One of the standouts that caught my eye was Mac Chrupcala's Seal Grey 2001 996. Pete Palumbo's black 2004 Turbo

Cars and Coffee in SoBo

Story and photos by Roger Slocum



2013/06/30 10:06
Robert's first Porsche, and new 2013.

Cabriolet looked great; with the top down the dashboard's white instrument dials just popped.

Some of the chatter in the parking lot included the continuing discussions pertaining to the IMS bearing issues (overheard that at least two of the Porsche owners had installed the oil monitoring system) as well as a debate about using the front tow hook feature to mount a front license plate.

To avoid beach traffic and drive on some picturesque country roads, the next SoBo coffee will be held on July 21st (Sunday) at the Village Bean — (401) 647-9000. The Village Bean's address is: 138 Danielson Pike, North Scituate, RI. E-mail me at rr356c@aol.com for any SoBo related questions.



2013/06/30 09:30
Paul's air intake upgrade.



2013/06/30 10:10
Tom's classic.

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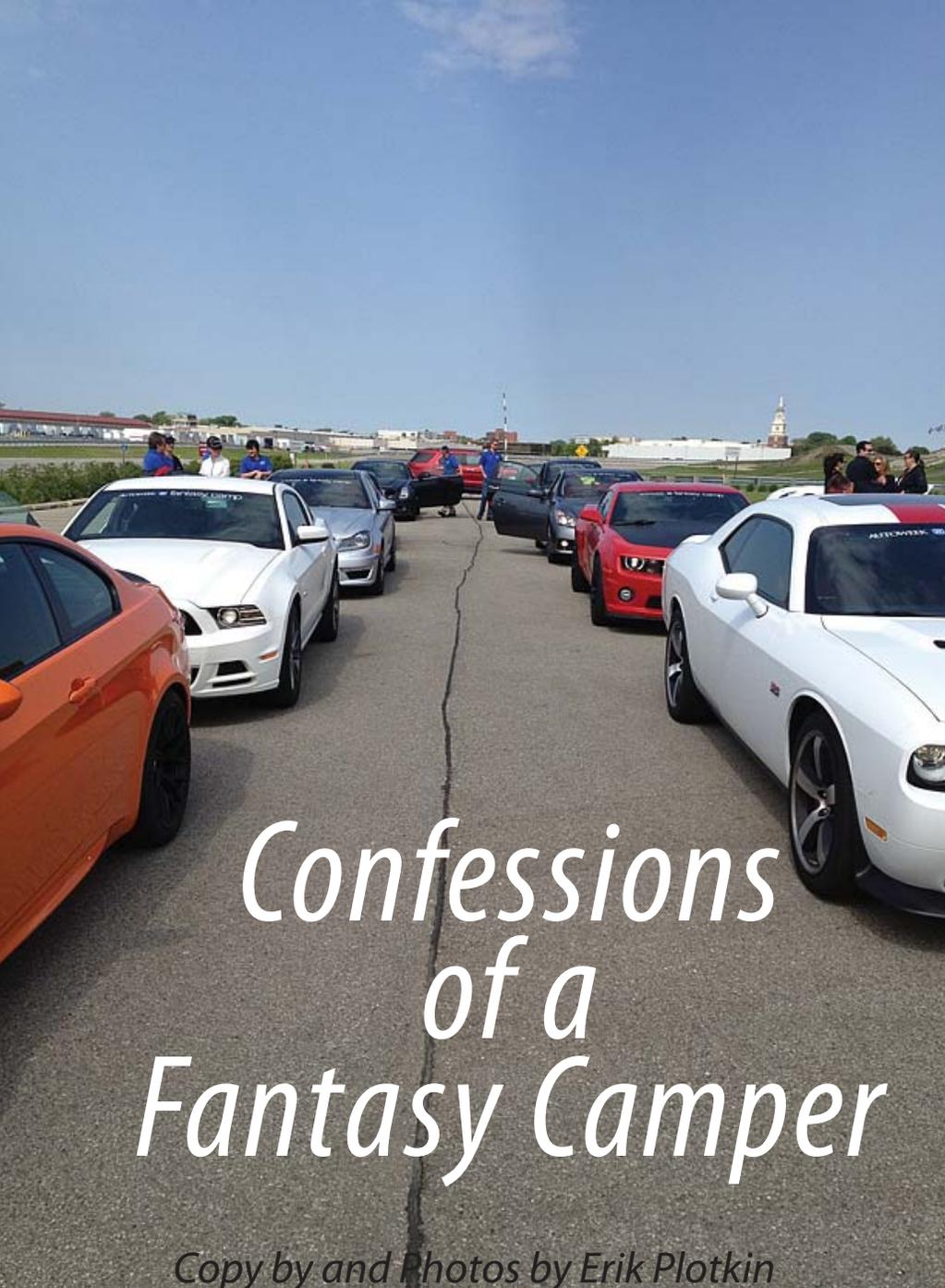
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Confessions of a Fantasy Camper

