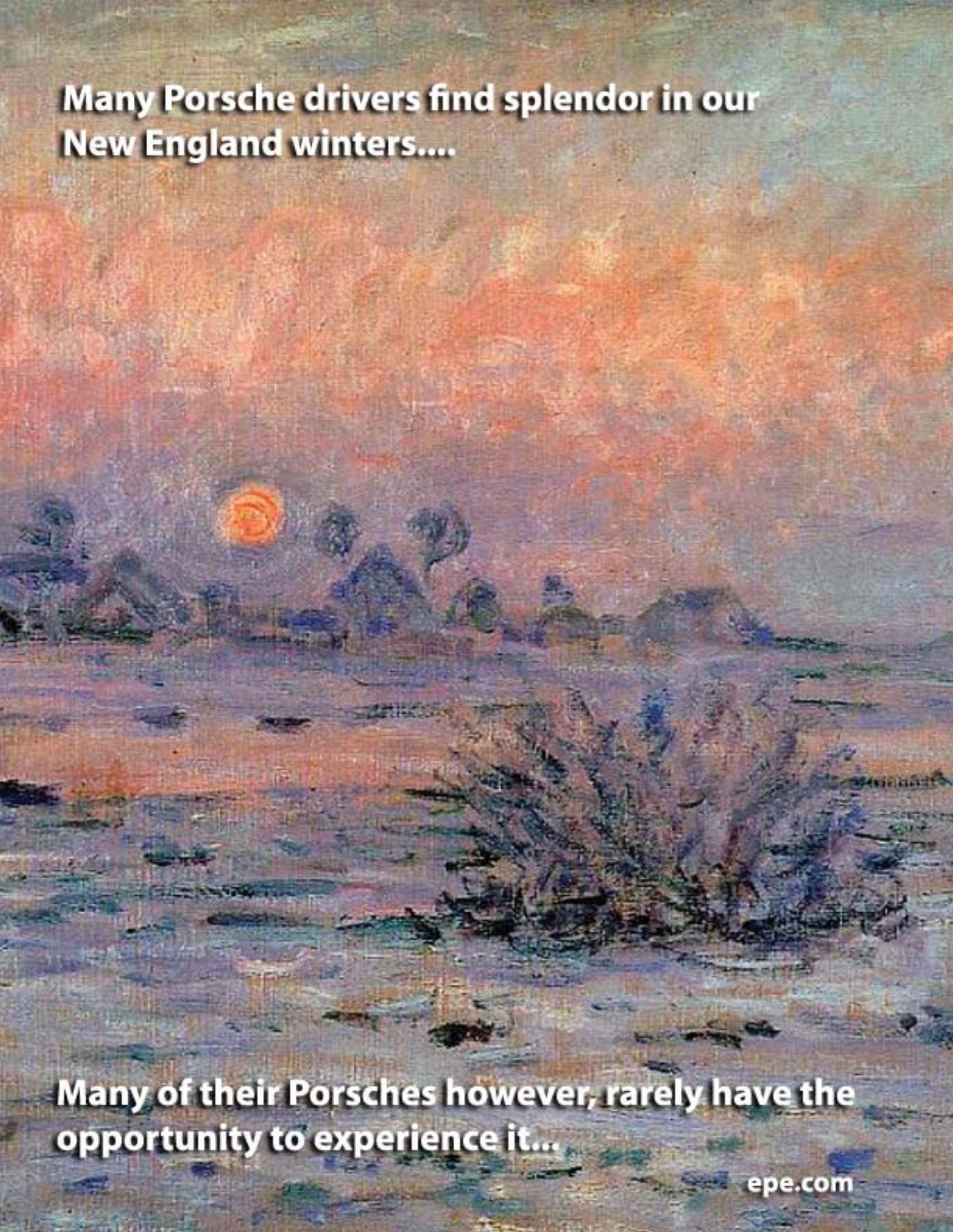




THE NOR'EASTER

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

An impressionistic painting of a winter landscape. The sky is a mix of warm, hazy colors like orange, pink, and light blue. A bright, circular sun or moon is visible in the middle ground. The foreground is dominated by a large, dark, textured bush or tree, rendered with thick, expressive brushstrokes. The overall mood is serene and atmospheric.

**Many Porsche drivers find splendor in our
New England winters....**

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

epe.com

Due to an overwhelming demand, EPE is again happy to provide a checklist that will help you and your Porsche survive ...another New England winter.

