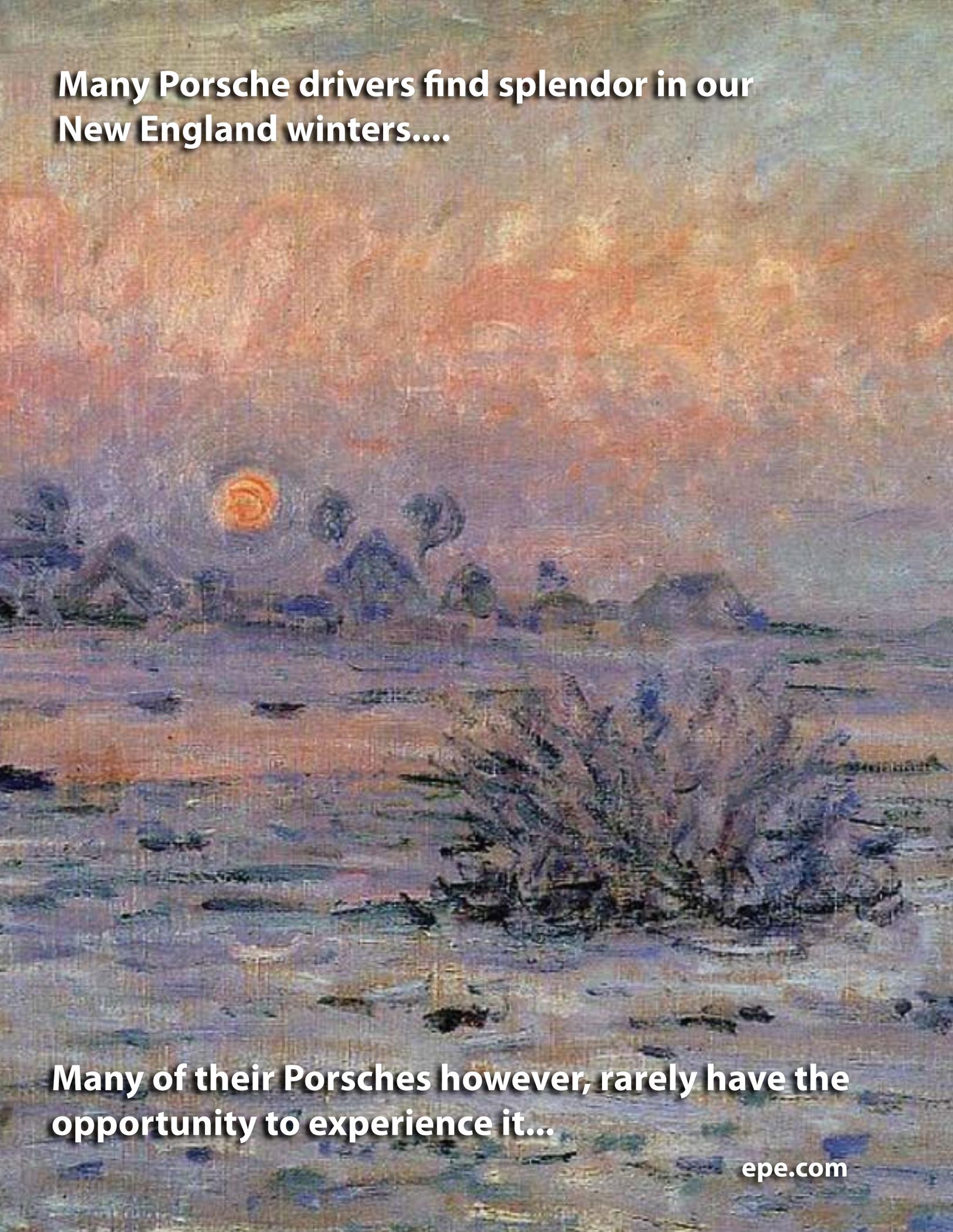




THE NOR'EASTER

EMBER 2013 DECEMBER 2013 DECEMBER 2013 DECEMBER 2013 DECEMBER 2013

northeast Region Porsche Club of America Northeast Region Porsche Club of America

A painting of a winter landscape. The sky is a mix of warm, hazy colors like orange, pink, and light blue. A bright, glowing sun is visible in the middle ground, partially obscured by a line of dark, silhouetted trees. The foreground is a snowy, textured landscape with some dark patches and a large, dark, leafless tree in the lower right. The overall style is impressionistic with visible brushstrokes.

**Many Porsche drivers find splendor in our
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**Many of their Porsches however, rarely have the
opportunity to experience it...**

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- O**VERINFLATE THE TIRES TO **50%**
- L**EAVE THE WINDOWS OPEN **1** INCH
- I**NSTALL BAGS OF DRYING AGENT IN THE TRUNK AS WELL AS THE PASSENGER CABIN
- L**EAVE MOTH BALLS UNDER AND AROUND THE CAR TO PREVENT MICE FROM NESTING IN THE CAR
- W**ASH AND DRY THE CAR
- A**PPLY A FRESH COAT OF WAX
- R**EMOVE ALL FLOOR MATS AND CARPETS WHERE POSSIBLE
- M**OVE THE CAR TO A DRY LOCATION FOR STORAGE

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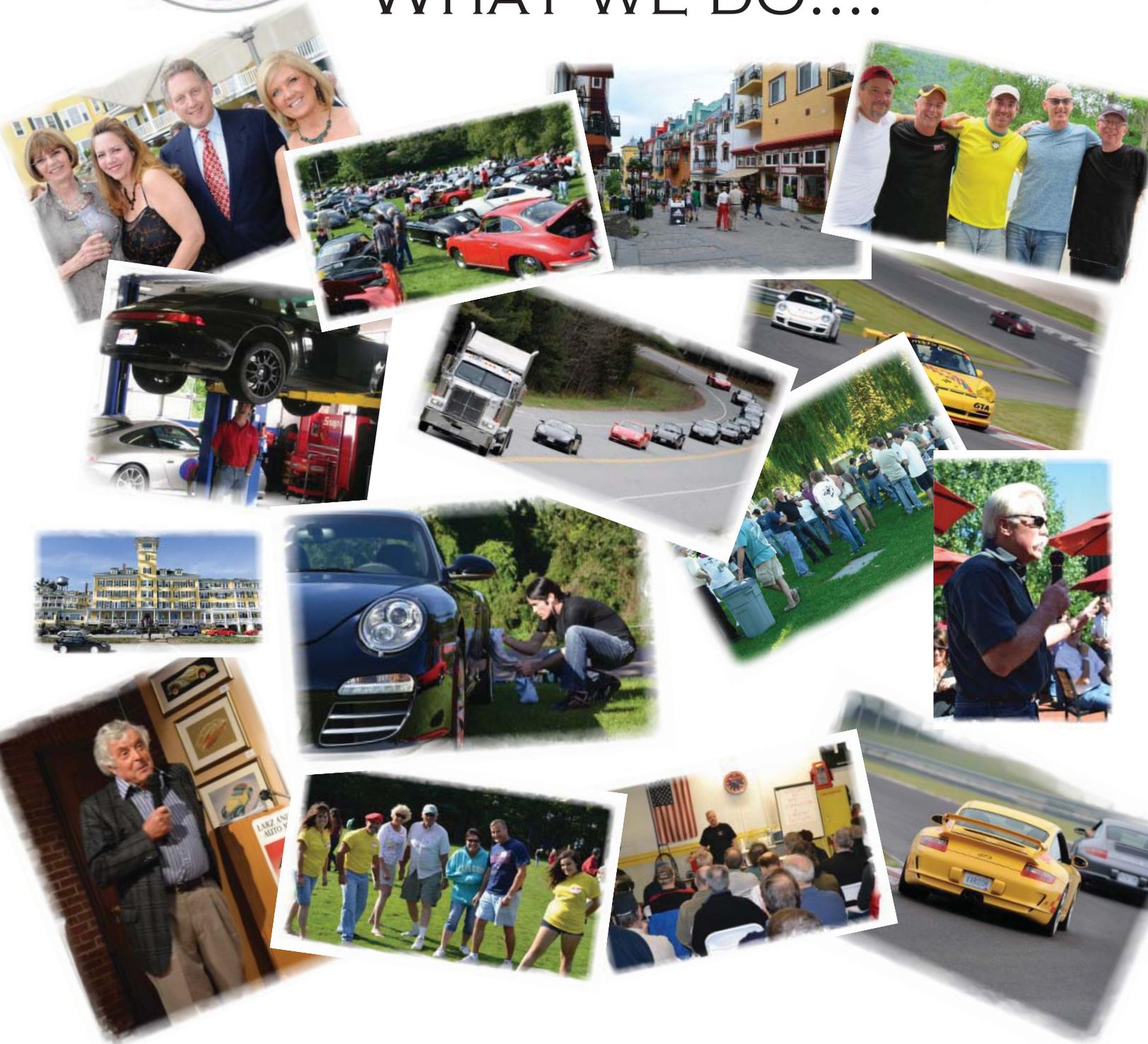
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WHO WE ARE....

PORSCHE



WHAT WE DO....



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Courtesy Porsche AG

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Editor Adrienne Ross
Graphic Designer Susana Weber
Copy Editor John Koenig
Advertising Mgr. Susana Weber

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On the Edge

My Top Five



Adrienne Ross

One of the best things for me about this club is the truly wonderful people I've met along the way. The small incredibly welcoming group of the Board has blossomed into some of the best, (and sometimes strangest) relationships I've ever known.

Some have shared their lives with me, and mine with them. Some have shared a joke, or plate of food, but some have shared their cars, and that is what brings us here today.

I was recounting to a coworker all of the cars I've driven in the last 2 years. "You're a one woman Top Gear," they remarked. "Tell me, what do you think of the BMW 3 series?" And we were off on another car

I was recounting to a coworker all of the cars I've driven in the last 2 years. "You're a one woman Top Gear," they remarked.

topic, but the remark had stuck with me.

I thought I'd write a feature, but it's the Porsche Club after all, and while some of the best cars on my list are Pcars, sadly the top of the list... isn't.

And so, with a column to fill, and a deadline that zoomed past 3 days ago, here, in black and white, is my top 5 list of the best drives I've known.

Number five – is the Ferrari 599 GTO. Yup 5. It's half a million dollars worth of completely stunning, and completely unreasonable. This one is in the top 5 (representing almost all Ferraris on my list) but I'm not really a Ferrari girl (but I'm learning). I've driven a few, and when I've said to Fcar enthusiasts, "I don't like the shift." They tell me it's *supposed* to feel that way. This car is all animal... *feral animal*. It's fast, it makes an amazing noise, and if you're not grown up enough to deal with it, don't get in one.

Four - the Lamborghini Gallardo – This car makes in on aesthetics almost alone. It's a crazy pretty car. The Lambo's on a racetrack make for an unparalleled picture. It's raw, the seats feel like one layer of

leather over carbon fiber, and it's planted and fast. I wouldn't throw one out of my garage.

Three - Porsche Panamera. Go to your dealer, and drive one. I guarantee you've never felt anything like it. It's not a 911, and it's not a GT3, and it's not meant to be, but every model goes over 150MPH – in a sedate sedan. It's comfortable, elegant, sophisticated, and I could sit in California traffic all day in this thing. You can drive it with 2 broken arms and legs; it's that smooth. I never wanted to leave.

Two – the Porsche Cayenne. I took my Cayman into the dealer to have recall worked done, and I got this as the loaner. When I got back to Porsche, I started talking about buying one. The 2013 model of this car brings over the cockpit of the Panamera, with a big screen for directions, and enough buttons to make you feel like you're in an airplane. I like buttons. I like them to heat my seat, cool my seat, navigate through traffic, or the big red one that says "sport." This thing moves. Plus it tows 7500 pounds. That's more than enough for one race car and an open trailer.

Number one – The McLaren MP4-12C. The happiest car in the world. They smile, have you ever noticed? Now, what I like about how this car drives was a recent argument with a friend, so I'll lay it out, then you can know which side you'll take.

Him: "The car is too computerized; it's not raw enough." (He's a Ferrari guy... you can tell.)

Me: The McLaren's response to the driver feels like an extension of the driver. It's not me *and* the car, it's us, like a borg, "We are one." A flick of my pinky raised a response from the front tires, and it took me a solid 10 minutes (much to my passengers chagrin) for me to figure out how to brake without giving us both whiplash. In the end I hovered my foot above the pedal, and just imagined braking, and the McLaren responded;

with a grace and style I've never experienced. The interior is comfortable. It's not cushy, but it's not stiff. It's well equipped with nav, and a radio with more than one option, and it's big enough to suit my 6'3" passenger. The scissor doors garnished a good deal of attention at the gas station, and the way they open is sublime. Nope – I'm not telling. It'll sound weird, and it's something you just have to experience.

On the highway, I burned through gears with lightning speed. It felt like lightning too, you didn't know exactly what happened, but you were completely electrified. "I don't have enough bail money on me for this!" my passenger warned. My mind flashed to the stack of credit cards in my wallet, but I relented.

I drove it in automatic through some small Massachusetts towns, because I wanted to focus on the car, and not shifting for slow traffic. Which leads me to one of the best

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In This Issue...

Part two of the race car 356 story recounts the stuff that keeps you up at night, and how to quiet the voices by shopping.

Plus a different kind of 356 lands in our pages, this one's got quite a story to tell.

Our new friend Don regales us with his trip to 5 countries in 10 different Porsches, and Porsche unleashes a new model in their line up.

Ground School sign up is open. If you've ever even considered putting your Porsche on a race track, this is the event for you. My first ground school changed my life. It's definitely a must-go-to.

The long anticipated Ramble gives us a sneak peak. into this year's venue. It's a fan favorite!