Copy by and Photos by Erik Plotkin

Porsches are how we've all come together, but many of us in this club are passionate about more than the engineering marvels from Stuttgart. Cars are our passion. We are "car guys." To paraphrase AutoWeek Associate Publisher Dutch Mandel, "car guys" isn't a gender-specific term; it's a way to describe all of us who are passionate about cars whether we are male or female.

I had the pleasure to meet Dutch as one of 20 participants in the 4th annual AutoWeek/ZF Fantasy Camp in Dearborn, Michigan on a beautiful weekend in May.

Think of AutoWeek/ZF Fantasy camp as car guy nirvana. I experienced a taste of it all and while my thirst was quenched, it was such a fabulous experience that I am still hungry for more.

In fact, we began our whole Fantasy Camp adventure eating among fellow car guys at the historic Vinsetta Garage on Woodward Ave. in Detroit. Vinsetta has undergone an amazing transformation from legendary garage to top-notch eatery, all while embracing its past as a garage and focusing its future as one of Detroit's hottest places to eat. Our dinner party consisted of Fantasy Campers, AutoWeek editors, ZF employees and

racing legend and TV analyst Tommy Kendall. As you can imagine, most of our conversations were based on cars and the one brand that you could always find someone to talk with about was Porsche. One of the guys I sat next to had a young family, lived in a NYC borough and had one vehicle — a Porsche Cayenne.

From lunch at Vinsetta, we moved on to the Henry Ford museum, where we were treated to a private tour with one of the curators. Our one-hour tour consisted of the "Driving America" exhibit. We saw everything from Henry Ford's first prototype to a Tucker, to a 1986 Ford Taurus. We saw a Bonneville salt-flats racer and a legendary GT-40 racer. We even saw the limousine President Kennedy was riding in when he was assassinated. They have lots of vehicles and driving related memorabilia on display in this well-done exhibit. This exhibit is so well executed that it gives you new appreciation for the first Ford Escort and the first Plymouth minivan.

This museum is about more than automobiles, and in our second hour we were on our own to tour what we wished. I stood in awe of the chair Abraham Lincoln was sitting in when he was assassinated, the bus in which Rosa Parks took her historic stand and the one of a kind Dymaxion House, to name a few highlights. From trains to planes, cars to kitchens, this museum (and high school) had it all.

This weekend was more than talking about and viewing cars; it was about experiencing cars. It was about living the life of an automotive editor, if for only two days.