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

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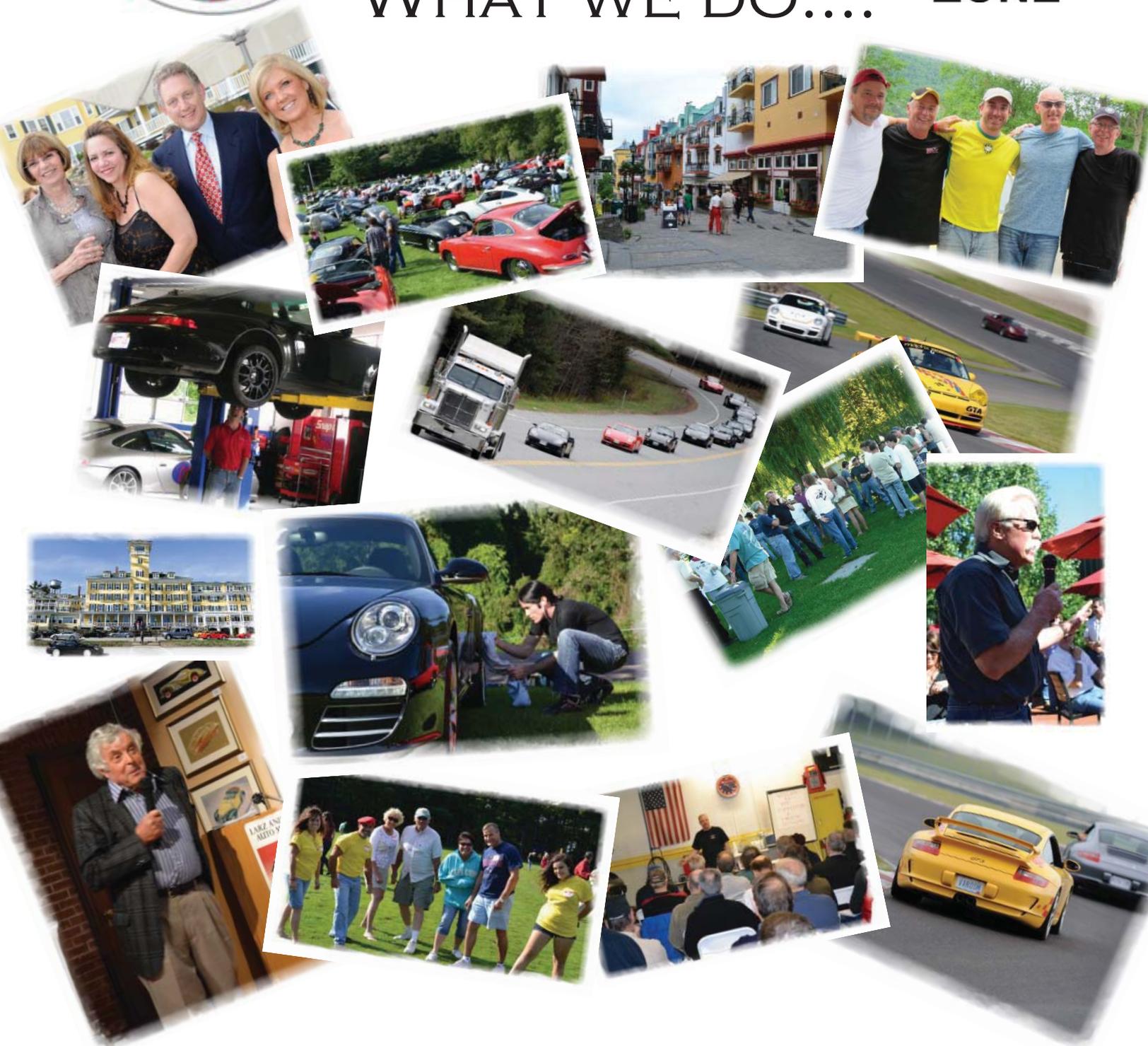


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PORSCHES



WHAT WE DO....



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

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On the Edge

Adrienne Ross



Club members were very kind in their responses about my transmission. I got quite a few e-mails about places that stock them. Some I called; some I knew didn't have the goods. Thanks you to everyone who responded. I appreciate it. Hopefully there will be more next month about some progress.

I know some of you aren't race fans, so — heads up — this is all about racing. If you'd rather not watch, you can just skip to our delightful President's column about losing touch with reality... or something like that.

Specifically what I'd like to talk about is the Grand-Am, ALMS merger. Boo! Boo, I say!

You know, I get that there aren't enough race fans to support two sanctioning bodies. I get that the exposure for those who play with the Patrón boys are going to get more coverage... but what I really get is how many people get left out, and how my "go to a race" schedule just got demolished. I want to go to the 24 Hours of Daytona and the 12 Hours of Sebring!

....my "go to a race" schedule, just got demolished. I want to go to the 24 Hours of Daytona and the 12 Hours of Sebring!

Let's start with the folks I know and like best: the gentlemen drivers. These are your everyday people with enough capital to be able to pay to play. There's nothing wrong with that. If I could jump into a GT3 Cup car and race for a weekend with the ALMS, I would probably explode with happiness. That dream isn't so far out of reach that I can't get there, but I can't imagine yet how I can go spend a weekend Grand-Am driving. That's a lot of tomatas.

Let's talk drivers and sponsors, and trying to make a living. Some drivers compete in both series. That's how they squeak by! It's not easy, but it's fun, and it's what they love, and now their living is cut in half. Some sponsors participate in both series. That's a lot of money to slither out of the racing economy. If I owned a bakery, and had the money and passion to sponsor two cars, I'd be in both series, and my cupcakes would be on a racetrack every weekend. But in just Grand-Am? Every two weeks for the summer? No.

Now the France family has it all! There's nothing NASCAR doesn't control. I don't have anything

against the Frances, or NASCAR, it's just monopolies I'm not wild about. The combining of forces between Grand-Am and ALMS was carefully categorized as a "merger of equals," but it will be a merger of the same sort as the one between Delta and Northwest Airlines — all those airplanes are painted in Delta colors now.