Finally - Racetrack Rick Scourtas, of Herb Chambers Porsche, and Mike Noonan of Mike's Autobody provided AX 4 with a completely amazing BBQ, and I neglected to thank them. They're wonderful sponsors, THANK YOU and I'm sorry guys!

On the Loud Pedal

Christmas Wishes



Christopher Mongeon

Dear Santa, I know it has been a while since I have written, but I felt that this year I needed to put in a special request. I trust the books show that I have been good, and if they don't we can talk. After all, I can't imagine how I could have made the naughty list. There is no time in my schedule to be bad. Currently, I am wrapping up my fourth year on the NER board and second year as President. It has been a rewarding experience and I have enjoyed my time as member of the board. As the holiday season approaches, so does the end of my term. It has been a great experience working with the other board members and having the opportunity to meet and work with many of the other Northeast Region members. I am very proud of our involvement with and support of Angel Flight. It is an honor to be able to support their cause.

It has been a great experience working with the other board members and having the opportunity to meet and work with members.

This brings me to the first wish on my Christmas list. I wish the future board success. They are the first step in keeping this club healthy. Santa, I also wanted to put in a wish for the members of our Porsche community. I ask for the health of the members and their cars, the happiness of enjoying the experience that is Porsche, and peace to all who enjoy a piece of the road. I hope that everyone can find safety and thrills that come with our common denominator.

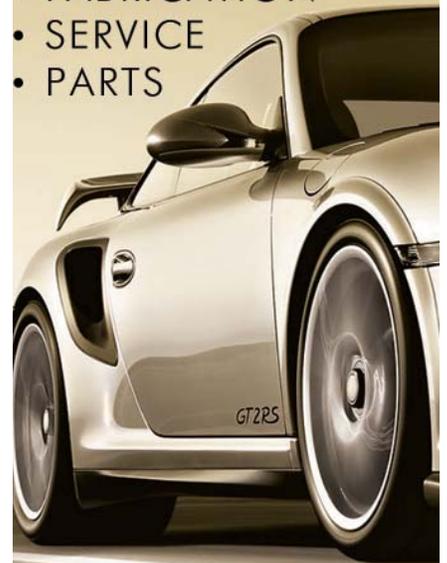
So much can and has changed in my life over my ten years as a PCA member. The older our boys get, the more involved we become in their lives. There are so many aspects that I don't want to miss. As grateful as I am for my time on the board, I am really excited for whatever comes next. At 40 years old, thoughts of college tuitions

and a secure retirement linger often. That would explain why I haven't asked for anything for me this year and my ultimate wish should probably wait a few more years. When the time does come, don't forget — 1973 Porsche IROC RSR. Oh yeah; green.

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Marcus Collins (781) 640-3597
Marcus.Collins@MAPropertiesOnline.com

Amanda Russo (339) 227-9502
Amanda.Russo@MAPropertiesOnline.com

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Four Speeds & Drum Brakes

Louden Annoying: Halloween Hootiefest



Tom Tate

When the LeMons race was approaching and it was time to drag the Jetta out of the back of the garage, the team was told that we wouldn't be entering because our fearless leader was going to be out of the country and couldn't attend. While we were all partial owners of the car and assured him that we would take good care of it, he insisted that he wanted to be present if the car was on the track. Having completed every race so far, to the surprise of all, I have to admit that the odds are really stacked against us being able to finish without incident. If something bad was going to happen I would certainly want to be there so I'd say it was a good call.

At the start every corner went green at the same time with 130 cars in single file on the 1.3-mile track when it happened.

Since I've really seen the value of driving a racecar in competition for three days for less than the price of my fuel bill at an SVRA race, I began spending time on the LeMons site in the HR Forum. This lists teams looking for drivers, or drivers looking to support a running team. That was me.

I discovered that the Peugeot 405 team (two matching yellow sedans), the guys who kept passing me on the front straight last May, were short a driver and needed people with a license, a clean record of finishing, and cash. That was also me.

A quick phone call and I was in business. What a country. This team had run for the last few years in LeMons races in NH and NJ and had even scored a few class wins. The cars, probably the only two Peugeots left running in the U.S., were four-door, five-speed, overhead cam four-bangers that were putting out somewhere near 150 hp pushing 2100 lbs around the track. They were front-wheel drive, putting my Jetta

miles to good use, and the shortest guy on the team was 6' tall. That meant that the seat wouldn't be welded to the floor for a 5' driver, in fact these seats weren't welded at all and were adjustable, pure luxury for someone as tall as I am.

I went up on the Friday before the race with floor jacks, tools and warm clothing to see if I could help. The team was well organized, well equipped and full of enthusiasm, and were cycling the drivers through for practice, many of which hadn't been to NHMS before. I was asked if I wanted some practice and I declined since I'm an instructor there and felt like the newbies would get greater benefit from a few laps than I would. I did drive one around the parking lot just to find the pedals and shift pattern. It seemed to fit even better than the Jetta, and it was French.

That evening we all went off to dinner together where I told stories of racing slow cars long ago and vintage cars driven by old guys. They were courteous but seemed bored so I gave up early to get a good night's sleep. My assigned roommate was from Canada and a quiet sort, so we got along well. Since this team really wanted to win, the decision was made to extend the driving shifts as much as practical to avoid spending time in the pits changing drivers. Every driver change costs us about four laps, and with the cars in our class



Peugeot.

all running within 10 seconds of each other those laps would really be hard to get back. My driving shift was to be the three hours after lunch, so I had all morning to watch the show.

At the start every corner went green at the same time with 130 cars in single file on the 1.3-mile track when it happened. That was pretty much a bumper-to-bumper train with fast cars and slow cars all mixed together. Besides some drivers not watching for the green flag, and even more driving cars with no acceleration, the start was a sight to remember. Turns one and three saw the most action (read crashes) since there were cars approaching five-wide going after a space that only had room for two. Some of the lines taken were very creative, some even worked, most didn't. The yellow flag flew before the first lap was completed as the trucks went out to pick up the pieces. After a couple of such starts the field calmed down a bit as rookies realized that they were not going to win on the first lap. Our drivers did a great job staying out of trouble and the two-car train from France kept circling at a pretty good clip. With all the traffic, lap times were slowed until the field had spread out and then they were very consistent.

Given the new strategy, I had given some thought as to how I was going to handle the long drive. One-hour stints were no problem; all I had to do was avoid coffee in the morning and I was good but with a three-hour shift I was going to feel like an astronaut. It wouldn't be the drive that was the problem; it was going to be the lack of stops. No rest areas on the way to the moon either. I poked around the Internet a

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Minutes of the Board



Steve Ross

November Meeting

The November board meeting was called to order by President Chris Mongeon at 7:50 pm, after a delicious meal prepared by Kristin, at her and Dave's. Present in addition to Kristin were Steve (Acting Secretary), Stan, Bill & Rosemary, Dani & Marcus, Karen Cohen, & Adrienne.

Treasurer's report was previously emailed the board and was accepted after a second by Bill.

Stan reported that due the pretech stamps are not all accounted for so he will issue new ones that are numbered (must be his military background) and distributed to all current tech locations.

The annual Ground School will again be hosted by HMS in Peabody; tentative date is the 23rd of February pending confirmation by our host.

Our Watkins Glen late August date has been dropped by the Glen management and we will look into moving it to either September or October. Stan will hopefully have an answer from them by next board meeting.

Our Tremblant date has tentatively set for July 7-9, to coincide with the always popular "Blues Festival".

A long and spirited discussion was held as to the financial viability of continuing to hold the Calobogie event after two years of losses due to lower than needed attendance. The board was informed of Stan's multiple efforts to find a partnering region or the track itself to help move the event towards profitability to no avail. and the subsequent vote, following a second by Adrienne reaffirmed the board's desire to terminate the venue for the coming year with the caveat to revisit it in the future.

Stan then shared correspondence with Gary Hansen, President of CVR region, which is also requesting dates at the new Thompson Race Track indicating that they have committed to an early June Thursday for Black and Red drivers and two other Friday/Saturday dates in July and Septem-

ber open to all. Note; At the President's meeting shortly after the board meeting your acting Secretary spoke with Gary and he indicated that he would try to get our people in for that early June event if possible. In a related area Bill informed us that he is hopeful the region will be able to test the new autocross course at Thompson with connecting portion of the road course sometime this upcoming season.

Karen Cohen, chair for the Annual dinner reported that entry was light but that we still have 3 week until the event is held and is hopeful we will have a good turnout. She also mentioned that Susana Weber has some remaining goodie store items which will be raffled off at the event and she will try to acquire some other prizes in addition.

Marcus reported that he has received 61 photo entries for contest and the winners and their pictures will be displayed/announced at the dinner, then he gave the membership report which indicated we have 1516 primary members, 1007 affiliates for a total of 2523, Transfers in were 4, transfers out were 14 and new members 16.

Bill reviewed upcoming events and added that a tentative coffee and Porsches may be held at Porsche of Westwood. A minor discussion was held on Bill's proposed "weigh in" at the F1 go kart event that he is putting on in January, designed to equalize driver's chances and a satisfactory solution was agreed upon.

With his Autocross hat on, Bill reported that long time Zone Autocross chair Don Coburn, from Metro NY region, has retired and that he would be happy to coordinate the event next year with the new zone chair and work out a date that would not conflict with any of our DE events

as it has for a number of years.

Bill also presented a new policy regarding funding of tech where a dollar limit was agreed upon after being seconded by Marcus.

Finally Bill volunteered to design and distribute via email another survey to "take the pulse" of the region members and asked the board members to forward suggestions as to questions they would like to be included.

The next board meeting will be held at the home of Dani and Marcus on December 12th.

Adrienne proposed to close the meeting and Bill seconded, the meeting was closed at 9:53pm.

Happy PCA Anniversary!

Fifty-Five Years

Leigh Groves
Murray Patkin

Thirty Years

Russel Martorana

Twenty-Five Years

Charles Hallett
Don DeNovellis
Ronald Margolis

Fifteen Years

Darice Wareham
Kenneth Conway
Laurence Willard
Tim Harris

Ten Years

Bob Canter
James Beaumariage
Ned Elmore

Five Years

Gene Hunt
Robert Fontaine
Scott Garieri
Thomas Twyman

The Checkered Flag

COTA

Marcus Collins and
Dani Fleming



It's November, and time for what has become the annual pilgrimage to Austin to attend the U.S. Grand Prix. It's only the second time the event has been held at the Circuit of the Americas (COTA), situated about 15 miles from the center of Austin, but it has quickly become a fan and driver favorite. They have tried many different venues for the U.S. Grand Prix (more than any other country) — Sebring, Watkins Glen, Phoenix, Long Beach, Las Vegas, and Indianapolis — but

NER members might know Pete Donohoe ... but it certainly looks like he moonlights under the stage name Pitbull.

the track and facilities of the purpose-built Austin circuit mean that it's now a fixture on the Formula 1 calendar. There is still no final word on the 2014 New Jersey race, although it's tentatively on the schedule for May 30 – June 3, the weekend before the Canadian Grand Prix in Montreal.

Before I describe the weekend I should give a shout-out for the club trip to see the movie "Rush" in late September. Even if you're not a Formula 1 fan, the story of the rivalry between Niki Lauda and James Hunt is a great story. It focuses on 1976; the year Niki Lauda had his near-fatal crash at the Nordschleife (Nürburgring). After only a few weeks in the hospital he was back behind the wheel of a Formula 1 car. The championship came down to the final rain-soaked race at Suzuka in Japan (spoiler alert). After starting on the front of the grid Lauda retired after only a few laps because of the horrendous conditions. James Hunt went on to win the race and the championship — the first and last time the fun-loving James Hunt did this. Adrienne Ross ("The Nor'easter" editor) hired theaters in both Woburn and Seekonk for NER private



The 200ft COTA Tower.

showings. Both were well attended and the event was a great success — thanks Adrienne!

Back to Austin — as normal we flew in on the Thursday so we could attend all three days. If you're following this column you'll know Dani and I are keen fans. Last year we stayed in San Antonio but felt the drive to the circuit (about an hour and a half) was way too long. So, this year we stayed about halfway between San Antonio and the circuit. Close to the outlet center—; more on that later! You can stay in downtown Austin, but be prepared for expensive hotel rooms. On our final night we discovered Rudy's Barbecue just 5 minutes from the hotel — you buy the meat by weight and if you eat in they just give you a tray and paper to spread on the table. The brisket was to die for —

we packed a doggie bag and finished it off at the airport for breakfast! I guess you can only do this in Texas.

Getting into (and out of) the circuit went smoothly — the organizers have built roads directly to the track since last year, when getting out after the race on Sunday was a real challenge. Once on the freeway you can enjoy the liberal 80 mph speed limits. There's a question here for the state trooper at the "Do you know why I pulled you over?" talk in January — why are we limited to 55 mph in Massachusetts? We had seats at the hairpin at turn 11 last year, there's usually lots of action as the drivers jockey for position under braking. This year we opted for stand 15 with great views of the twisty Turn 12–15 complex. Stand 15 has 'real' seats (most of the stands are bleachers) and is by the main entrance, the driver autograph sessions and the COTA tower and provided a great view of the free concert after the race. Overall we were very pleased with these seats. If you get the choice, opt for seats higher-up in the stands though. If you're low down in the stands you will be looking through the catch fencing. If you're a photographer the fencing makes it impossible to get good photos.



Pete Donohoe's double Pitbull entertains the Formula 1 crowds.

Speaking of the free concert, look at the photo. NER members might know Pete Donohoe as DE instructor and personal

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The Long and Winding Road

LeMons Don't Suck

Bill Seymour

I'm sure you all are aware of the 'race a \$500 car' series known as "The 24 Hours of Lemons" (there have been previous columns/articles about it by Amy Ambrose and Tom Tate). My DE cohorts (Nick Shanny, Dave Berman, Dennis Mascetta) are interested in doing this next year, so we had planned to spectate at the Oct. 26th–27th LeMons race at NHMS. But Dave found a LeMons car owner who needed more drivers and we figured, why watch when we could actually do it? So, with apologies for a slightly longer column, here's the story...