Back at the Dearborn Inn we arrived at a cocktail reception and we were greeted with an outstanding "swag" bag, compliments of ZF and AutoWeek. We were also handed our first assignment, a binder with a rating sheet and instructions on how to rate the 10 cars sitting on the lawn. The segment is Sport Coupes under \$70,000. In alphabetical order, our test cars were: Audi S5, BMW M3, Cadillac CTS-V, Chevrolet Camaro 2SS, Dodge Challenger SRT8 392, Fiat 500 Abarth, Ford Mustang GT, Infiniti IPL G37, Mercedes-Benz C63 AMG and Subaru BRZ. These are the cars that we would drive on Saturday, but tonight it was about look, feel, comfort, quality and function. We jumped in and out of cars. We opened and shut doors, hoods and trunks. We examined seats, steering wheels and whether or not seats were comfortable, dash layouts



were functional, and materials would stand the test of time.

It was our first foray into the world of automotive journalism and most of us were like kids in a candy store. Some of us interacted with the pros from AutoWeek. Tech Editor Ken Ross was kind enough to teach me how to examine fit and finish and quality of materials and craftsmanship of seats. As I was hopping in and out of the Infiniti, I noticed a man and his wife looking over the cars. More importantly I noticed his shirt, PCA Zone 4. He was the Zone 4 PCA rep and was passing through Dearborn. His and his wife's appreciation for cars led them to peruse our 10 test cars. He and I chatted about Porsches and our respective clubs for a few minutes before I got back to the task at hand.

As fun as evaluating cars is, it is hard work, especially for an amateur. Scoring isn't easy and I wanted to do it well. I think all of us did. I kept going back to cars and checking different things out making sure I was thorough. After all that, I still second-guess some of my scores!

When Saturday morning arrived, twenty eager campers met in the hotel lobby so we could be shuttled to the Ford Proving Ground across the street. This facility was impressive and we were eager to learn about what our day entailed. First up was a first-class breakfast spread followed by an intro by Dutch Mandel and Tommy Kendall. Next up was a tech session with Kevin, the Proving Ground manager. He gave us an overview of the course, what our tasks were and how to best perform them. I never knew that I had an "Assometer." We all have them, and those of us who pay attention to our driving and our cars actually utilize them. After he was done, he introduced our instructors and their roles within Ford. Most of these guys worked at the company in an engineering capacity and

they all knew how to drive and test. Each instructor was assigned a car and the campers just rotated through the cars. Before heading to the cars, we picked a partner to take turns driving and riding with. Riding was optional given the fact that we were asked to cram ourselves into the back seats of sports coupes behind the instructor. I successfully managed to fit into nine backseats out of ten. I didn't even attempt the Subaru BRZ; I'm not sure my six-year-old daughter could have fit back there. I enjoyed my ride-alongs because they allowed me to learn the track, listen to the instructor and give me a different feel and different evaluating points.

The entire morning experience was exciting and the cars were a blast to drive. There were pleasant surprises and some disappointments. We broke for lunch and a tech session to prepare for the afternoon festivities.

For the afternoon, we tried something they had never done at the Fantasy Camp before. The Ford guys took every traffic cone they could find and made a hell of a driving track for us. It had chicanes, slaloms, wide turns and small straights. We drove hard through a soaked skid pad, slaloming and taking a wide sweeping turn.

They threw everything at us on dry and wet pavement. It was an absolute adrenaline rush. If I could, I'd probably still be driving. Before we were allowed to drive we had to ride with instructors. I hopped into the Audi S5 where I proceeded to have the crap scared out of me by the nice trusting guy that was teaching me. He knew how to drive and he knew the Audi could handle it so he drove the hell out of that car and pushed it to limits that I didn't know existed or even dreamed of trying.

When it was my turn I hopped in the Fiat because I figured I would be less likely to make a fool out of myself learning the track. It handled well, but wasn't exactly a rocket ship so I wasn't breaking any speed records anyway. My next ride was the rocket ship: the C63 AMG Mercedes. This



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beast was fast. I wish I had driven it later when I was more familiar with the course but, alas, that was not to be. While trying to keep track of the course I heard the Ford tower come over the two-way radio in our cars. "The Cadillac just took out a bunch of cones, we need to stop and reset." Remarkably that was the only time this happened for the rest of the afternoon. Kevin, the track manager, was very pleased that we managed to behave, keep the course intact and not get yelled at by the tower.