The new, yet-to-be-named series will be governed by a five-person board of directors. Two members are from ALMS, Panoz and his chief lieutenant, Scott Atherton; the other three are NASCAR's Jim France, NASCAR's Lesa France Kennedy, and NASCAR attorney Karen Leetzow. A three-to-two voting majority for NASCAR and Grand-Am — you do the math.

The series was created by Braselton, Georgia-based businessman Don Panoz and ran its first season in 1999. Panoz created a partnership with the Automobile Club de L'Ouest (ACO), the organizers of the 24 Hours of Le Mans, to begin a 10-hour race in the spirit of Le Mans, dubbed the Petit Le Mans. The series changed its name to the American Le Mans Series in 1999, and adopted the ACO's rulebook.

The partnership with the ACO allows ALMS teams to earn automatic entries in the Le Mans 24 Hours. This was a practice

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In This Issue...

Thanks so much everyone for the kind words, and advice about my transmission. A solution is at hand, I'll let you know next month if it worked out!

We have more tons of activities in this action packed issue. It's the largest ever! That's because the Zone, and NER have so much to do. It's going to be a very busy spring and early summer. Be sure to check out all the events, sign up early, and come play with your fellow enthusiasts!

Dan Sullivan comes back with part two of his series, and I finally managed to get the picture that was supposed to be with it - into the newsletter. (Sorry Dan.)

There's a new type of opportunity to learn how to judge Concours. Check out the Cindy Markley promo for more details.

I highly recommend volunteering for a Zone 1 event. Now only do you get to hang out with some cool people, but you often learn something neat, and sometimes there's swag!

On the Loud Pedal

Christopher Mongeon



This month's inspiration comes while traveling. No matter where we travel these days, most of us are tethered to a dumb phone. As long as we are willing to pick up the phone, we can be reached. This is unless you are deep in the woods of Maine on a snowmobile with absolutely no available cell service. This week I have had the rare privilege to be in such a situation. Many of us cannot stand to be out of touch for any length of time. I loved being unplugged. It provided a bit of inner peace. Sure, it was only for half a day, but it was great.

Back to the inspiration. It did not come while out in the woods with only my thoughts, rather, it came once I returned and got back to my phone. How often do you get a call from a complete stranger who wanted to talk about his 45-year-old Porsche that has been in storage for a couple of decades? This is not a "barn find" story; it is a "barn secret" story. I am still gathering the details, but I was drawn in as soon as I heard about the 1968 911. In the early years it shared the attention of its owner with another Porsche, a 912. This

I'll even push the grocery cart through the store using "the line". The safest and most direct way through a corner...

shared attention would explain the incredibly low mileage on this hidden treasure. The longer the conversation went on, the more I drifted off to envision the current setting of this car and what was in its future. It was explained to me that it has been in storage most of its life and has not left its current location in almost twenty years. How much stuff is this car buried under? What will it look like once it is finally moved into the sun? Will it find a home that will bring it back to its original glory? Can it be brought back? I was paying attention, but my mind was imagining the possibilities in store. The reason I was contacted was to help direct the current owner to find a new home for this 911. The owner is not a PCA member and he's not as young as he used to be. He is, however, unsure about his car's value. Until we hear and see more about it, so am I. I wish there was more to say about it at this time, but we'll have to wait as this story unfolds.

The rest of my inspiration for writing comes from spending too much time on the roads of Massachusetts. There has been a noticeable decline in the caliber of the drivers with whom we share the

road. The next portion of the column is intended to be therapeutic for me. Am I the only one that refuses to accept that just because the rest of the world is doing it, we have to tow that line? The concept of yielding as one enters the highway is gone and replaced with entitlement that belongs to the one entering the highway. This has led to very few using the right or "travel" lane to travel for fear of being honked at, yelled at or gestured to, all for not yielding to said merging traffic. Nothing makes these folks angrier than having you in their way. So, because no one is expected to be there, no one bothers to look, and the vicious cycle continues. And why is it that so many drivers today do not have the courage to get on the loud pedal when they are entering the highway? Instead, they feel that jumping into 70-mph traffic at 45 is okay. If they have enough courage to text, send e-mails, read the paper or eat a bowl of cereal while driving, surely they can muster enough moxie to exploit all 250 horses in the family sedan.

Dare I go on to mention the on and off ramps themselves, the gateways for the unyielding? For those of you that have been to any PCA Driver Education event, one of the first non-safety items on the agenda is "the line."

I'll even push the grocery cart through the store using "the line." The safest and most direct way through a corner is to make the radius as large as possible. A right turn should start from the left side of the surface, transition all the way to the right at the apex and finally finish back on the left side. As you do this, you will find the person in front of you doing the complete opposite every time. This makes you the bad guy, which will be evident by the look or gesture you get from them in their mirror. These travelers are also known to be pack animals. You will come up to them on the highway in groups of 12 or so. They will all be traveling at approximately the same speed and using all three lanes while doing so. The best thing to do is quietly find a safe way through the pack without waking any of them. Going back to "the line." It is so much more than I mentioned. What works in one place may not work in another. One person's line can be different from yours, but they all share a common denominator. Those who understand the concept are in a minority group. We are the ones that do not move into the pack on the right immediately

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On the snow its all about being in control ...