We wound up lending them a fan belt and some other parts... But they kicked our ass while they were running, the ingrates!

Friday Oct. 25th

We were off at Zero-Dark-Way-Too-Early to meet Team European Dent Crisis for breakfast at the Eggshell in Loudon. Dennis had elected to only spectate and Nick was a late scratch (mandatory business trip — that work thing is a bummer!). So there were to be five drivers: Tom (car owner), Kurt and Phil (friends of Tom), and Dave and me. Dave and I finished breakfast and there was still no word from Tom, so we went to the track and located our 'racecar' at its garage. It is a 1973 BMW 2002 that had been appropriately stripped (including paint — it's down to bare metal — actually, make that bare rust). Dave and I fit nicely in the very tight seat, the entry/exit wasn't impossible, and it had a substantial looking cage — all good! Tom and the others showed up soon thereafter and they all seemed very nice. Tom had raced the car two times previously (at Monticello and New Jersey Motorsports Park). Kurt, as it turned out, had a metal shop and had worked on the cage. But neither he nor Phil had ever been on a racetrack before. Interesting.

The program for Friday included some final preparation of the car, tech inspection by the organizers and then track time so we could all try the car (and Tom could learn NHMS). Tom had put camber plates and a bump steer kit on the car but had not had time to get it aligned so, armed with a t-square and a scientific calculator, Dave and I attempted to set the camber to negative 2 degrees. After some measurement we declared that it was fine without adjustment (I think the Red Bull team might demand more precision), but in the process we realized that the tie rods were rubbing the tires. After some consideration of what was involved in removing the bump steer kit, ace mechanic Bill suggested some wheel spacers (my main mechanical contribution of the weekend). Some folks in the garage one car over actually had some that we borrowed and used 'til we could get to AutoZone.

On to the tech inspection. Despite the fact that the car had done two previous races, it was now deemed to be unsafe for lack of a rear bumper (fuel tank protected only by rusty sheet metal). Big Problem? Of course not. Kurt had

brought some steel tubing and within an hour welded up an acceptable fix. (As it turned out there was another BMW 2002 there that was similarly rejected, so he made them a bumper as well. We wound up lending them a fan belt and some other parts, and received a bottle of Bailey's Irish Cream in return. But they kicked our ass while they were running, the ingrates!).

The car not only had to pass the technical inspection, it also had to go through a "BS Inspection" where we were required to convince the organizers that it was, in fact, a \$500 car. Cars that were obvious cheaters were assigned penalties (number of laps to be subtracted when calculating results). In addition, cars were assigned to one of three classes: A = "A prayer of winning," B = "A prayer of finishing," and C = "No prayer of finishing." Despite the shiny appearance of the new camber plates (when these were cited, Tom says "My god, how did those get there?!") we were passed without penalty and placed in class B.

So now we were ready to race — or at least to try some practice laps. Tom took the car out for 15 minutes and declared it to be

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Around the Cones

By the Numbers



Steve Ross

As with many other NER members, I am heading toward that day when the trusty and fun-to-drive Porsche goes into hibernation. There have been many tech sessions and the excellent ad by EPE each fall that outline the simple procedures to prepare your Porsche for its winter rest. Most important in my opinion is to make sure the battery is cared for during its dormant state. A good quality battery tender/maintainer that keeps the battery charged and will shut off when that task is accomplished is most important. Also check the water levels in the battery to make sure they are not too low, in which case they should be topped up.

By the time you read this issue of "The Nor'easter" the Annual Dinner and election will be history and for the eighth time in the club's history a woman, this time Kristin Larson, will lead the club for the coming

Most important in my opinion is to make sure the battery is cared ...A good quality battery tender/maintainer keeps the battery charged...

two years. Since she has no opposition it can be concluded she will win.

For your edification, here is the list of former woman presidents and their year(s) of service:

Valerie Sorenson	1973
Sue Meyer	1974
Pam Sanborn	1975
Priscilla Wheatly	1982
Nann Wiensenberger	1989-1990
Susanna Weber	1992-1993
Barbara Noonan	2002-2003

As you can see by the calendar listing, our activities are now also going to their winter level, but there are still some exciting events to break the winter doldrums. Check out the latest information in "The Nor'easter" and on the club website.

I recently traveled to the bi-annual Zone

1 Presidents meeting in Albany, NY with presidential candidate Kristin Larson, and came away with some good news as it applies to our region.

First of all, we are in the top ten as far as membership numbers, having just past the 1,500 primary members a couple of months ago. The 2014 Porsche Parade, to be held in Monterey, California in mid-June, will most likely sell out rather quickly. If you plan to attend, it's probably best to sign up the first day of registration in March (there will be E-news info from national before that date) and also book a room.

And in two years the Parade comes east to Jay Peak in northern Vermont; an opportunity to drive to a nearby national event.

On the local front, we have tentatively been offered the use of the spectacular Elms Mansion in Newport for the annual Zone 1 Concours, probably in the early fall. To see a great picture of the last event we held there in September, 2009, check out the November, 2009 issue of "The Nor'easter" on the website, where Dave Weber shot a great picture of the 150-plus Porsches lined up behind the mansion from the roof of the building.

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Don't Lift

2014 Schedule in Flux



Stan Corbett

In the spirit of "Don't Lift!" work on next year's DE schedule has been underway in earnest since we wrapped up the season with our final event at WGI in August. Completing the schedule is highly dependent on successful, timely communications with the managers at the various tracks where we hold our events. This year that process has been bumpy at best, and the 2014 DE schedule is not yet complete. Major changes include the addition of an event at Thompson Speedway Motorsports Park (good news; more about that in a bit), a probable change in our WGI dates (not good news, I suspect, for most of us), and the worst news is that we are dropping our event at Calabogie for 2014. For those of you interested in advance planning, here is our DE schedule for 2014 as it currently stands:

February 23rd (Sunday) @ HMS; Ground

The Track Committee meeting was held on Saturday, Oct. 19th. I'll report on the meeting in a future column.

School (see separate article in this issue for details)

TBD early spring event @ NHMS; NCR event

TBD early spring event @ NHMS; this is our combined Novice Day and regular DE

TBD spring event @ NHMS; NCR event
June 6th-8th (Friday - Sunday) @ WGI;
Zone 1 48-Hours at The Glen

TBD summer event @ LRP; NCR event
July 7th-9th (Monday - Wednesday) @ LCMT (to be confirmed after Thanksgiving); once again concurrent with the Blues Festival which runs July 4th-13th

TBD summer event @ NHMS
September 26th-28th (Friday - Sunday) @ TSMP

TBD fall event @ NHMS; NCR event
October 17th-19th (Friday - Sunday) @ WGI (tentative; awaiting final confirmation)

As you can see most of the event dates are still in flux. I'll keep you posted, both in "The Nor'easter" and online in the Driver Education pages of our website, as we make progress on more details related to next year's DE events. In addition to the actual dates, this will include hotel deals, fuel and tire availability, and anything else I think might be of interest to us as 'track rats.'

The Track Committee meeting was held on Saturday, October 19th. Since I haven't even found time to send out the minutes to the members, I'll report on the meeting in a future column. We did select the recipients of the DE awards for 2013. One item of importance to everyone that participates in our DE events is that the track committee recommended, and the board approved, acquiring new stamps for the NER approved tech inspection stations. These stamps are on order and will be distributed (and the old stamps collected) prior to the start of next year's DE schedule. This means that NER tech forms completed by NER inspectors must be stamped with the new stamp or they will not be accepted.

On Sunday, October 20th, 39 of us met at Thompson Speedway Motorsports Park to view their progress on the road course. We signed in at their new registration building (the one we will use during our events) and were greeted by members of the staff. We proceeded into the pit area, which was full of racecars there for the weekend's modified and midget races. The group was able to walk/view the entire track and many of the facilities that are in various stages of construction. The track looks like it will be very enjoyable to drive, with features such as elevation changes, tight and sweeping corners, and a front straight over a half-mile long. You will need good brakes in addition to speed,

however, as there is a tight right-hander at the end of that straight! I'm really looking forward to holding an event at this track and expect we should have a good turnout as the location qualifies this as a second local track for us, closer than NHMS for many of us. After the track walk, about three quarters of the group stayed to attend the modified races. I haven't been to watch the modifieds in several years and had forgotten what a hoot they are to watch. With multiple lead changes on many of the laps these races are, in some ways, more exciting than some of the top series races including NASCAR and Formula 1.

I hope to see many of you at the Annual Gala dinner on December 7th where, as part of the festivities, we'll present the Instructor of the Year and Most Improved Driver of the Year awards to three of our fellow DE-ers. (Three!?! Ah-ha! If you weren't there you will have to wait until next month to find out what that's all about).

Don't Lift! Stan

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Things in the rearview mirror: Worries, other drivers, gas stations.

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PORSCHE

Let's Go Racing!

January 18th, 2014

2013 Calendar At-A-Glance

December

7 Annual Dinner
11 Board Meeting

Never mind that namby-pamby Driver Education where you can't pass in a corner and no one wins or loses. Never mind that autocross stuff where there's one car on the track at a time. Here's your chance at some real competition, where you can swap some paint in the corners and where no one is faster because they spent more.

Yes, we are talking Karting at F1. The City course has been rented (the longer, better one) for 1.5 hours on Saturday, January 18th. You will arrive at 10:00 am for weigh-in (lighter drivers have to put weights in the karts to equalize things) and instructions. Racing suits and helmets are provided (but bring your own helmet if you have one). We will be on the track from 11:00 am to 12:30 pm. If everyone follows instructions and we don't waste time, each driver will get three qualifying races and most drivers will get one final race.

Two classes of 18 drivers each will run. Let's call them Pro (for people who participate in a kart league, have been at F1 three or more times, or who want to run with big dogs) and Amateur. You will compete within your class for both qualifying and the final. The top 12 drivers in each class (based on fastest lap in any of the qualifying races) will compete in the final and the winner of the final will be... well, okay, the driver who is ahead at the end of the race. We are doing the two classes so that less experienced karters feel welcome. Participants are encouraged to stay after for lunch and a beer (there is a nice restaurant at F1 Boston). Cost is \$75.

THIS IS NOT AN OFFICIAL PCA EVENT. Here's how you sign up: go to <http://volunteersignup.org/FE49H> and sign up. Make sure your e-mail address is correct, as you will then get an e-mail with instructions as to how to pay. There will be no refunds. If the event is full, there's a place for you to sign in and maybe we'll try to add another event.

F1 Boston is at 290 Wood Road in Braintree. Check out their website for more information about the karts, racing, etc. <http://f1boston2.reachlocal.net/>

Questions: Bill Seymour at admin@porschenet.com



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



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48 Hour of Watkins Glen
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Contact Adrienne Ross, Editor with any questions you have about the content of THE NOR'EASTER. 781-249-5091 evenings before 9:00 - aross@porschenet.com
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Mail to: Dani Fleming, 16 Meriam Street, Lexington, MA 02420 - Enclose a check for \$15 payable to NER/PCA.
Note: All subscriptions for current subscribers must be received by February 15, 2014 to insure continued receipt of THE NOR'EASTER.

Winter Warmer with Herb Chambers!

Sunday January 26th!



Winter Warmer Presented by...Herb Chambers Porsche of Boston, Herb Chambers Porsche of Burlington
Need a mid-winter taste of your favorite car? That's what we asked last year and we got more than 100 folks to come to Herb Chambers Porsche of Boston! We all had such a good time that it's back on again in 2014. Join us on Sunday January 26th for coffee and a whole lot more courtesy of Mr. Chambers, General Manager Ian Miller and Leasing Manager "Race-track Rick" Scourtas. Look at cars, meet your friends and, once everyone is there, Rick will catch us up on the latest Porsche news. There will be coffee upon arrival and lunch later (killer 6 foot sandwiches last year!). We don't want to be greedy but there will probably be some really nice items raffled off. And who knows what else? Weather permitting take a test drive. And note that January 26th is Pro-Bowl so you won't be missing any important Pats' football!

The event starts at 11am and the address is: 1172 Commonwealth Ave. Boston. Please RSVP at <http://volunteersignup.org/37BBD> so we can plan food (and, very importantly in January, we will have your email to contact you if the event has to be cancelled due to lousy weather).

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





Driver's Education



Are you a new member of the Porsche Club? Or, perhaps, a long term member getting back into Porsche-related activities? Are you interested in expanding your Porsche experience into more exotic realms? Would you like to drive your Porsche 'spiritedly' without the risk of running afoul of the polizei?

If you've ever dreamed of driving your Porsche at speed, feeling exhilarated by its performance and learning to take full advantage of its capabilities, we invite you to get a head start on our 2014 track season by attending NER's Driver Education Ground School on Sunday, February 23rd. This is NER's annual classroom-based introduction to our Driver Education program and again is being graciously hosted by Joe Marko of HMS Motorsport at HMS's facility in Danvers MA. Additional information about HMS and directions to their facility can be found at www.hmsmotorsport.com.



HMS Motorsport started life as a New England regional center for performance tuning of Mustangs and BMW's, and has since grown to become the industry's leading safety equipment supplier to professional, amateur, and beginning drivers. They sell only the finest equipment that will fit the end user's needs, and pride themselves on firsthand experience with the products they sell. HMS has cultivated a devoted customer base that enjoys their honest, down to earth representatives and commitment to making track driving as safe as it can possibly be. Included in this customer base are the vast majority of NASCAR Sprint Cup, Nationwide and Camping World Truck teams, many IRL, ALMS, and Grand Am teams, as well as countless SCCA and Club-level racers and driving enthusiasts. HMS can be found at regional race tracks throughout the Northeastern US for many of the summer months. They support PCA, BMWCCA, SCDA, COM, SCCA, and Ferrari Club driving events among others. Additional information about HMS and directions to their facility can be found at www.hmsmotorsport.com.