In the middle of driving I was shuttled back over to the first track to hop in an SRT Viper and enjoy a "hot" lap around this track with Tommy Kendall driving and explaining what he was doing. He pushed the Viper and I got to see and feel first hand some of what that car could do when under the professional hands of Tommy. This was a great experience that I will forever remember.

Back at the track, I got back to business driving and evaluating the cars. There was so much fun with this exercise, and the evaluating came from the pure pleasure of pushing the cars while simultaneously pushing our limits as drivers. It was pure exhilaration. The one car made for this type of driving was the Subaru BRZ. It handles so well and it is very quick. I had a grin from ear to ear driving this car, and I hadn't been looking forward to it at first. In fact, I was so trusting of the car that I pushed it harder than some of the others and almost took out some cones myself. Believe it or not, the car most of us turned our best times in was the Dodge Challenger SRT8 392. Yes, really. We were all surprised too. My theory is that we were all so afraid of that big heavy beast with the boat like suspension that we didn't push it hard and in turn we probably drove it the best. Just a theory, but given the tools at our disposal that were far more equipped to handle this track, probably a good one.

All in all the day was fabulous. It was five stars out of five. I never heard one bad word about this experience; it was all, "This F*!#*^g rocked!" We were done driving but our work was not done. We headed back to the hotel to do our evaluating. Out came the notebooks and down went the scores. It was a work in progress for all of us. We actually weren't done with our weekend and we met



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back at the Dearborn Lobby for one final journey.

This time we headed to the Ford Rouge plant. Currently a state of the art truck plant turning out F-150s in every configuration imaginable, this legendary historical plant was once the site of a plant that turned out Model Ts, Model As, the '49 Ford, T-birds and Mustangs. We were treated to an excellent dinner after an evening of mingling with many AutoWeek editors. I had a great conversation with one of the guys about his '82 911 SC that he bought from a friend. We finished with a tour of the plant, which unfortunately was not operating on a Saturday night.

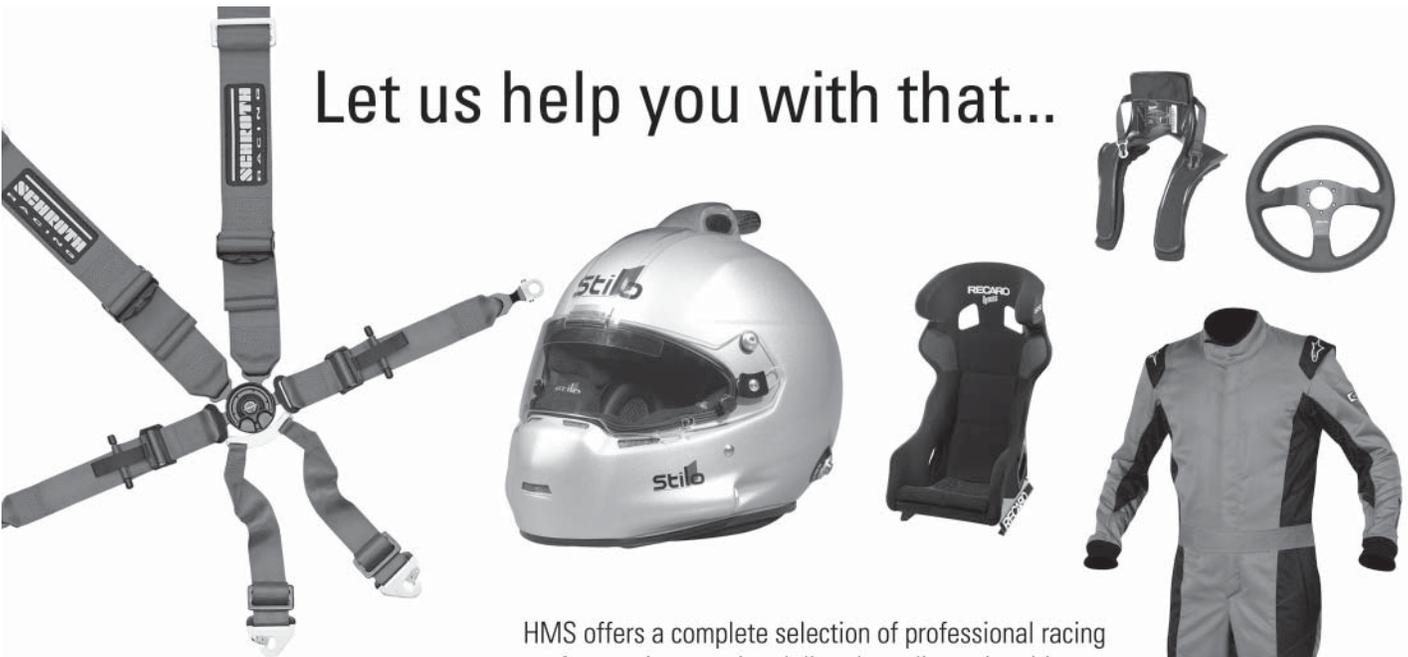
Our evaluations were tallied and a story was written. It all appeared in the June 24th, 2013 issue of AutoWeek. ***Spoiler alert*** The C63 AMG Mercedes was the winner based on our scoring. We scored things like power, transmission, ride, handling, braking, steering, ride and handling as well as body control. They also had us rate value, significance and fun.