It's the same in today's competitive housing market ...

by Marcus Collins

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Four Speeds & Drum Brakes

Tom Tate



Holy Auction Batman! They say that people live longer if they have something to look forward to. If that's true, I have a long way yet to go. The auctions in Scottsdale in the middle of our New England winter always loom large on my calendar.

The weather is always a big draw since the temperatures look more like our late spring but without the rain. The area attracts enough wealthy visitors to be called the "desert version of Miami's South Beach" by the NY Times, and the cars driven on the street every day would fill any of our local car shows. The days have a couple of extra hours of daylight that we miss back east and that's always a plus too.

Even the airport is more entertaining, beginning with the name. It's called Sky Harbor International Airport, certainly not a name from some dead guy from the National Guard of Mass. back in the '30s. Speaking of the airport, is it just me? Are the people out west just in better shape than we are, or what? Maybe it's all the heavy clothes that we

I again used this column to establish my writing career (I know that's a stretch) and had applied for Media passes...

have to wear back here that keep us from noticing (or caring) but I can't imagine sitting around Logan between flights watching all the girls walk by. Like the police always say at highway accidents: there's nothing to see here, folks. In Phoenix there's plenty to see, I could easily spend an afternoon there and not be bored.

Speaking of airports, getting there this year was a real contest. My flight out of Providence left very early on a day that an icy rain had been predicted, but I didn't change the Audi over to the ice tires because I expected to be in the parking garage before it started. Bad call.

Halfway down I-95 in the dark, the car started to get a little loose and I was only doing 60 mph. Not good. I had timed it a little close, who wants to get up too early? With the slower drive down, my normal time cushion evaporated and the small backup at security put me in the back of the plane near the bathroom. No reserve seating at Southwest, remember?

The crew figured that as one of the first flights out that morning we'd be on time but it was not

to be. The rain was freezing fast and we were sent over to the de-icing line to wait our turn. For an hour. Nobody on board wanted to tell them to speed it up.

That delay put us into Chicago after our connecting flight had left, so continuing passengers were directed to a service desk to be rerouted. I was put on a flight to St. Louis that was just closing the door, so my stop was short. I did walk back to my customary spot near the bathroom as everyone stared at "the late guy."

When I arrived in St. Louis there was an hour layover, so I had time to grab some breakfast. But, when I went up to the desk to get a boarding pass I was told that my name wasn't on their list and the plane was full. That will make your heart skip a beat. I was wondering if there were any auctions in St. Louis that weekend when a supervisor found me a spot, near the bathroom. Seems that the RI employee had just entered "LUV" in the spot for me, which is the trading symbol for Southwest Air; just a coincidence I suppose.

All that drama resulted in a two-hour total delay, which wasn't all that bad — still time to enjoy some of that Arizona sun.

Using a suggestion from an old friend (thanks, Barbara, I again used this column to establish my writing career I know that's a stretch) and had applied for media passes to all four of the auctions that I wanted to attend. Like last year, that worked like a charm, and even got Rob (my photographer?) into a dinner, two lunches and the free bar at Barrett Jackson. What a country.

The cars are always of interest but there is a lot more to the experience than just the rolling stock. The vendor areas are getting bigger every year and the stuff that rich guys (and girls, but I didn't see many) buy is astonishing. The life-size bronze horses were there again along with the 10-motor massaging lounge that could put you to sleep faster than the tax code book. Replica gas pumps from the '30s were available with free shipping, as were the signed photos of the actors in Bullitt standing around that green Mustang. I had the feeling that if I had enough money they could set up a meet and greet with the cast. That afternoon.

Most of the questions I get from friends concern

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Minutes Of The Board

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



Members present were Chris Mongeon, Dani Fleming/Marcus Collins, Bill Seymour/Rosemario Driscoll, Steve Ross, Kristin Larson, and Stan Corbett.

The board meeting was called to order at 8:14pm after a delicious meal prepared by our host, Dani Fleming, with wine steward Marcus Collins assisting at their house in Lexington.

Kristin, with assistance of Sudo (see enclosed picture), asked if there were any questions on the financials that were e-mailed to the board prior to the meeting. There were none, so Steve made a motion to accept the report, Dani seconded, and the vote to accept was unanimous.

Membership was presented by Marcus showing 1,469 primary members and 984 affiliates, for a total of 2,453 members. There were two transfers in and ten transfers out, along with ten new members. The membership people are working on reminders to those members whose membership has lapsed. The group also suggested methods to attract new members via dealerships, independent repair shops, e-mail and "Eblasts."

A personalized e-mail invitation will be sent out to new members as of the last 18 months inviting them to attend the annual Newcomers meeting on April 21st. There was a discussion on alternative methods for collecting the subscription fees for THE NOR'EASTER, using one of the preregistration sites that we now use for DE and autocross.

The next board meeting will be at the Driscoll/Seymour residence in Sherborn on March 13th.

A few random notes from the author: Stan's birthday is on Sunday Feb. 17th, making him the oldest board member present. Dani has never autocrossed, but will try it this year. At dinner it was discovered in conversation that three of the couples present at the table had met their spouses at their workplace.