PCA's Driver Education program is the most popular activity offered by PCA and the events are for all PCA Club members who are licensed drivers and 18 or older. NER's Driver Education events are especially well-known to be among the best organized, safest and the most enjoyable and rewarding DE events in this part of the country.





Ground School

Sunday February 23rd 10:00AM

The Ground School will give you a great overview of NER's on-track Driver Education program. While not geared to grooming you to become the next Formula 1 champion, we will discuss the fundamentals of high performance track driving and how many of these techniques can be applied to improve your everyday, on-street driving. You'll hear how to prepare for an event, how and where our events are held, what to expect when you get to an event and, most of all, you'll learn how much fun DE'ing can be. You'll also get a copy of the presentation containing lots of useful information.

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

And remember, attending this Ground School in no way obligates you to sign up for a DE event. However, we hope you agree that the only way to truly experience and appreciate what you and your Porsche are capable of doing is to drive it on track. Questions? - email Stan Corbett at trackchair@porschenet.com or call me (please, NLT 9PM) at 774-275-1621.

Who should attend?

Anyone interested in improving their driving and learning about our 2014 Driver Education program.

While everyone is welcome to attend NER's 2014 Ground School, drivers participating in NER's Driver Education events must be current PCA members, have a valid driver's license and be at least 18 years old.

Registration will be available through www.porschenet.com. Go to Ground School event page, and click on the registration link.

NER's 2014 Driver Education Ground School at HMS Motorsport Sunday, Feb 23rd @ 10am

Register Online at www.porschenet.com



Do You Know Why I Pulled You Over?

February 9th, 2014

It's only to tell you that Sgt. Jankowski of the Massachusetts State Police will share with us what it is like to be a traffic officer in the Commonwealth on Sunday Feb. 9th from 1-3pm. He's not going to tell you how to beat the rap, but the information will help you be a safer driver and a better citizen. He will bring radar and laser speed detectors for a demonstration, tell us what circumstances will guarantee that you do get stopped and he will share anecdotes of his work life. This may be the one time you actually want to meet a State Police Officer so don't miss it.

The event will be held at VFW Post #1274 in Natick (113 W. Central St. – Rt. 135). A light lunch will be served and the VFW bar will be open (we recommend extreme moderation or a designated driver!).

Given the time of year, there is always the possibility of a postponement - so you really need to sign up at <http://volunteersignup.org/HDWD8> so that we can alert you of any changes. And no, that is not Sgt. J's ride.

Questions: Bill Seymour at admin@porschenet.com



Understanding Your Porsche's Operation Part II

March 22, 2014

Rick Hetherington and Autobahn Performance present the next tech session in the series of "Understanding Your Porsche's Operation." This session is designed to explain, in layman's terms, some of the more complex systems at work in your Porsche. The basic function of any Porsche's electrical, brake, suspension, driveline and safety systems will also be covered, including things you can look out for, and do yourself if you like to tinker.

Rick will also cover some "bang for the buck" autocross and track mods available for your Porsche and take any questions about your Porsche.

The day will have something for everyone, including lots of great door prize giveaways! As usual there will be coffee, donuts and homemade snacks when you arrive, plenty of pizza for lunch and homemade treats, drinks and coffee for an afternoon snack.

Please plan on arriving a little early so you can mingle and we can still get started on time. This session should run from 10 till 2:30 with a half hour lunch, and of course the best prizes are given away last!

Rick and crew at Autobahn Performance have years of experience of setting up and servicing Porsches for street use, Driver Education and Club Racing. (Yes, they work on VW's, BMW's, Audi's and Toyotas as well.) They have been active and consistent supporters of Northeast Region including many years of sponsoring Autocross. They know Porsches, they know NER and they always put on a great show.

Please sign up at <http://volunteersignup.org/PB7FM> so that we can plan refreshments (and, very importantly in March, we can notify if there are weather issues!).

Questions: Bill Seymour at admin@porschenet.com

Autobahn Performance, Inc. is located at 3 First Ave. Centennial Park, Peabody, MA 01960. Telephone: 978.531.0808

AUTOBAHN PERFORMANCE, INC.





2014 NER Ramble

While many of you have put your Stuttgart chariot to bed for the winter, it's not too early to set aside April 26-28, 2013 and make plans to join our 2014 Ramble to The Otesaga Resort in Cooperstown, NY. You're always welcome in whatever you chose to drive on the Ramble, doesn't have to be a Porsche. NER's annual Ramble has long been the club's single most popular event and you don't want to miss it this year. If you've never joined an NER Ramble before, just picture being part of 135+ Porsches driving the twisty back roads of NY, preceded and followed by good food, drink and friends.

When we contracted for this Ramble a year ago we could only hope that the Sox 2011 & 2012 seasons would be remediated, and indeed they were in 2013. The Baseball Hall of Fame will be opening 2013 World Series displays in December, 2013.

You'll have the option of arriving at The Otesaga anytime on Friday (at a low negotiated rate separate from the rest of the Ramble) to enjoy the activities available in and around the resort. Note that for the past several years 99% of you have arrived on Friday or earlier to begin your partying. In fact I've gotten our rates beginning on Thursday and extending through Sunday. Check things out at <http://www.otesaga.com>.

Visit the Ommegang brewery, <http://www.ommegang.com>; or <http://baseballhall.org/>; or <http://www.fenimoreartmuseum.org/>; or <http://www.farmersmuseum.org/>, and many other attractions.

Register promptly unless you're a masochist and enjoy being on waiting lists. There are 135 rooms, when they're gone there is the Cooper Inn (same ownership) and many other inns and B & Bs in Cooperstown.

Full details and registration form will be in the January Nor'easter. If you can't wait 'til then, email questions to us @ bmh993@porschenet.com.

See you on the back roads,
Your Ramblemeisters Bruce & Joyce



The NOR'EASTER is all about *Your Club!* Let's make it *Ours!!*

NEW!!

Letters to the Editor!!

I'm asking YOU, the Members to

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to ME,

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OR... email letters and/or photos to me at: aross@porschenet.com

Does your Porsche look like this?



NO??

Well, I'd like to see it!
Even if you've been a member for 30 years, I still haven't seen your car, and hundreds of other members haven't either!

Show off your baby! We want to see it!

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Put in a self addressed stamped envelope and I'll mail 'em back to ya.

WAR STORIES??

You know what CAR enthusiasts like? War stories...

Good or bad, we all like a good car story. Do you have one to share? We'd love to hear/print it!

Before and after pics? We love those too!! Tell us your car story!



tips...

Driven that Porsche for 25 years, and think you know it all?

Tips of the trade, car covers, types of tricklers, fuel additives, or winter storage.

TIPS WANTED!!



Do I Really Need a Winter Project? Part II

Copy and Photos by Mike Kerouac



Let's see, where did we leave off last time? I was just at the end of the beginning of the project. If that doesn't sound familiar, then dig into the stack of magazines at your house and pull out the last issue of "The Nor'easter," the one with the yellow 993 Turbo on the cover, and read part one of this series. If you can't find that issue read, the following paragraph really fast and you'll be all caught up. If you already read part one, then the following paragraph is for your amusement only.

We started at the beginning. The decision to take on a winter project. There was the contact with Tom Tate, through Adrienne Ross. The Research. The Search. Then the change in Strategy. The Find. "I'm in." The Pickup. The Oh S#\$T... Bang. The Walkaround... Not Bad. Learn, learn and learn some more. The name: Penelope, Penny, Shiny Penny, Pretty Penny or, for James Bond fans, Money Penny. The Plan... Mild restoration (is there such a

thing?). The Lists... Lists... Lists. My job, Tom's job. The end of Part 1. Okay, you're all caught up. Now let's see what progress has been made.

The Plan Revisited

Just for full disclosure I have to say that I had a day or two when I was challenging the plan Tom and I had laid out for the car. How far did I really want to go? This car was nice and had a cool history, but it was a racecar, so no matching numbers and a significant number of missing items, from trim to the canvas top. We are on the hairy edge of over-investing in the restoration. The current plan was to finish the Speedster, with nice shiny paint and chrome. I would also keep the original silver and red color scheme

But the evil Mike says the heck with tradition. Paint it matt black, with black interior. No carpets, just raw floor pans, exposed shifter linkage and put the roll bar back in. Add brushed, raw steel bumpers. Red wheels, no hubcaps. Obvi-

ously, I would need to have pitted chrome everywhere, with just the right amount of rust showing through. Ooh, baby. Minimal dollars invested for a very cool 'Outlaw,' but I would have the traditionalists lined up at my door, hanging noose in hand.

As a milder outlaw alternative, I even thought about maybe recreating the Steve McQueen Speedster. All black, with a white number 71, roll cage and cross-taped headlights. Another 'ooh, baby!'

But in the end my conscience prevailed, and I stayed true to the marque. Original colors per the Kardex, nice shiny paint, replated chrome, new carpets and as many original parts as possible. So, now we can move on with the process of completing my winter project.

The Research Continues:

One of my goals was to use this car to learn. There are a few ways to accomplish that goal. First there are books, books and more books. Log onto Amazon, eBay or the 356 Registry and you will find dozens



Parts pile before tear-down.

do-it-yourself comes with some caveats. You will most likely find some things you don't want to find, you will most likely break some things that will be expensive to fix and you will most likely find much more that needs replacing than you originally thought. I think Tom gave me a rule of thumb that says, "Twice as long and twice the cost." The biggest challenge with a mild restoration is the blend of old and new. If everything looks old and the car has a balanced patina, it looks good. If everything is new and shiny it also looks good. But when you place a bunch of new shiny bits, next to a bunch of old bits, the old parts look even older. The car becomes

unbalanced. When you do

this work yourself, you tend to just keep adding to the shopping list. One part after another goes into the 'replace or restore' pile. It's a very strong bias that is hard to resist. As I looked at the size of the pile, I said to myself, "So much for a mild restoration..."

The Pile

As the pile of parts I removed from the car grew, I began to collect some observations about the process and the 356 itself. You can see the 'before' pic for the post-tear-down pile and the 'after' pic for the post-shopping-spree pile. As a side note, the post pile is not even complete. The new carpets, convertible top and side skirts are still being made. Additionally, the new exhaust, heater components and windshield are at the shop.

The Observations

Where did all the slotted screws come from? The 356 is full of them. Do you know how hard it is to remove a 50-year-old slotted screw? Needless to say, only a percentage of them survived intact.

I didn't even know they made 4 mm nuts. My wrenches only go down to 7 mm. The 356 has 4 mm nuts. The engineer that spec'd these nuts is nuts. They are hard to reach and even harder to get off.

What looked old, now looks even older. As I said earlier, a chrome part that looks acceptable on the car now looks totally unacceptable when placed next to a new shiny part.

Why would any engineer offset the nut for the hood handle inside a hole in the hood? Special wrench to get it off, very skinny fingers to get it back on.

What's that oily black stuff dripping out of the windshield pillar? The first of many surprises. I was removing the two bolts that hold the windshield pillars in place. I pulled the bolt out of the driver's side and black oily water poured out of the hole onto the carpets. Luckily, the carpets also look old next to the new shiny stuff. They were already on the replace list.

A heater box... the car needs a heater box? You're kidding? It attaches to the muffler to bring heat into the cabin? Really?

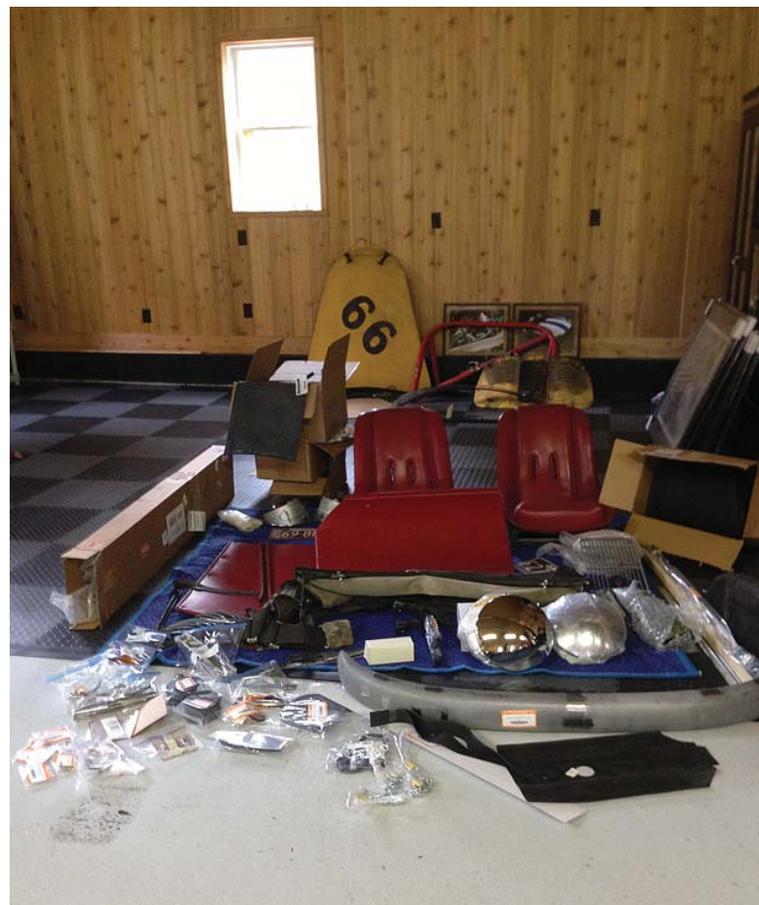
of books on the 356. Everything from the history of the car to detailed restoration is readily available. So, I pulled out the old credit card and waited for boxes to show up at my door. While I was waiting, I transitioned into the second way to learn...