For me personally, the BMW M3 came out on top. I felt it was the most complete of all the vehicles. The as tested price was \$80,000 so it damn well better be complete. There were three things I thought it did better than the Mercedes, it took bumps better, had a bigger, more useful trunk, and the back seat was more comfortable for an adult. The Mercedes wasn't a car in which you wanted to ride far if you were in the back. The BMW was far more comfortable. They were very close in all of the other categories; you would be pleased with either.

If I were handed \$80,000 and was told to pick one of the ten we drove, I'd take the Mustang GT as the main course and the Subaru BRZ for dessert. That would leave me with about \$12,000 for tires, gas and brakes. I could be very happy for a long time with that set-up. The Mustang is half the price of the Mercedes and BMW but it is not half the car. It's fast, handles surprisingly well and is fun to drive. It also is useable as a commuter car that gets decent gas mileage, can seat four and fit golf bags in the trunk.

If I want to experience the finest back roads New England has to offer, I'm hopping in that BRZ and disappearing for hours. I can't see myself getting sick of that car under those circumstances. It is a fun car that might not have the top end speed of the AMG or the M3, but it sure is quick and it handles so damn well.

I had a hell of a time in a 48-hour period; I saw and did a lot of once-in-a-lifetime things. I finished my final night as a Fantasy Camper in the lounge at the Dearborn with a few campers and AutoWeek and ZF employees, as well as Tommy Kendall. We were all still smiling and talking about cars and Tommy was answering questions and telling racing stories, which had us hanging on every word. I even had the pleasure of talking Porsches with Tommy, as well as stocks and the stock market. Now that I have received some investing tips, I'll be working toward buying some of these test cars... or maybe a new Cayman S.