Bill Seymour reported that the "buying a car" seminar at Porsche of Norwell was snowed out by the blizzard; he is working on a replacement date. He also reported that we will be holding a tour of the Collings Estate on September 14th from 10:00 am to 2:00 pm. The Myopia Hunt Club has been contacted, and Bill is working on the details for the event to be held on August 11th. A new event this year is a "fly in" at Stow airport on July 18th, where our group of Porsches will be parking near the runway in the late afternoon/early evening to watch the planes and socialize with other PCA and type356NE members.

Chris reported via our banquet chair, Karen Cohen, that we have reserved December 7th for this year's annual meeting at the International in Bolton.

Marcus announced his proposal to hold a photo/video contest on-line, with the help of Richard Viard. Details to follow.

Stan mentioned that the annual Track Committee meeting will be held this coming Saturday. Some notes on the new track at Thompson CT were discussed; they are planning on opening in mid-2014. He is also checking into the availability of vendors for gas and tires at the two Canadian events this summer. The Ground School to be held on February 24th has 47 entrants at this time, a record number. Stan will also work out some contract wording changes with Watkins Glen. He will also update our tech form.

Bill, with his autocross chairman hat firmly affixed, requested authorization to order cups as prizes for the autocross this year. Kristin made a motion, Dani seconded, and it passed with no opposition. Bill then kept on a roll and asked the board for authorization to purchase stocking caps (not for an X-mas party) to give autocross school participants and instructors. Kristin seconded, and again the board members

continued on page 49

Happy PCA Anniversary

Thirty Years

Charles Learoyd

Twenty-Five Years

George Dominiak
John Azarowski

Fifteen Years

Carl Mo
Edward Hennighausen
Fran O'Day
Stephen Centorino
Thomas Boduch

Ten Years

Bruce Cook
Frank Osborn
Jim Worthington
Kevin Donnelly
Lance Willsey
Louise Mallette
Steven James

Five Years

David Bennett
Rizwan Mufti
Robert Fearon

The Checkered Flag

Marcus Collins and Dani Fleming



In a quiet Zuffenhausen suburb Count Otto Von Sleuth opens the garage door to reveal a 1961 Porsche 911.

“Cut, cut,” shouts the director, “this isn’t working!”

Meanwhile in a quiet London suburb British super-spy James Bond opens the garage door to reveal a 1963 Aston Martin DB5 — resplendent with those “must have” accessories: ejector seat, revolving number plates and an array of deadly weapons... to an audible “wow” from the cinema audience.

And so the expectation was set for the 80+ NER members who spent a morning at Aston Martin of New England in mid-January. We were not disappointed!

The dealership has three sections: the Aston Martin (and Lotus) dealership, a very active car renovation business, and a classic car storage facility. We were fortunate to get a tour of all three sections of the facility.

After signing-in and getting an introduction to

Dani and I had the opportunity to drive a selection of 2 and 4 wheel drive Porsches on the snow of Vermont at a winter driving experience. A real blast!

the club and upcoming events from Bill Seymour, most people enjoyed a welcoming coffee and donut and looked at the cars in the main showroom.

Even though there were Lotus cars and a beautifully restored 1965 Jaguar E-Type, the Aston Martins stole the show. Even the engines were worth showing off; there were V8s and V12s on-show with the hand-built engines impressive enough to justify opening the bonnet (“popping the hood” for the across-the-pond members) to get a better look. Message to Zuffenhausen — perhaps putting the Boxster engine in the back or hiding it underneath needs a rethink.

After the showroom, we went into the restoration facility. There was a wide selection of cars being worked on: Ferrari, Maserati, Lamborghini, Aston Martin, and Porsche. The star for me was the beautifully restored 1965 Aston Martin DB5 — you guessed it, the same model that had a starring role in *Skyfall*, although in blue (not 007 grey) and minus the “must have” Q extras. I read recently than an unrestored DB5 was expected to

fetch \$300,000 at auction — I’ll let you guess what this one is worth. For the Porsche aficionados, the 1956 Porsche 356 received lots of studied attention.

Finally we went to the storage facility, where an incredible selection of cars was tucked away under plastic, out of the brutal Massachusetts weather. While perhaps not the most impressive car, I felt the star here was a MGB Roadster — my first sports car (I had the GT version). It took me all over Scotland, in all weather, in an attempt at “bagging the Munros.” Even though it was 20 years old, it only broke down once, on the A9 between Perth and Inverness. It was within sight of the Dalwhinnie Distillery, so I made the most of the location while the car was being fixed. It took way too long (almost 20 years) to get my next sports car.

It was a highly anticipated and well-attended event. I changed my 2013 resolution and now plan on being really, really good in the hope that Father “Dani” Christmas gives me the green light to swap the Cayman for a Vantage. I’ll keep you informed about how this works out.

January was a busy month even though the Cayman and 911 are safely stowed away in the garage. At the end of the month, Dani and I had the opportunity to drive a selection of 2- and 4-wheel drive Porsches on the snow of Vermont at a winter driving experience. A real blast!