E-mails and Phone Calls: Questions and Answers

Bumper uprights or no bumper uprights? Override bars or no override bars? Short uprights vs. tall uprights? Stock Exhaust through the rear uprights or sport exhaust under the bumper? Full carpet or carpet with rubber mats. Original colors per Kardex or my favorite color? Exterior side spear trim and rocker molding as original, or keep it clean? The questions are endless and I haven't even read the books yet. So I used the best human resource available, in Tom Tate. The 'preliminary' final decisions were, short uprights, no override bars, sport exhaust, carpet with rubber mats, exterior trim and colors that match the Kardex. Not too bad, we have the basis of mild restoration. Does anyone still believe there is such a thing? Now on to the third method of learning. Just do it...

The Tear Down

"Just do it" is one great way to learn. But



Parts pile post shopping spree.

Who knew?

The wheels have date codes; the date codes should match the production date of the car. Yup, it's true and thanks to Tom's contacts, I actually found sets of wheels that match.

Every time, you think there can't possibly be any more parts you need, a missing clip, screw or panel pops up.

Sleep on it simply means that you will end up fixing, restoring or buying. May as well buy it now instead of staring at the ceiling while your brain performs the 356 part acquisition Olympics

Shopping

All I can say is thank God for the Internet and mobile technology. I can't even conceive of doing something like this without E-commerce, websites, E-mails and online photos. In my experience, there are minimal challenges in this space. Dozens of companies sell Porsche 356 parts on line and there are a few big ones that have almost everything. For the all original or hard to find items, there is also eBay. I buy parts from the airport, the parking lot at restaurants, my barber's chair. I can increase my eBay bid while walking down the street. Overall, mobile technology is a huge timesaver and it gives you instantaneous global reach. The only challenge I had/have is finding a few parts that are not easily bought on eBay or aren't reproduced by the aftermarket. I ran into issues finding little things like clips for the jack and big things like the heater control unit. In those cases, you go old school and hope the 356 community can help out.

Wrapping up part 2

So where is this restoration as I wrap up part 2. The initial tear down is done. The car

has been shipped off to the body shop. As of this writing, she is stripped down to bare metal. Bondo is being pulled out and dents are disappearing by the minute.

I now have round one of my shopping done. Once the car finishes paint, it goes to the mechanic for an end-to-end sorting. That will be shopping list number two. From there it goes to the interior people which will be shopping list three, and ultimately the car comes back to me for final assembly, which may require shopping list number four. Still a long way to go, but I'm very happy with the progress. I'm also very happy with the process. I'm learning as fast as

I can. I'm gaining knowledge about a tremendous car and the role it played in the success of one of the best sports car companies in the world. It is very rewarding to experience a part of Porsche history. It is also very rewarding to bring that history back to life. In fact it is so rewarding that I purchased a 356A coupe, with a very cool history of it's own, as a second project. But that is a



Stripped out!

story for another day and another issue of "The Nor'easter."

Until the next issue, drive safe.



Car stripped down.

Holiday Considerations

As the holiday's approach, this seemed like a good time to point out a few new books that have been introduced on the market that your favorite Porsche Enthusiast may be interested in.

First up is *Porsche 911: 50 Years*, by Randy Lefingwell. Celebrating a half-century of one of our favorite cars. Through beautiful photography sourced from Porsche's own historic archive and lucid storytelling, Randy relates the entire history of the rear-engined wonder: design and development, racing and competition, engineering and technology, style and culture. Covering every iconic 911 model through the ages—including the original 901 prototype, the famous Turbo, and the fabled 959—Lefingwell also highlights the men behind the legend, from "Butzi" and "Ferry" Porsche to Peter W. Schutz and Dr. Helmuth Bott. Finally, the book taps into the 911 community, comprising the devoted clubs and enduring culture that will continue to surround the car long into the future.

The stories and images alone make *Porsche 911: 50 Years* the essential book in any Porsche enthusiast's library. The

pictures are stunning, some are surprising.

I have it on my coffee table, and can't keep my hands off it. I pick it up often to revisit a story, or take a second look at a picture. It's published by Motorsports Books, and I Googled it to find a copy.

The second book released this fall was the *The Porsche 911 Carrera (Type 993) Service Manual: 1995-1998* by Bentley Publications in Cambridge MA. It's a comprehensive source of service information and specifications for Porsche 911 (Type 993) Coupe, Cabriolet and Targa models from 1995 to 1998.

Models covered are : 1995-1998 911 Carrera, Carrera S, Carrera 4, Carrera 4S
Engines covered: 1995: 3.6 liter (M64.07 and M64.08), 1996-1998: 3.6 liter (OBD II M64.23 and M64.24)
Transmissions covered:
G50 (6-speed manual, RWD)
G64 (6-speed manual, AWD)
A50 (4-speed automatic)

The manual has been designed with simplicity and clarity, practical explanations, step-by-step procedures and useful specifications.

The pictures are clear, with instructions that anyone could follow along with. Its a full-color repair manual (black and white electrical section), with-in-depth maintenance instructions for everything from changing the engine oil (and both oil filters) and Tiptronic transmission fluid to replacing the cabin microfilter. This manual tells you how and when to do it.

Type 993 enthusiast guide with year-to-year model specifics, and a comprehensive listing of Porsche option codes. Step-by-step

Porsche 911 Carrera

Service Manual Carrera, Carrera S, Carrera 4, Carrera 4S 1995, 1996, 1997, 1998



Bentley Publications

engine / transmission assembly removal and installation. Illustrated engine tear-down and rebuild, with camshaft and timing chain replacement, detailing wear limits and nominal values. Fuel injection and ignition system service and component testing of different Bosch DME engine management systems, including the secondary air injection (SAI) system. Clutch, flywheel and rear main seal service. Front and rear drivetrain service, including front (C4) and rear differential service. Brakes, steering, suspension and ABS maintenance, troubleshooting and repair for both vacuum boost (C2) and hydraulic-boost (C4) brake systems. Heating and air-conditioning repair, including A/C component replacement. Body adjustments and repairs, including convertible top, sunroof and targa top service and adjustment. Electrical system service, with an easy-to-use illustrated component location section. Wiring schematics for selected models, with DME systems, power distribution, grounds, convertible top and other hard-to-find circuits.





Five Countries in 10 Porsches

Copy and Photos by Donato DeNovellis

Brenner's Park Hotel

It is inevitable when we, the passionate owners of Porsches, discuss our cars, the wish that we could drive our cars in the manner for which they were designed becomes the focus of our discussion. While track days and autocross provide some of that experience, it would be wonderful to drive our cars on a daily basis to make even the most mundane trip fun. That wish can be satisfied in the land where our cars are made — Germany. Recently, four of us took the “5 Country Tour” offered by Fastlane Travel located in Clearwater, FL. The experience was nothing less than fabulous.

The 5 Country Tour was predominantly in Germany and Switzerland, with a brief drive through Austria, Lichtenstein, and southeastern France. The tour included current year Porsches (in our group there were nine 911s and one Panamera 4). The tour started out in Stuttgart, and the first two days included tours of the Porsche Museum and the principal factory.

We were fortunate that our tour of the museum was during the period that

Porsche was celebrating “50 years of the 911” with a special exhibit chronicling the evolution of the 911, beginning with the 901 and culminating with a limited-edition 50th anniversary model. Fastlane arranged personally guided tours for our group that allowed us to fully appreciate the vehicles on display.

Fastlane also arranged a few small-group guided tours of the factory in Stuttgart. Knowing the engineering and superb quality of our precious cars, it makes you appreciate the precision in which these cars are built. The tour gave you a real sense on personal ownership that each and every employee has for the product he produces. Porsche employees, when asked what they do, never say they perform a specific task(s); they all respond with “I build Porsches.”

The 5 Country Tour was our choice because of the itinerary and, importantly, it is designed in a way so you drive at your own pace with opportunities to do explorations, diversions, etc. Our tour ambassadors provided us with helpful sugges-

tions about what to see along the way, and provided assistance whenever that was needed.

Fastlane was great at giving us local knowledge and, most importantly, instructing us about the ‘rules of the road’ — especially the ability to identify when unrestricted driving was permitted on the Autobahn. There is nothing comparable to relaxed driving on a perfectly maintained road at well above 100 mph. It is, however, somewhat disorienting and disconcerting to be driving at 125 mph and above and to be passed with ease.

Our first day of driving took us to the Bavarian medieval town of Rothenburg ob der Tauber. In Rothenburg we stayed at the intimate Burg Hotel (see right photo), which is built into the historic walls of the city. This tiny historic hotel has only 15 guest rooms. At once we felt as though we were visiting family.

Rothenburg is famous for its cobblestone (and very narrow) streets, its Christmas shops, and numerous galleries. Navigating a Panamera 4 through these narrow streets

was nerve-racking and thrilling. If you go, be sure to take the evening tour of the city with the night watchman. It's a fun and relaxing way to quickly grasp the historical significance of this quaint and lovely town.

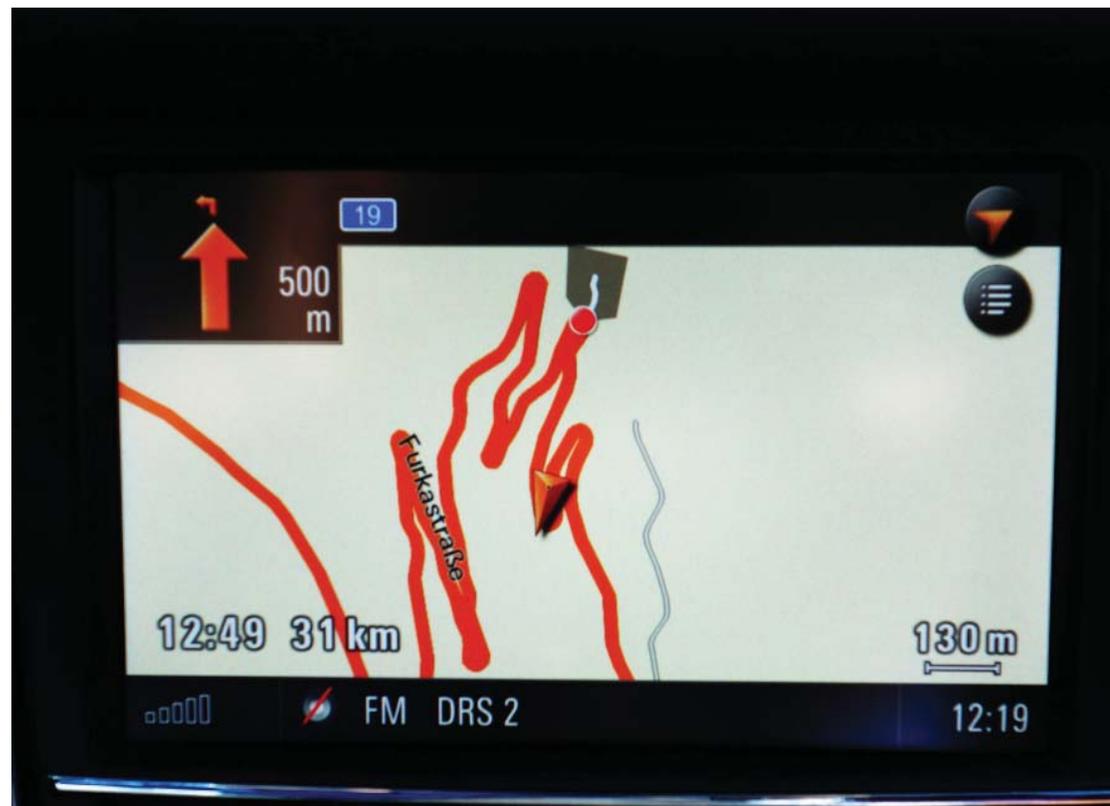
From Rothenburg our tour took us to Lindau, Germany on the banks of Lake Constance. The Autobahn route selected allowed us to stretch the legs of our Porsches. Our accommodations in Lindau were on the waterfront and our backdrop was Lake Constance with panoramic views of Austria, Switzerland, and the Alps.

Departing from Lindau, our next stop was Switzerland, staying in the Seehotel Sternen in the tiny village of Horw, Switzerland, just outside Lucerne on the shores of Lake Lucerne. This quaint rustic village was a perfect respite before our breathtaking drive through the Alps.

Our day tour of the Alpine passes was invigorating, exciting and challenging to the max. As you can see from our GPS its more than just a few switchbacks! We traversed three passes. They were the Furka Pass, which climbs to an altitude of 7,990 feet, then the Grimsel Pass at an altitude of 7,100, and then the Susten Pass at 7,300 feet.

A bit of movie trivia: the Furka Pass was used in the James Bond film "Goldfinger," with a famous drive through the pass in his Aston Martin. All three passes made each of us become one with our Porsches as we tightly navigated the hairpin curves, blind curves and what seemed like never ending switchbacks. From a passenger perspective the views were spectacular, while inducing white knuckles! As you can imagine the roads were narrow, making it nearly impossible to have two cars pass at the same time, never mind the occasional bus.

After our adrenaline rush through the passes, we ventured into Lucerne that evening and ended our day with a traditional Swiss fondue. Our tour continued as we headed toward the beautiful city of Baden-Baden in the Black Forest area of Germany. Baden-Baden, known recently as the playground for the young wealthy Russians, is



better known for its thermal spas. Our accommodations at the 5-star Brenner's Park Hotel were just magnificent.

After a very nice evening in Baden-Baden we set out for our next adventure. This day brought fond memories of our own Ramble, but with a twist. We were provided a booklet with various landmarks and were asked to find the landmarks and determine their significance, or the reason it was where it was. Here

we were, in a foreign country not knowing the language, and trying to ask the locals what or where the landmark was... We definitely needed a multilingual co-pilot for this one! As we hunted for the landmarks, we passed through southeastern France through the French Alsace-Lorraine region, where they just completed their grape har-



Rothenburg ob der Tauber

vest. The Spooners did not do well on the hunt, but we are proud to say that Roseanne made us all look good. After completing the hunt, our return trip to Baden-Baden took us through the Black Forest on yet another very scenic drive.