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Photos by Richard Viard



Class	Pos.	#	Driver	Car Model	Total
1	1	3	Tom Tate	1976 Porsche 914	76.239
	2	46	Francis ODay	1971 Porsche 914-6	87.008
2S	1	58	Neil Halbert	1990 Porsche 944S2	76.96
	2	58b	Brian Halbert	1990 Porsche 944S2	78.07
	3	44b	Joe Kraetsch	1988 Porsche 924S	78.947
	4	44	Lisa Roche	1988 Porsche 924S	80.395
	5	89	Chris Hill	1991 Porsche 944 S2	80.681
	6	288	Mathieu Charlebois	1988 Porsche 944 Turbo S	82.225
	7	448	Thaddeus Herliczek	1984 Porsche 944	84.912
	9	310	Robert Yomtov	1993 Porsche 968	dns
2R	1	69	Georges Rouhart	1993 Porsche 968	74.727
	2	61	Bill Aubin	1984 Porsche 944	77.208
3S	1	451	Reid Van Gorder	1990 Porsche 964	77.893
	2	770	Nick Durham	1991 Porsche Carrera 4 Cab	78.254
	3	41	David Berman	1985 Porsche 911	79.173
	4	244	Steven James	1988 Porsche 911	79.459
	5	49	Jeff Johnson	1987 Porsche 911 Carrera	79.579
	6	41b	Kristin Larson	1985 Porsche 911	79.766
	7	12	Arthur Bryant	1986 Porsche 911 cab	88.85
	9	469	Paul Hohensee	1991 Porsche 964	dns
	3R	1	82	Christopher Tuck	1975 Porsche 911S
2		156	Chris Ryan	1984 Porsche 911 Carrera	78.608
3		666	George Skaubitis	1993 Porsche RS America	79.61
4		666b	Christine Skaubitis	1993 Porsche RS America	82.489
4S	1	1	Oliver Lucier	1998 Porsche Boxter	75.252
	2	8	Grant Zimmermann	2003 Boxter S	78.891
	3	66	Steve Ross	2004 Porsche Boxter	79.977
	4	777	Gary Hebner	1998 Porsche Boxster	82.199
	5	208	Barry Yomtov	2001 Porsche Boxster	82.964
5S	1	20	Bill Seymour	2010 Porsche Cayman S	75.977
	2	113	Jody Podpora	2006 Porsche Cayman S	77.281
	3	246	Jean-Luc Brousseau	2007 Porsche Cayman S	79.934
	4	840	Judy LaRocca	2011 Porsche Cayman S	81.082
	5	6	joe migliore	2008 Porsche Boxsters s	82.324
	6	20c	Nora Seymour	2010 Porsche Cayman S	83.115
	7	68	Michael Matson	2005 Porsche Boxter	85.526

Class	Pos.	#	Driver	Car Model	Total
6S	1	360	Alan Davis	2007 Porsche 911 C2 (997)	77.079
	2	31	Lev Tabenkin	1996 Porsche 993	78.768
	3	32	Glenn Champagne	1999 Porsche 996	79.096
	4	993	Richard Viard	1995 Porsche Carrera 2	80.94
7S	1	10	Ed Moschella	2012 Porsche Cayman R	74.237
	2	103	Karl Ng	2011 Porsche Boxster Spyder	79.176
7R	1	511	Jeremy Mazzariello	2007 Porsche Cayman	72.9
	2	235	ted shaw	1999 Porsche 996 C2	76.525
	3	78	Chris O'Hare	1996 Porsche 993	78.174
8S	1	563	Aaron Walker	2004 Porsche GT3	75.89
	2	96b	Hunter Leaman	2006 Porsche 911 4S Cab	76.128
	3	412	Michael Bickford	2010 Porsche GT3	76.236
	4	33	Marc Polk	2006 Porsche C2S	76.739
	5	997	Justin Jaynes	2008 Porsche 911 Carrera S	78.36
	6	117	Andrey Petrovsky	2007 Porsche 997TT	80.095
	7	991	Steven Magoun	2012 Porsche 911	80.485
	8	96	Rick Leaman	2006 Porsche 911 4S Cab	80.644
	9	149	Samuel Romero	2009 Porsche 911 4S	82.07
8R	1	707b	Mark Dudek	2010 Porsche GT3RS	70.096
	2	707	Charles Stromeyer	2010 Porsche GT3 RS	76.209
	3	104	Susan Kelley	2007 Porsche 997 C2S	76.579
9	1	887	Stephen Lefebvre	2007 Porsche GT3 RS	69.887
	2	522b	jake moreau	Porsche 914	72.758
	3	904	Akira Mochimaru	2009 Porsche 904 Replica	77.188
	4	522	William Nerney	Porsche 914	88.498
12	1	55	Rob MacAlpine	1999 Mazda Miata	74.858
	2	137	William Koscielny	1999 Mazda Miata	75.337
	3	173	Justin Chen	2003 Lexus IS300 Sportcross	75.893
	4	171	Aaron Petrovsky	2010 Volkswagen GTI	82.779
	5	25	Samantha Hill	2001 BMW E46 M3	82.959
	6	20b	Rosemary Driscoll	2010 Cayman S	83.52
	7	110	Patrick Schreiber	2013 Audi	84.426
	8	986b	Alan Donkin	2003 Mini S	89.135