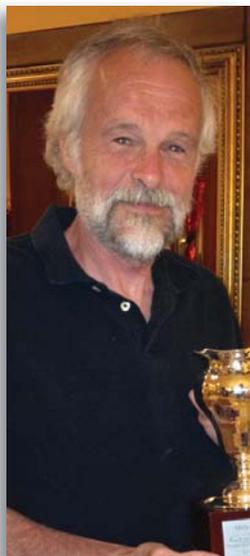
We stayed at the Sugarbush ski resort, about three hours north of Boston. The weather cooperated — 15-deg. F with clear blue sky and a great chance to try out a new polarizing filter on my camera. Dani says it’s just boys with their toys — I say it’s to raise my game for this year’s photo competition (details in this issue). The event was to showcase the capabilities of the all-wheel drive options on the Porsche range. The first half of the event was spent driving around the Vermont countryside in Cayenne Diesels and the Panamera 4 Platinum Edition. I’m ashamed to say this was the first time I had enjoyed the Vermont scenery and driving over (I guess through is more accurate) the Pine Brook (1870), Waitsfield (1833) and Warren (1880) covered bridges was a highlight. Note to Dani: we need to take your cabriolet on a fall foliage trip this year.

The Cayenne Diesel gives very impressive fuel economy (32 mpg — made even more impressive

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The Long and Winding Road

Bill Seymour



Being VP Admin is more work than my previous job, but it makes the column easier to write — there is always stuff going on about which I need to report. You will find the events listed in the calendar in this newsletter and on our website (newly remodeled — great job Nick!), so I will limit comments to only the newly added or modified activities...

Our “How to Buy or Sell a Porsche” event at Porsche of Norwell fell victim to the February snowstorm. We will try to reschedule it, so watch the website and we will send an “eBlast.”

There will be “Drive In/Fly In” events at the Stow airport on Thursday evenings all summer long. The third Thursday each month is “German Car Night” and we will push those but, in particular, July 18th will be “To Hell with Mercedes, BMW and Audi — Let’s Get as Many Porsches to Stow as Possible Night” (with cooperation from our 356 buddies at Typ 356 Northeast).

We will be going to the Collings Museum (also in Stow) on September 14th. This is a great place,

July 18th will be “To hell with Mercedes, BMW and Audi - let’s get as many Porsches to Stow as possible Night.”

right up there with Paul Russell as a ‘car nut must do.’ And there will be biplane rides as well!

We will hold the annual “Porsches and Polo” at the Myopia Hunt Club on August 11th. This is a chance to show off not just your car but also your culinary and food presentation skills while watching a chukka or two at a beautiful spot. There is a good chance that this might turn out to be even more of an event than it has been in the past — just a teaser, so stay tuned.

Finally, after quite a bit of scrambling (who knew you had to book Christmas season parties two years in advance?), our Annual Dinner maven Karen Cohen has secured The International in Bolton as the site for this year’s event (December 7th — book your tux early, as they may sell out as well).

My last observation on the non-driving event side is that attendance at these events has been impressive! That said, it is pretty much the same crew of woebegone, car-starved zombies who show up and stagger around, drooling over cars and saying, “Two more months before I can get the car out of storage.” How about getting some

new faces out to these things? They are pretty good!

But, yes Virginia, there will be a car-driving season and I am the Autocross chair, so let’s add some notes on that...

The Autocross School is March 31st (assuming it doesn’t snow) and it will sell out. Registration opens March 1st and the first 45 will get the chance to sit in a nice warm car and drive while we instructors freeze to death.

We had a long debate about car classes for autocross. As you know, our classes do not match the Porsche Parade Competition Rules (which Zone 1 uses), nor those of our sister PCA region (NCR has five events at Devens just like us). We elected to continue using our own class structure with a few updates to accommodate new models, correct some mis-classifications and reduce the number of one-car classes. But we will run parallel scoring using NCR’s PAX system and announce the three fastest indexed cars at the event and on our website. This will give bragging rights to fast drivers in

slower cars (I’m betting on Mark Skala) and allow us to gather data for a season so that we can re-evaluate our options for 2014.

A few other tweaks: no cone carryover on reruns (there’s a moral hazard issue here that I don’t like but I was over-ruled), no

penalty for pointer cones (matching NCR’s rules), and no season trophy for non-Porsches (“we’re first a Porsche Club, second an autocross club”).

We will provide trophies to the top three novices based on the NCR PAX scoring. Regular event trophies will be coffee cups this year.

There will be changes to course design and worker roles to make the events run better. We are getting a longer finish line cable and looking into making a bridge for the cable to allow better tent placement. We will standardize the grid process and do better corner worker training.

So there you have it! It may be winter but car stuff continues.

Bill Seymour

Around The Cones

Steve Ross



In spite of some monstrous amounts of snow the last few weeks here in eastern Mass., the NER schedule is still humming along with a great variety of interesting events for all our members.

Hopefully you will receive this issue before the Porsches and Coffee event at Porsche of Burlington on March 24th.

Believe it or not, our annual autocross school is planned for the last day of March at Devens and there still may be some openings. Check with our autocross chair, Bill Seymour. Next up on April 13th and 14th is the first DE event, hosted by our friends in North Country Region (New Hampshire) at NHMS. Not to be missed is the annual Newcomers meeting, hosted as always by the folks at Ira Porsche in Danvers on April 21st. Finally, the 28th annual New England Ramble will be held on the 26th–28th of April; this year we start and finish at the Mt. Washington Hotel.