Our final leg of our tour took us back to where it all started, Stuttgart. Once again we were able to open up the Porsches on the Autobahn and at one point the Spooners had their 911 cruising at 143 mph. It's exhilarating letting these cars perform!

Upon our arrival back in Stuttgart we discovered how important it was to pay attention to the 'rules of the road' and comply. One of our fellow travelers experienced a very expensive lesson when he learned that he was clocked electronically for doing 220 kph (136.7 mph) in a 100 kph (62 mph) temporary speed zone attributable to road repair. The police arrived at our hotel looking for "Mr. Lead Foot." The next morning we discovered that his speeding fine would be between



Porsche factory in Stuttgart

\$5,600 to \$8,400 USD. This experience gave us a clear insight into Germany's use of state-of-the-art technology and the price of violating their driving laws.

We can safely say that our two Porsches were returned in the same condition in which we picked them up, and without incident.

We wanted to share a little piece of our trip with our fellow car enthusiasts. If you want an adventure driving in our wonderfully engineered cars and really seeing what that engineering can do on the open road, we would recommend this trip.

Here is a list of links of the places we mentioned in this article.

Travel Agent/Trip Sponsor

www.fastlanetravel.com

Porsche Museum

<http://www.porsche.com/international/aboutporsche/porschemuseum/theexhibition/specialexhibition/>

Locations

http://en.wikipedia.org/wiki/Rothenburg_ob_der-Tauber

<http://www.nightwatchman.de/index.php?&sprache=ENG>

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Furka Pass: <http://www.dangerousroads.org/switzerland/152-furka-pass-switzerland.html>

Grimsel Pass <http://dangerousroads.org/europe/74-grimsel-pass-switzerland.html>

Susten Pass <http://dangerousroads.org/switzerland/180-susten-pass-switzerland.html>

<http://www.baden-baden.de/en/>

Lodging

<http://www.burghotel.eu/index.php?id=9&L=1>

<http://www.seehotel-sternen.ch/ourhotel>

http://www.brenners.com/eng/welcome/?gclid=CPzL_46b3boCFWdnOgodNh0AXw

Burg Hotel



1957

Average Cost of new house \$12,220.00

Average Monthly Rent \$90.00

Average Yearly Wages \$4,550.00

Cost of a gallon of Gas 24 cents

Bacon per pound 60 cents

Eggs per dozen 28 cents

Elvis purchases Graceland

Donnie Osmond was Born

Popular Movies: Ten Commandments, 12

Angry Men, Jailhouse Rock

Popular TV Shows: Dragnet, Lassie, Gun-

smoke, the Lone Ranger, Perry Mason

Toys: Frisbee, Slinky and the Hula Hoop

American Bandstand Debuts

Soviets Launch Sputnik

American Cars: 57 Chevy Bel Air, 57 Thun-

derbird, 57 Cadillac Eldorado. Avg Price =

\$2749

Price of a Porsche 356, \$3495. A compara-

tive fortune in 1957.

I can't say that I'm nostalgic about any of the items above, because I was born in the 60's, but I can appreciate the quality and enduring charm that many of our 50's icon's still hold today. Who doesn't love the skinny Elvis, a Frisbee, a rerun of The Ten Commandments or a classic episode of Dragnet.

Let's move on to the main subject of this literary disaster, a car. After more than a decade of car collecting, I finally bought a car older than me. I actually bought two cars older than me. The Miss Money Penny Story is being told starting with the last (November) issue of Nor'easter and you can find part two in this issue. The story of this car, a 1957 356A T1 Sunroof Coupe starts now.

After reading Adrienne's November Editorial, which I affectionately titled, "The Accidental Tourist, I was inspired to share

my own history lesson.

Adrienne chases the history of homes and cities, cultures and nations. She's a very deep thinker with a timeless Soul. If there ever was a case for believing in reincarnation, Adriane is it. I can picture her prior lives spanning the globe and the centuries. Me, I'm a little more basic. I recently discovered that I like chasing the history of old cars. Every car can tell some type of story, some more than others. Weather it's a first date at a drive in movie, a gangster hit, a ride with a celebrity, driving Miss Daisy or simply all the places the car has visited and all of the experiences the car has rewarded its owners with, every car has a story, especially this 1957 356A T1 Sunroof Coupe.

I discovered the car on EBay. As usual, the pictures looked good. Al-



A History Lesson: The Roaring 50's

Copy and Photos by Mike Kerouac



most all the sellers on Ebay know how to post good looking pictures these days. If you ever see a car that looks marginal in pictures, run fast, I guarantee you it will be a train wreck in person. But even with a healthy dose of skepticism this car stood out among all of the other 356's for sale.

A quick cut and paste had an email off to Tom Tate for his opinion on the car. He liked the car and its history. Another quick discussion on what my max bid should be and I was off and running. This would not be an inexpensive purchase by any means, but the history of the car had me hooked. Let me share portions of the Ebay description with you. By the time I finished reading it, the hook was firmly implanted.

Car:

1957 Porsche 356A Sunroof Coupe. Chassis 101010 An original Sunroof coupe with factory Certificate of Authenticity documentation.

Original 3 Owner Car.

Never Any Accidents.

Originally Beautiful Aquamarine and Red. Repainted Silver by prior owner in 1963 and freshened up by present owner in 1999.

DERRINGTON Wood Rim Steering Wheel.

VERY RARE Twin Stalk Turn Signals.

Chrome HALDA Speedpilot (only available in 1957)

HEUER Dash Mounted 24 Hour Master

Time.

HEUER Dash Mounted Sebring Stopwatch.

Original Roadside Rally Reflectors in Metal Case for Emergency Use.

Matching Number Opening Panels. (010)

COMPLETE Set of Keys (possibly unique).

Tool Kit.

Mesko.

Drivers Handbook.

Parts Manual.

Original Osram Metal Bulb Holder (NOS), that was included with each new car that

was sold.

Original Spare Set of Bosch Black Thread Spark Plugs in Bosch Case (NOS), this was included with each new car that was sold.

Just looking at the specs on the car my initial thought was that this is a very complete package. Having things like the tool kit, NOS Bulb holder, all books and especially all five keys is very special. I have a hard time buying a 5 year old Ferrari that still has all its keys and original manuals, forget about a car that's 56 years old. Then there is the original color. Aquamarine and red was likely considered hideous in the late 50's. Today it is distinctive and rare. Only a handful of cars were produced in that color combo.

The Rally gauges and Rally Roadside reflector kit also intrigued me. Was there a Rally history with this car or were the gauges just added as bling? I'm thinking the former. Heuer gauges were and are expensive. I can't imagine them being added just for bling. Can you feel the hooking getting firmly planted? After the description the owner added a bit of the cars history.

History:

Sold in 1957 by Concours Motors, Milwaukee to customer.

Concours was owned by Bill Wuesthoff who raced Porsche's at Sebring, mostly 718-RS 60's (1961-1962), for Porsche Car Imports along with Augie Pabst and Bruce Jennings as well as a privateer in over 100 races, including the Nurburgring, Road America, Meadowdale, etc., etc..

First owner installed rally equipment

Wooden steering wheel.





The original set of 5 keys that cam with the car. Ignition, doors, hood, glove box and shifter.

including a rare Chrome Halda Speedpilot and Heuer 24 Hour Mastertime as well as a Sebring Stopwatch on the glove box. Wuesthoff bought the car back for his personal use in 1959 and installed engine *P715495* sometime in the early-mid 60's. Being a works driver and dealer he had access to everything Porsche had to offer and a B engine was superior to an A engine in so many ways. Now we know better but that was then, this is now.

During the mid 60's (1963) the car was shipped to the Porsche family home where a cloisonné Zell-am-See badge was attached to the dash to commemorate the visit. Present owner (me) bought the car in 1997 with 21,587 miles when a full mechanical restoration was done between 1997-99 in preparation for living abroad.

In 2000 the car was shipped to Geneve, Switzerland, via France, when owner was posted to the UN Diplomatic Corp. Instead of the usual, and ugly plastic current, CD Plate a very rare period "Oval" was obtained and mounted - much to the annoyance of the UN Bureaucracy who are not known to bend rules. On the other hand Porsche people are not accustomed to hearing "no" for an answer...

Who could not get hooked after reading that description? This seller needs to work

in the marketing department at Porsche. There are just so many items in the list above that just intrigued me.

A factory works driver on the Nurburgring. A visit to the Porsche family home in the early 60's with a badge on the dash to commemorate the event.

As you read from above, the car also traveled all of Europe as part of diplomatic duty by its owners. A metal diplomatic plate that the owners spent years hunting down came with the car. From the owner of the car, "It took a LONG time to find it, many old car shows, Retromobile in Paris and Essen in Germany as well as Beaulieu in the UK were attended in hopes.... finally found it in Paris at Retromobile."

I try to imagine the car parked at the Porsche Family home. First of all, which home? There were several. Who was there? What other cars were there? Then the car made a second visit to Europe as part of the Diplomatic assignment in the early 2000's. How much the world had changed by then and yet I'm sure the 356 still felt right at home on the motorways. If only she could talk. I can also imagine Ron and Joanne walking through all the major car shows

across Europe just to find that CD plate. So, fascinating in so many ways. I now double hooked and I hadn't seen the car yet. I watched Ebay daily and hoped that I wouldn't have to let passion override my common sense. I placed the max bid that Tom and I agreed upon and I didn't want to go over that number. I was trying to buy the car from pictures only, so the owner's integrity in describing the condition of the car was critical.

Condition - Present:

NEVER Any Accidents.
FULL mechanical restoration - Drive Anywhere, Anywhere.
Engine (Dick Weiss),
Transmission (Mile Robbins),
Suspension (Vic Skirmants),
Mileage of 28,252

All work that was done and all the receipts are present as well as before and after engine specs. Some of the old parts were retained and are included. Only the BEST parts were used. So-dium Filled Valves, ARP Fasteners, Big Bore, Mild and tractable Elgin Cam, Full Flow Oil System using a cast alloy finned Fram Head and a removable Cannon Filter Housing of the HP 6 size. (adds a full quart of oil to the system), 40 IDA Webers, Powder Coating, Cadmium (not bright zinc but real Cadmium) Plating, etc.

The Weber's have beautiful Period Alloy Velocity Stacks with a Wire Mesh "Bubble," that are covered by Cast and Finned Alloy Air Cleaner Housings. THAT'S attention to detail...

There are 3 full binders of receipts and documents that go with the car. Still retains the original RED LEATHER interior which is in Excellent condition as is the headliner and other soft trim.

The car has PERFECT gaps . The opening panels are all matching numbers (010) and all the glass is original to this car.

The car would benefit with some attention to rust but is not necessary in the foreseeable future.

It comes with rare chrome 5.5 inch Fuchs wheels (not Brazilian Mangels) with Dunlop 185/65/15 tires as well as the correct date coded spare and Michelin X Spot.

I bought the car in 1997 and continued to use only Porsche parts whenever

possible.

Breif Write up:

This is an excellent opportunity to acquire a genuine T1 -2 sunroof coupe (originally, but not currently, in the most attractive color - Aquamarine) that has period and correct rally equipment since new along with some rare accessories and an impeccable and interesting history including a Factory Works Driver and Diplomatic Service. A car that has had ALL the mechanical work done.

For a LOT more money, you probably can find a better car but you can't buy history, ownership, color or provenance, period. It's the right car with the right equipment and the right history, no excuses.

The write up was convincing and remember that I'm only sharing a subset of the owners text. So once again, even with a healthy amount of skepticism, this car still stands out among the crowd of 356 Coupes on EBay and the 356 Registry. I didn't have to have this car, but I certainly



The original set of bulbs and fuses.



Diplomatic Corps special licence plate mounted. The abbreviation stands for Corps Diplomatique.

wanted this car.

Now the clock is ticking down to the final minutes. I'm sitting on the couch watching as my competition bid up closer to my "theoretical" max. The bidding reached \$500 from my max number with 4 hours to go. I thought there was no way my bid would hold up. The next 4 hours were torture. In the final minutes, even though I had my finger on the touchpad waiting to up my bid, I'm telling my wife that we're out, someone will pop past my max in the last few seconds, the car is too attractive to sell for the number I entered. I kept hoping to hear her say, "up your bid if the car is that good", but she just started counting down, 10, 9, 81, 0. The words "You won", popped up. I won! I smiled inside but tried to sheepishly be surprised that the car sold for that price. I don't think wifey was buying it, especially after she looked at Ebay and saw that I had already purchased Massachusetts 1957 license Plates.

As most of you know, Ebay is pretty straight forward. You pay a small deposit on auction close and then wire the balance before the car ships. If you don't get the car pre inspected, you hope the sellers are reasonably honest. I didn't get the car pre-inspected, so I'm counting on the seller's integrity. I used my wife's Ebay account, so she was now my buyer's agent. She started to exchange emails with Joanne, the seller. As you might guess, she was the seller's agent for her husband. He used her account to sell the car. My wife Ann and Joanne hit it off immediately. They traded war stories about being married to car guys and exchanged plans on the evil things they should



Red leather seats.



Tag Hauer timing equipment.

do to break our bad habits. Probably the most fun, my wife ever had buying a car for me. Ann wired the money to pay for the car and we sent our local transport guy to Chicago to pick the car up.

As we quickly found out, Joanne and Ron are tremendous people. They did everything they could to make the purchase and the pickup of the car easy. They also included every piece of history associated with the car, including some items like the Diplomat's Plate that must have been very hard to part with. Ann

and I are hoping to take them to dinner sometime if they can get to Boston.