Heaven is where mechanics are German, cops are British, chefs are French, lovers are Italian and everything is organized by the Swiss.

Hell is where mechanics are French, cops are German, chefs are British, lovers are Swiss and everything is organized by the Italians.



On the Edge- continued from page 6

horsepower, torque, sport exhausts, or Pirelli tires. Some do, most don't. Just like a lot of men don't get the difference between Christian Louboutin, and Jimmie Choo. Some do, most don't. But women wear them to impress, just like men wear their cars.

Whew, I didn't mean to hash out the battle of the sexes! I want you to think about what you love most about your Porsche — the curves, the speed, the elegance? And what — if you're a man — do you love most about women? I'd love to know if they're the same things, since the high-performance auto industry seems to think it is. Let me know, I'd be curious.

What do I love about my car? She's strong, smart, fast, quick, reliable, durable, sexy as hell, and makes me smile a lot... Huh... I guess that does work.



Editor's Note: I've begun only recently to notice the similarity of curves and shape between these two cars....

The Long and Winding Road -
continued from page 12

observation: Dennis and Pam Mascetta, heading home from Calabogie, had another truck breakdown (I told him to get a Porsche truck since they are more reliable). He had been on the phone with Chris Fahey (PCA DE-er and Club racer) who, unbidden, called back to tell Dennis that he had found the right alternator and was already on his way to Ludlow where Dennis had pulled into a Holiday Inn in case they had to stay overnight. By the time Chris got there Dennis had the old one out and in another 20 minutes he was back underway. Great stuff.

Bill Seymour
Admin@porschenet.com

Around the Cones- continued from page 13

Silence of the Lambs came to mind. Yesterday the bandages were removed, and the surgeon was pleased with the progress on the nostril. I could now also breath thru my nose, which had been blocked up with silicone spacers to shape the nose.

The plan now is to remove the piece of material in a simpler procedure (the first one took five hours) and put the final touches on the nose to make it look normal. To this end, the reconstructive surgeon had installed a combination plastic guard/shaper on my nose so that it would press down on the new material to shape itself like the other side. He also offered to redo the stitches on my forehead that are now vertical to horizontal ones so that the lines created would blend into the natural lines on my forehead.

The procedures were done by the team of Dr. Kevin Emerick and Dr. Mark Rounds, who both practice at Mass. Eye and Ear.

Interestingly enough, the doctors feel that the original melanoma may have come from sun exposure from many years ago, or was just bad luck.

In any case, it is heartening that such advanced techniques and talented surgeons are performing these complicated procedures.

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on eBay. I told the Porsche owner that his car was worth many times that amount. There was a long pause on the phone and then he asked my kind of question: who would buy a rusty old car that was all apart?

I said that I was a buyer, and that he could then walk down the street and buy the MG, while leaving a fist-full of cash in his pocket. He said that he wouldn't sell it to me unless I came out to look at it first and I told him that I'd be out the next morning. I suggested that he talk with his neighbor to make sure that there wouldn't be any problems. Long after the car is gone he'll still be living on the same street and, while money is important, it's not worth offending someone that you live near and will see often. Turned out the neighbor didn't really want the 356 that badly, but he did want to sell his MG.