All of these and other events can be found on our new web page, with full information and links to the contact people for each event.

(In) April 1980...NER held their annual winter weekend, the centerpiece of which was the ice races (well more accurately an autocross on a lake in Laconia, NH).

Our Activity chairs have held committee meetings over the winter; included were the Auto-cross, Driver Education and Concours groups. Discussions were held to update information, smooth out procedures, evaluate our past year's performance, and to discuss any new ideas (and there are plenty) to help our members enjoy their time at our events more.

Now to our 'history of the region' report. As covered in the April 1980 issue of THE NOR'EASTER, NER held their annual winter weekend, the centerpiece of which was the ice races (well, more accurately an autocross on a lake in Laconia, NH). A strong showing of more than 30 entrants tried their hand in a variety of vehicles including 11 Porsches of various types, including current member Jeff Leeds with his 356. In The Mart that month were some interesting items with some startling prices: a pair of front Koni shocks, like new for \$80, Michelin 911 piston with 20K miles for \$50, and a seat from a 911T for \$75. A month earlier the general meeting featured Mark Engelberg, owner of Speed-

mark Ltd, a purveyor of aftermarket, dress-up and cleaning items for all manner of sports cars. Interestingly, Mark rejoined the region a few years ago and has attended a number of our meetings and events, and had some of his pictures used in THE NOR'EASTER.

Skipping back a few years, the October 1977 issue had an interesting picture of the participants at the Orange, MA autocross taken from Mike Caldwell's airplane. Covered inside, the club participated in a PCA vs. COM challenge autocross, with PCA destroying the other team with the help of all Class 3 914s garnering points on the way to a 152 to 92 win. Another current member who was active in the late '70s, Richard Sofka, wrote a story in the March '78 issue about his time at the annual 24 Hours of Daytona, complete with a trio of his pictures showing the new 935 model Porsche in action. Finally, the Sept. '77 issue of THE NOR'EASTER had a picture of the second annual 48 Hours of the Glen (which had been created by NER members Mike Caldwell and Gil Meyer the year before) with all of a run group lined up at the start/finish line.

EDITORS NOTE: Last month Steve's column was an article From the Metrowest Daily News. I didn't put that we had permission to reprint it. We did.



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Don't Lift

Stan Corbett



Track committee update: we have a new Track Committee member, Bob Kelliher, who will be taking on the Chief of Instructor Development position filled by Ray Bahr for the last two years. The Instructor Development chief is responsible for running the instructor development program. He works with a team of experienced, senior instructors to identify, recruit, train, and test qualified and committed instructor candidates. He manages our mentoring program, which pairs seasoned instructors with instructor candidates to hone their teaching skills and awareness of common student mistakes to prepare the candidate for final testing and certification as an NER/PCA instructor. Join me in welcoming Bob to the Track Committee and thanking Ray for his service.

Ground School 2013, our annual classroom-based introduction to the Driver Education (DE) program, will be in the past when you read this. Heads up! It isn't too soon to start thinking about the upcoming DE season. Registration for NER DE events opened March 1st. Don't miss out — regis-

point-bys, passing at the apex, missing the checkered flag, missing or ignoring full-course black flags, and flashing lights looking for a point by.

Reading that last group makes me think, to paraphrase, "Everything we ever need to know we learned in Green and Yellow." All of the skills necessary to avoid those black flags are taught, over and over, in the Green and Yellow run groups starting with the very first Novice Meeting, our first run on-track, and continuing throughout our time in the Green and Yellow run groups. These skills are necessary throughout our driving career and, if anything, become that much more important as we progress and drive closer to the limit. These skills are required for promotion for every run group. These skills are an integral part of the courtesy and respect we as drivers should be showing to our fellow drivers and which we should, in turn, expect our fellow drivers to show us. This season, join me in practicing what we all learned in Green and Yellow and help me 'drive' down the number of black flags.

Sincerely, Stan

Reading that last group makes me think, to paraphrase, "Everything we ever need to know we learned in Green and Yellow."

ter early, and Don't Lift!

I don't know if the book, All I Really Need to Know I Learned in Kindergarten by Robert Fulghum is the origin of the phrase, but that phrase in numerous variations has been used by many. What brings that to mind (other than more random musings) you might ask? Well, we finally had our yearly, delayed from last November, Track Committee meeting on February 16th. One of the agenda items was What Went Well, and Not So Well, in 2012. While most things went well, and some were stellar, it does seem that we had a lot of black flags during the season. I qualify this with "seems" since, as far as I know, this is the first year we kept track of black flags across the season and I have no data from previous years to use for comparison. In reviewing the list, there are items such as two- or four-wheels off, and spins. There were others, such as seatbelt caught in door, clicking noise, brake light falling out, door ajar, hood ajar, and passenger window closed. And still others such as blend-line violation, passing under yellow flag on first lap, passing without a point-by, not giving

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It may feel like the accelerator, but that's boundaries you're pushing.