I'm sure they can share many stories that would just add to my fascination with this car. Oh ya, "this" car. As most of you know by now, I name my cars. I know you are on the edge of your seat. What could the name possibly be this time? Are there any good names left?

Well, we wanted to honor Ron and Joanne in some way, so I named the car Jo Jo, after Joanne. It just seemed to fit.

We anxiously awaited the arrival of Jo Jo. Our transport guy made the round trip to Chicago in an impressive 3 days. Ann unloaded the car with him on a Friday afternoon and I couldn't wait to leave work and get my first look at Jo Jo. Overall, the car was as advertised. Interior was in great shape, panel numbers matched and the trim was mostly correct. The rust was significantly more severe than advertised, but one man's "fix it now", is another man's "that's just patina." Ron and Joanne sent 3 boxes of documentation, tools and widgets for the car. I couldn't wait to dig into Jo Jo's history. Ron took pages and pages of hand written notes on each part that was added to the car, every modification and all of the maintenance. There were receipts for everything and he even saved the original temporary plates when the car was first registered. Ron and Joanne were also generous enough to ship the car with the personalized Illinois plate they drove it with, "356A". They felt that it needed to stay with the car. Overall, my tail was wagging. This was very cool stuff.

Once the after glow of the purchase wore off it was time for the plan. After my experience with Miss Money Penny, I know all about the plan. (For details, see my article in the November Nor'Easter). For Jo Jo's plan I have some advantages. I already did a bunch of research on 356's for Miss Money Penny. This car was also an A, but it was a T1 vs. a T2. There are subtle differences, but she was also a late T1 vs. and early T1, so closer to a T2. See I can learn. The next step was an inspection by an expert.

Once again, Tom Tate rolled into my driveway, this time with his own 1957 Sunroof Coupe. She's called the Puddle Jumper. I don't think 356's jump all that well, but I didn't ask where the name came from. The Puddle Jumper is spectacular and if you could see what Tom started with, it is even more spectacular. The car was literally a train wreck and Tom took years to bring her fully back to life. I was impressed and inspired.

As I said previously, the car is solid, with mostly original parts. Interior looks good, paint and body need a lot of work, but I had planned on a repaint anyway. There are also some mechanical issues to fix. But compared to Miss Money Penny, this car is a mild restoration. I'm going to re-chrome the original trim pieces, fix the mechanicals and restore the paint to the original Aquamarine Blue. The car will be really stand out in her original color combo. The plan is set, but it will need to wait a bit. I'm still up to my neck in the restoration of Miss Money Penny and the body/paint guy can't touch Jo Jo until he finishes Miss MP. So, for now, I'm be-



ing patient. I'm reading through all of the history of the car and slowly prepping her for body and paint work. It really doesn't matter how long I take to restore her. History has already been written. She's a survivor and a tribute to the quality and endurance of the Porsche brand. Well worthy of being a 50's Icon along with Elvis, a 57 Chevy and the Frisbee. My next installment of this piece will be after paint. I'll be able to tell you how Jo Jo got her MoJo back. Until then drive safe.

Zell Am See was the private home of the Porsche Family. This is the commemorative visit badge.



Porsche Introduces the Macan



Porsche is expanding its range to include a whole new class of vehicle. The Macan is the first Porsche model to break into the compact SUV segment and is poised to set new standards in the field of driving dynamics and enjoyment – on both paved streets uneven terrain. The Macan combines the typical handling characteristics that Porsche has represented right from the outset: maximum acceleration and braking values, vast engine power, extreme agility and optimum steering precision. What's more, all of these features are teamed with a high level of comfort and everyday suitability. The sporty DNA of the Macan, as with all Porsche vehicles, is also immediately recognizable in the design. Many of the design elements have been taken from other Porsche sports cars and enhanced for the Macan, making it clear to see from the very first glance that the Porsche Macan heralds the first sports car in the compact SUV segment. The Macan is "Made in Germany", produced at the Leipzig plant. Porsche has invested 500 million euro in the plant and has established

an entire production line there. The line is set up to produce around 50,000 vehicles per year – all manufactured with the utmost precision and to the highest level of quality. Just what you would expect from Porsche.

Three models comprise the Macan product range at market launch. The Macan S1 is equipped with a 3.0-litre V6 bi-turbo engine delivering 340 bhp (250 kW) and also features an active all-wheel drive with an electronically controlled, map-controlled multi-plate clutch. This all-wheel drive is fitted on all Macan models. A seven-speed double-clutch transmission transfers power as required and almost without any interruption in tractive force, enabling the vehicle to accelerate from 0 to 100 km/h in 5.4 seconds (or 5.2 seconds with the optional Sport Chrono package fitted).

Its name comes from the Indonesian word for tiger. And the Macan really does live up to its name: powerful and ready to pounce at any time, yet light-footed and tenacious on off-road terrain. The latest stage of evolution of the all-wheel

drive – known as Porsche Traction Management (PTM) – has produced one of the world's most powerful drive systems. In launching the Macan, Porsche now offers sporty all-wheel-drive vehicles across an unprecedented range.

The 918 Spyder is already regarded as a vehicle that propelled the Porsche design DNA further forward. The Macan adopts this current DNA, for instance the basic shape of its main headlights is based on that of the 918 Spyder, while the side blades at the bottom of the front and rear doors are reminiscent of the lower door seams on the hybrid super sports car inside, the Macan is fitted with a multi-function sports steering wheel as standard, the design of which is completely new and based on the 918 Spyder.

With its subtle lines and harmonious curves, the rear end is a fusion of sportiness and elegance. It has been consciously designed as a large, mainly undisturbed area to give the vehicle a broader look. To maintain this clean look, the switch for the powerlift tailgate has been concealed at the foot of the windscreen wiper arm, and

the number plate is located in the lower rear area.

The rear lights on the Macan are another striking feature, boasting an extremely compact three-dimensional design and LED technology – a further reference to the 918 Spyder. On all models, the rear diffuser is flanked on both sides by twin tailpipes – round on the Macan S and Macan S Diesel and square on the Turbo. All models are available with sport tailpipes made from chrome-plated stainless steel as an option.

The cockpit features the entire character familiar from a sports car. The eye is immediately drawn to the standard multi-function sports steering wheel, the design of which is completely new and based on the 918 Spyder. Additional multi-function buttons fitted as standard for the telephone, radio and on-board computer, together with the ergonomically positioned shift paddles, ensure that drivers' hands are free to stay on the steering wheel and their concentration remains on the road.

For the first time in a new Porsche model range, all variants of the Macan feature the high-performance seven-speed Porsche Doppelkupplung (PDK) as standard. The advantages of this transmission design include excellent start-up performance, extremely fast gear changes without any interruption in tractive force, short reaction times, low fuel consumption and outstanding shift comfort.

Active all-wheel drive is part of the Porsche Traction Management (PTM) sys-

tem and comes as standard for all Macan models. Together with the other elements of the system – the electronically controlled, map-controlled multi-plate clutch, the Automatic Brake Differential (ABD) and Anti-Slip Regulation (ASR) – the all-wheel drive looks after traction and safety.

All Macan models are fitted with a Sport button as standard, which can be found on the center console to the left of the gear selector. When the Sport button is pressed, the electronic engine management system makes the engine even more responsive: A touch on the accelerator pedal results in a noticeably more direct response from the engine, the rev-limiter is set to a more specific level and the engine dynamics take on a motorsport feel. In addition, the PDK enables the shift points to be moved towards the upper speed range, adding an even sportier touch. The response times are shorter, while the gear changes are tighter and instantaneous, particularly for double-clutch downshifts.

Projector-beam halogen main headlights are fitted as standard on the Porsche Macan. Bi-Xenon main headlights are also available as an option (fitted as standard in the Macan Turbo). Also featuring projector type technology, these lights include static and

dynamic cornering lights (Porsche Dynamic Light System [PDLS]).

The Macan S and Macan S Diesel feature halogen daytime running lights, while the Macan Turbo is equipped with 4-point LED technology. Fog lights are also included as standard for all Macan models to ensure safety on the road, even in poor weather conditions. The Macan S and Macan S Diesel have round halogen fog lights integrated in the front end. On the Macan Turbo, these lights draw on LED technology.

In Germany the Macan S and Macan S Diesel models can be collected from dealers from 5th of April 2014.

1) Macan S*: urban fuel consumption 11.6 – 11.3 litres/100 km; extra-urban fuel consumption 7.6 – 7.3 litres/100 km; combined fuel consumption 9.0 – 8.7 litres/100 km; CO2 emissions 212 – 204 g/km

2) Macan S Diesel*: urban fuel consumption 6.9 – 6.7 litres/100 km; extra-urban fuel consumption 5.9 – 5.7 litres/100 km; combined fuel consumption 6.3 – 6.1 litres/100 km; CO2 emissions 164 – 159 g/km

3) Macan Turbo*: urban fuel consumption 11.8 – 11.5 litres/100 km; extra-urban fuel consumption 7.8 – 7.5 litres/100 km; combined fuel consumption 9.2 – 8.9 litres/100 km; CO2 emissions 216 – 208 g/km





performing well. Dave went next, then me, Kurt and Phil in turn. Dave had brought his AIM Solo timing device so we could tell how fast we were going. The answer: not very. Our best lap was 1:41 and top speed was 77 mph (for comparison purposes my 'street' car does a 1:20 lap and gets to 110). Ouch. We knew that there were cars at the race that could do 1:25 laps so it was clear we wouldn't be running with the Big Dogs. The good news was that the car was easy to drive — neutral handling, progressive brakes, pleasant steering and a nice snug seat — and the lack of grip made it fun to throw it around. We now understood why Tom had said he wasn't worried about having spare brake pads — when you don't use the brakes you don't wear them out.

Everyone was getting along famously and we were pumped for the race the next day when, all of a sudden at close to 5:00 pm, the car wouldn't run. Luckily 1974 BMWs are nice, simple machines and it was quickly determined that the problem was a dead fuel pump. Big Problem? Hell no, just happen to have another one right here. And while we're at it, let's move it to the trunk where it's supposed to be anyway. While two of them worked on this, the others and I changed the oil and tightened up everything. Done by 7:00 pm — in time for a shower and a trip to Makris for the usual fine dinner.

Saturday Oct. 26th

Race day was cold but dry (sun peeked through once or twice) so no one minded having to wear the required race suit. The Drivers Meeting was striking in its brevity and tone. It was clear that there was an expectation of mayhem, and stupid driving would be penalized, but, hey, why worry? At 9:45 they started letting cars onto the track but with 133 entries it took 20 minutes until they were all slowly circulat-

ing around, at which point the green flag is thrown and off they go. Tom, the car owner, took the first shift, which is no bargain as it is so crowded that you actually come to a dead stop sometimes, even when there is no yellow flag or contact — just the freeway accordion syndrome. We had agreed to do 45-minute shifts, putting in gas every third driver change. This, it should be noted, is not how you win the race — the longer you are in the pits, the fewer laps you do — and the teams who were trying to win did two-hour driver shifts. Tom circulated nicely, if slowly, for his turn and was followed by Dave. Then it was my turn. I was slightly prepared, based on the unregulated practice the day before (no point-bys as with DE and passing everywhere), but this was an order of magnitude more chaotic due to the volume of cars. It was not unusual for me (pedaling as fast as I could) to be passed by three cars simultaneously. It was such a kaleidoscope of sounds, sights and motion that on several occasions I involuntarily burst out laughing. I was very concerned that I not be the one to wreck the car before two drivers had even had a turn so I backed off every confrontation and kept the revs under the suggested 5,000-rpm limit. I had feared that I would be pretty stressed doing 45 minutes but it wasn't bad other than being overheated: I had left too many layers of clothing on. I think I might have rubbed someone at one point, but I finished with no problems.

We put in gas after my shift. Fueling took three minutes, but then we worked an additional three minutes getting Kurt, the largest of our crew, stuffed into the Tom/Dave/Bill sized seat. I don't think we will take anyone's



jobs on NASCAR or F1 pit crews. The rest of the day proceeded in a similar fashion — no black flags for contact and no car problems, just slow laps and long pit stops. When the track closed for the night, after seven hours of racing, we were in 69th place, right on track for our goal of being above the median and “beating our number” (we were car #68). Actually I had another goal — beating Tom Tate. Tom was also in a rented ride — a Peugeot 405 — that was slightly faster, and their team was doing longer driver shifts, so they were in 55th place.

What is being left out of this narrative is what a carnival this whole event is. Have a look at this video summary to get a sense for it...

<http://www.youtube.com/watch?v=BM8SafydkyQ&feature=youtu.be>

And while Dave and I retired to the Red Roof Inn after another Makris dinner (ten of us — the five drivers, Rosemary, Dennis, Pam plus Kurt’s wife and son). Tom and Phil (ah, relative youth!) went back to the track where they were sleeping in the garage. Or not. It seems that they were 20 feet away from the crew in the video that was trying to do a motor swap that involved impact wrenches, Sawzalls, and clouds of blue smoke when the thing finally started — at 2:00 am. Add that to the Rave in the next garage (driving was challenging enough, I can’t imagine what it would be like with a crushing hangover) that went into the wee hours and you can appreciate how impressed I was when Phil, on Sunday morning, said he had just taken a shower in the track bathroom (drying off with paper towels) and was raring to go.

Sunday Oct. 27th

The final day was 7-1/2 hours. We kept the same driving order and strategy. Surprisingly, in the very rare occasions when we weren’t slowed by cars cutting in front of us, we were now running a little faster than we had in practice. Tom



actually cracked the 1:40 barrier and Kurt and Phil were down to 1:45s. We were creeping up in the standings and were in 58th (they posted results hourly) when — hot damn! — I see Tom Tate’s car (but a teammate of his driving, not Tom) in the penalty box for their second contact — costing them a 30-minute “sit and wait” penalty. I’m already planning my trash talk for “The Nor’easter!”