I made a Banzai run out the Mass. Pike the following day to dig through a bunch of boxes and bins, making sure that all the parts were there. The engine was apart but it was original to the car, and that's always important. He had a few extra parts like a pair of rust free doors, two pair of carburetors, and an extra hood. The "new stuff" that he had saved was a collection of little things like fuses, oil filters and one air cleaner. No real value, but as long as I was there... The car itself was green with a green interior, neither appeared to be original. Looking closely, the numbered paint code showed the car to have been Graphitic Gray Metallic, a one-year color, only available in 1956. The dashboard was still the original shade and it looked great. I had never seen a 356 in that color. Peeling back

the split seam of the seat I could see that they had just covered over the original upholstery, which was dark green with a brown corduroy insert, and very unusual.

I went out the following week with a friend who had an SUV that would hold all those bins, doors and some extra wheels. The wheels turned out to be original to the car and were date stamped 1955. We met my local tow truck driver in the driveway and pushed the tub up onto the flatbed while he just shook his head.

This was clearly a project that needed a lot of work and for a time I rolled the numbers around in my head thinking about the sunroof coupe that I had finished two years ago. I even made a call to my metal guy to see if he was up for diving into another rusty Tub; he was. In the final analysis it was looking like a four- to five-year job and while I can do the work now, I'm not sure that I'll be able to do it in four years. Crawling under a car is getting tougher every year. I got up under the dash of the Speedster to replace a bulb last month and got stuck. It took me a few minutes to wiggle out while the dog watched. Like Harry said, "A man's got to know his limitations." This Tub was going to wind up in a new home but it wouldn't be mine.

A barn find is much different than a project in that a barn find is usually a complete car that has been found after sitting neglected for a long period of time. A project is a car that has been disassembled and is usually accompanied with a lot of boxes and bins that hold most but not all the parts needed for

reassembly. This Tub looked like a project but in fact was really a barn find. In order to portray the car in the best light I needed to put the parts, gauges, engine, interior, etc all back in the car to show that everything needed was there awaiting restoration. It was just like the assembly process I did on the '57 sunroof coupe, except all the parts were old and dirty instead of new and shiny. Interesting enough, I found the task to be just as much fun either way.

Having exposed the interior somewhat, I spend a couple of evenings removing part of the '70s pleated seat covers. As I suspected, the rear portion was in great shape underneath. I removed only the material on the front seat backs because I figured there was a reason why the seats had been recovered and I didn't want to discover how bad the seat bottoms really were.

I dug through the bins and pulled out all the engine tin and put it all back in place. The next owner would take it all off again for cleaning but it was important to show that all the parts were there waiting for restoration. That can't be done if it's in the bottom of a box. I have no idea where all the nuts, bolts and screws went, but they were not to be found. I went through more than a few drawers of my own looking for old fasteners, as I didn't want to use new, shiny pieces — they would look out of place. Finally there was a reason I never threw away any part that came off a 356. Even dirty washers. It was painful to put that filthy engine back in place but I was able to do it.

Parts like throttle linkage and uncut fuel lines are impossible to find for these 57-year-old cars, so it was important to

continued next page

have these parts in place.

The dash-mounted ashtrays are very dear in today's market, restored ones bringing over \$1,000 on eBay, so I took my time installing the one in this car. The gauges dropped right in, it goes really fast when the wires don't have to be sorted out and connected. This was starting to look like a complete car.

With the car as complete as it was going to get in my garage, I made a couple of phone calls to folks who deal in these cars for a living and can get a lot more money for them than I can. With a couple of e-mailed photos, 56173 had a new owner. I love it when a plan goes together.

This flip was particularly satisfying because the car had been located about 10 miles from a close friend of mine who lives in Ravena, NY and does this for a living. He has scooped a couple of Tubs from my neighborhood and it was fun to grab one from his backyard. The hunt goes on...

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