Ah, but disaster struck. Dave came in with the temperature gauge over 200 (our fancy instrumentation included tach, temp and an 8-inch-face, battery-powered clock so we could tell when to come in and change drivers). We quickly found and solved the problem (cap sealing off the former heater hose attachment point had cracked) but it cost us 30 minutes. We also were starting to have trouble getting the car to start and run at idle and were putting a quart of oil in it every second shift. Then Kurt was black flagged by mistake (had to come in but was then sent right back out) and Bill screwed up by not turning on both keys in a driver change (who knew?), which required a flat tow back to the pits so that someone could hit him upside the head with a brick. In all we must have lost an hour and that damn Tate and his crew kept going around and around.

But the car ran strong ‘til the end, finishing 66th to meet both goals (except mine of beating Tate, who finished in 55th). In all, one of the best times ever, made so by the combination

of a totally wacky event and our finding such an exceptionally nice bunch of (previously) total strangers to share it with. Highly recommended!

Bill Seymour

Admin@Porschenet.com

Errors and apologies: with the last two autocrosses two weeks apart there was no write-up of AX#4. Thus I missed an opportunity to point out the fantastic BBQ prepared and served on site by our sponsors Rick Hetherington of Autobahn Performance and Mike Noonan of Mike’s Autobody. Sorry!



A procession of Ferrari 458's (\$1million in total)

around (often off the track). Lack of down-force? Combine this with a very real desire to win (and they call the owners "gentleman" drivers) and there are always expensive-looking bits of Ferrari littering the track after

to know how loud it will be, but one good rule is that the sound is at its loudest when the cars are accelerating. After Turn 15 they accelerate out of the slow twisty bits into a set of fast sweeping corners and so the sound was painful without earplugs. This year, Dani invested in a set of Bose noise canceling headphones (that outlet center again). Her verdict: highly recommended!

The Formula 1 schedule followed the standard schedule with two 90-minute practices on Friday and a single 60-minute practice on Saturday morning. We saw some new faces during Friday practice, this close to the end of the season teams sometimes try out some new drivers as they finalize their 2014 line-up. This year we finally saw a local boy — American Alexander Rossi — who is the test driver for Caterham. No word yet on whether we'll see an American on the grid next year. Kimi Raikkonen was missing — firstly because he hasn't been paid this season, and secondly because he had a back injury (if he'd been in the championship hunt I expect pain killers would have been the preferred solution). Fellow Finn Heikki Kovalainen took his place in the Lotus. Even though

trainer, but it certainly looks like he moonlights under the stage name Pitbull. Great concert and great moves, Pete :-)

The support races in Austin featured vintage Formula 1 and Indy cars and the Ferrari Challenge. The Ferraris are always entertaining — I'm not sure what it is about the Ferrari 458 but the owners/racers seem to have difficulty putting the almost 600 bhp down without sliding

a race. Dani and I were a little disappointed the Porsche Cup was not on the schedule this year; hopefully that series will make a comeback in 2014.

The most distinctive (memorable might be more accurate) part of watching a Formula 1 race is the sound of the cars — the roar of the engines and explosion-like gear changes bombard the senses (see last month's column for a description of the gearbox control mechanism). When you select a stand it can be hard

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COTA's famous uphill at Turn One.

he had not been in a Formula 1 car since 2012, he qualified a very respectable fifth and finished fourteenth.

Qualifying saw Sebastian Vettel on pole with fellow Red Bull driver Mark Webber second. The second row comprised Frenchman Romain Grosjean and last year's winner, Lewis Hamilton. Sebastian Vettel has won every race since the Belgian Grand Prix in late August, and so was expected to dominate this race also. Sure enough, he surged ahead up the famous uphill from the start finish line and left everybody to battle it out to join him on the podium. Grosjean drove a superb race to finish second, with Webber finishing third. This was Webber's penultimate race as he leaves Formula 1 at the end of this season to join the Porsche Le Mans team in 2014.

Sebastian Vettel made history once again. He secured the driver's championship at the last race in India (Red Bull also secured the constructors championship at the same race — this is the important one for the teams because it governs how the billion dollar TV rights revenue is split between the teams). This was Vettel's eighth consecutive victory, which puts him one better than fellow German Michael Schumacher in his glory days with Ferrari, and Alberto Ascari in the '52/'53 season. It's always difficult to compare drivers given the huge difference between the circuits and technology, but clearly Vettel is an immensely talented driver with a technologically superior car designed around his driving style. 2014 sees huge technology changes, so we'll see whether Adrian Newey, the designer of the Red Bull car, can adapt this year's car and be as domi-

nant in 2014. Without taking anything away from a masterful display of driving, most race fans are hoping for a more level grid next year.

The next race is in São Paulo, Brazil next weekend — before they take a break over the winter and regroup in Melbourne in March 2014.



Sebastian Vettel on his way to 8 consecutive victories.

The description of the Americas Cup will have to wait until next month. Once I got the hood

up on the technology I wandered into TV's NFL 10-yard-line display and it got more interesting from there!

Almost forgot — the outlet center in Austin is at Junction 200 on I-35. If you need an excuse to bring your better half to the Austin Grand Prix, the outlet center is a great incentive. It's not just for the girls though! Dani and I had great fun at the Western Warehouse and, if I say it myself, we look pretty sharp in our cowboy boots. Line dancing anyone?



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bit the week before and the best I could come up with was Depends. They wouldn't come from NASA but I figured it would do the trick. The last thing I wanted to do was leave a wet race seat for the next driver. The whole idea reeked of old guys with straw hats doing shuffleboard and I really didn't feel the need to discuss my plan with the team captain, but imagine my relief when I went into the trailer to get some jack stands and saw a Wal-Mart size box of Depends up on the supply shelf. I was in good company even if they were thirty-somethings.

The cars held up well and the first gas stop for the day was at the beginning of my drive. I got strapped in and after hooking up the radio — yes, we had radios — I was off. The car was actually faster than I expected and after getting used to the brakes, discs all around, I settled into a rhythm that was very comfortable. The brakes were really good, almost too good as I could out-brake most everything going into turn one. I only knew that I had over done it when it got real quiet, which was the cars way of telling me that the wheels were locked.

The best part about these races for me is the fact that there is always someone to pass on every lap, and there is always someone passing you, on every lap. In addition to that, there are cars that are circulating at about the same lap times as you that you can try to get around in every turn. Never a dull moment, never an empty track, I loved it.

One such duel was with what looked like a Nissan Altima that I tried to get around lap after lap without success. After a few times around I figured out that he was slower in turn three going up the hill and that if I braked late I could get past him. Heading into three I got a fender past his

driver's door but he wasn't giving up and in fact started coming over to my lane. Not wanting to swap any paint — this wasn't my car — I was forced to drop two wheels onto the dirt on the left just as I entered the brake zone. Driving into turn 3 is one of the fastest places on the course and when braking for the uphill turn all four tires really need to be on pavement. When I went for the binders the two wheels in the dirt promptly locked up and the French grocery grabber went into the tire wall like a lawn dart at a summer picnic. With both feet in I could see it coming and watched as the tires caught me and folded up neatly in front of the heavy bumper. The Altima got up the hill without me but the 405 was still running so I drove around to the pits to check for damage, there wasn't any. What a car!

After that incident I tended to give other cars a wider berth but still had a great time getting past them. When I came in at the end of my three-hour stint I was suddenly getting lots of high fives and



congrats. Seems that the car was in 14th when I went out and I brought it back

5th in class. My times were four seconds faster than the fastest driver that we had on the team up to that point. I guess with all the talk about old guys driving old cars the night before their expectations were pretty low regarding my skill level. It's always nice to give folks a positive surprise, especially at a LeMons race.

Part of our team was a father-daughter couple with lots of track experience. They had more fun racing each other as we sent



them out at the start of Sundays race, one in each car, bumper to bumper.

In the end old age and treachery prevailed as Alex trailed her father, Giovanni, by a couple of seconds a lap in our car and got run into more than once during her shift. By Sunday the track stewards had enough of drivers running into each other and so contact that was seen caused the black flag to come out everyone involved. First offense was just a trip to the pits for a short lecture, which only cost a few minutes. By the third strike the penalty box beckoned for a half-hour; that really hurt our position, but it all for fun anyway. The prize for first place in any class was \$500 of nickels in a canvas bag.

Both cars finished the race in good shape with just a few scars on the corners, something that we can rattle car away over the winter.

All in all it was a great time and I'm sure our lap times will continue to drop as the tale is told over and over all winter long. I've invited the crew up to Newfound Lake for some Ice Racing this winter so they may have to reconnect those French heaters and put glass in those windows. We'll see how it goes... KTF

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918 Spyder Beats Own Benchmark Values!

Stuttgart. Shortly before delivery of the first vehicles, the Porsche 918 Spyder¹⁾ is beating its own benchmark values. Marking the success of the final tuning measures, the Porsche super sports car is now even more capable of putting in a strong sprinting performance. With the weight-optimised Weissach package fitted, the vehicle now accelerates from zero to 100 km/h in just 2.6 seconds (-0.2 seconds), from zero to 200 km/h in 7.2 seconds (-0.5 seconds), and passes the 300 km/h mark after 19.9 seconds (-2.1 seconds). Dr. Frank-Steffen Walliser, Senior Vice President 918 Spyder, highlights the significance of these results: "We have now used all options available to electrify the 918 Spyder, working right up to the last minute to do so."



The enhancements also bring benefits in terms of the electrical performance delivered by the hybrid super sports car. The two electric motors on the front and rear axle allow the 918 Spyder to accelerate from zero to 100 km/h in 6.2 seconds, without producing any emissions. Such a performance marks a reduction of seven tenths of a second on the previous time. With the Weissach package fitted, this electric sprinting time is reduced to 6.1 seconds.

The 918 Spyder complete with Weissach package²⁾ Currently holds the lap record for road vehicles on the Nürburgring Nordschleife, boasting a time of 6:57 minutes. At the same time, as a vehicle delivering particularly low consumption and emission figures, the model is certified to efficiency class A+. With the Weissach package fitted, the vehicle's total NEDC fuel consumption amounts to 3.0 l/100 km (3.1 l/100 km without the Weissach package). That equates to CO₂ emissions of 70 g/km (72 g/km without the Weissach package). The level of energy consumption was determined to be 12.7 kWh/100 km during the approval cycle.



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On the Edge continued from page 6

experiences in the car. At a sustained 25 miles an hour through town, it had shifted, (I think), into 4th. As I braked for the lights 50 feet away, the car downshifted. That's what it's supposed to do... right? But on each down shift, 1...2...3... it blipped. Rawr! Shift. Rawr! Shift... Rawr. Shift. Three engineered, completely unnecessary, wonderfully acoustically aesthetic, nerve tingling blips, at 15 miles an hour. Each one perfectly smooth, with just enough bump to let you know it happened.

You should have seen the grin on my face.

A very long time ago I went to my first autocross. "How fast did you go?" people asked. And I said I didn't know, but it felt FAST. I just wasn't paying attention to that aspect.

When I told this story about the McLaren, someone asked if I got a lot of looks, or stares at the car. You know what? I have no idea. I was so engrossed in the *experience* of this car that I didn't notice, and that's never happened to me on the street before.

Supercars are built for speed, and experience. Some people want a raw, unadulterated, undomesticated experience. I've discovered I like the engineered, refined, cultivated experience. Someone at McLaren got it exactly right... just for me.

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508 358 9196; secretary@PorscheNet.com

Membership

Dani Fleming and Marcus Collins
16 Meriam Street, Lexington, MA 02420
617 997 9145; membership@PorscheNet.com

NOR'EASTER Editor

Adrienne Ross
781-249-5091, aross@PorscheNet.com

Past President

Steve Ross
49 Village Brook Lane, Natick, MA 01760
508-653-1695; PastPresident@PorscheNet.com

Committee Chairs

Chair - Autocross

Bill Seymour
Admin@PorscheNet.com

Chair - Concours d'Elegance

Steve Ross
49 Village Brook Lane, Natick, MA 01760
508-653-1695; PastPresident@PorscheNet.com

Registration - Autocross

Dave Berman
1 Wheelwright Ln, Acton MA 01720
781-223-4119; Dh_berman@yahoo.com

Chair - Driver Education

Stan Corbett
21 Elm St., North Grafton, MA 01536
774-275-1621; stanley_corbett@msn.com

Registration - Driver Education

Mark Keefe
508-529-6127; TCReg@PorscheNet.com

DE Tech

Ann Anderson
(617) 593-7545; Ann.Anderson819@gmail.com

Chief Driving Instructor - Driver Education

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

Novice Development - Driver Education

Dick Anderson
978-474-0898; DickAnderson114@gmail.com

Instructor Development - Driver Education

Bob Kelleher

Zone 1 Representative

Jennifer Webb
514-235-0157; jenniferbischoff@hotmail.com

Brian Anderson
Warminster PA
2004 986 blue

Vadim Avulov
Woburn MA
2013 911 black

Pierfrancesco Barinci
Cambridge MA
2007 Carrera 4 gray

Paul Briggs
Wellesley MA 1987
911 black

Mike Cochrane
Plymouth MA
2006 911s gray

Victor Cromie
Cambridge MA
1964 356SC

Brendan Fahy
Cambridge MA
2013 911 C4 gray

Yang Liu
Malden MA
2012 Carrera S yellow

James Oakes
Westford MA
2013 Boxster S red

Marc Orloff
Marblehead MA
1986 911 black

Andrew Pitts
Somerville MA
2007 Carrera 4 blue

David Pratt
Topsfield MA
2014 Panamera gray

Raymond Pucci
Lexington MA
2004 Carrera silver

Peter Radochia
Danvers MA
1995 911 black

Adam Sureau
Stow MA
1966 912 red

William Wolff
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