The new Porsche Cayenne Diesel redefines what it means to be an SUV. It comes equipped with a 3.0L V6 Turbo Diesel engine with common rail injection system that turns out 406 lb.-ft. of torque giving you exhilarating acceleration and superior towing capabilities. Even with all this power it remains remarkably fuel efficient - 29 mpg highway and a range of up to 765 miles* in a single tank. It sets new boundaries in a category all its own. Porsche. There is no substitute.

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2013 Calendar At-A-Glance

March

10 Ground School Resched.
13 Board Meeting
16 DIY at Auto Engineering
24 Porsche and Coffee
27 Spontaneous Dinner
31 NER AX SCHOOL

April

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

May

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

June

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

July

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

August

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

September

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

October

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

November

13 Board Meeting
TBD Cops and Lawyers

December

7 Annual Dinner
11 Board Meeting

Easy Fixin's - Presented by Auto Engineering Saturday March 16th, 11:00 am

We did a survey and asked what you'd like in a Tech Session. And we heard back that there actually are some people out there who aren't professional mechanics with a four-post lift who want to rebuild their engine. Amazing! There are actually some Porsche owners who would like to hear about some simple maintenance items that they can complete in their driveways, maybe even without a jack! Who would have thought it? Things like changing a cabin filter or an air filter. Or keeping radiators free of leaves. Or how to jump-start your car when the battery is dead and the trunk, which opens electrically, is locked (guess who recently learned about this one!).

Justin Becker and the rest of the folks at Auto Engineering of Lexington will be helping us learn some of the easier DIY things we can do with our cars. (And for those who think they are above all this, come on down anyway. You'll get your questions answered even if they aren't that simple.)

The event starts at 11:00 am. The address is: 436 Marrett Rd., Lexington. And in case you have something that needs to be done on your car and you can't wait — call them at (781) 676-7700.

Please RSVP at <http://volunteersignup.org/RCBFJ>. Attendance is limited. –This way we will also have your e-mail address so we can contact you if the event has to be cancelled due to lousy weather.

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



Porsches, Coffee and Donuts! Presented by Herb Chambers Porsche of Burlington, March 24, 10AM-1PM

Hey, it's March, it's a beautiful day (hopefully), and you need to take off the car cover, pull off the trickle charger, and taste the open road in your Porsche. A few nice ramps on and off Rt. 128 (be careful if it's still a cold day on those summer tires!) and a couple of blasts on the highway will get you to Porsche of Burlington where you can join your fellow Porsche mates for refreshments, chat and tire kicking. Sales Manager Peter Wienstroer will show us around and answer your questions about the latest models.

The event starts at 1:00 pm. The address is: 62 Cambridge St., Burlington. Please RSVP at <http://volunteersignup.org/T7EPE> so we can plan for refreshments.

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

Spontaneous Dinner@Panera Natick March 27th, 6:30PM

March 27th 6:30 pm at the Panera Natick location at the intersection of Rte 9 and Rte 27 in the shopping center with Stop & Shop. Come join your fellow NER members as the warm driving weather nears to socialize over a fine meal.

Questions please email Steve at slr944@aol.com

Please sign up here so that we can have space for all

<http://www.volunteersignup.org/LA4CL>

YOUR 2013 INVITATION TO SUBSCRIBE TO THE NOR'EASTER

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:



The New England Ramble

PorscheFest Concours d'Elegance

Guest Speakers

Event Highlights and Photos

Tours & Rallies

Social Events Dinners

Monthly Meetings

Zone One Event Info and Registration Forms

Tech Tactics
Zone 1 Concours/Rally
48 Hour of Watkins Glen
Zone 1 Autocross

Drivers Ed Event Info and Registration

Watkins Glen
Mont Tremblant
Calabogie
NHIS

Monthly Columns by Regular Contributors

Autocross Event Info

Workshop Sessions/Announcements

Articles and Technical Info and Maintenance

How can you ensure that you won't miss any of these great events... this time of year?

Subscribe today! The form provided below. Send it with your check for \$15 (Payable to NER/PCA - no cash please) as directed below. Your subscription must be received by February 15th to continue or start your 2013 subscription. As a new member, you may have been receiving complementary issues in 2012. To continue getting THE NOR'EASTER, you must subscribe for 2013.

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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
For information on mailing issues, including change of address, contact

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DEADLINE FOR RENEWAL IS FEBRUARY 15, 2013

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

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



Mail to: Dani Fleming 16 Meriam St. Lexington MA 02420 - Enclose a check for \$15 payable to NER/PCA.
Note: All subscriptions for current subscribers must be received by February 15, 2013 to insure continued receipt of THE NOR'EASTER.

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

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

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

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

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

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

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

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

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

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

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

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

See you there!

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

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

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

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

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

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

WANTED: Items for Silent Auction

Once again I'm soliciting items for another Silent Auction at the Spring Ramble, April 26-28, 2013. This year the Ramble is to be held at The Omni Mount Washington at Bretton Woods, NH and the Auction will benefit NER's charity, Angel Flight NE. As you know Angel Flight NE is an organization of private pilots who provide free flights to medical institutions for patients and their families.

If you can contribute something to be included in the Silent Auction, please contact Joyce Brinton at joyce.brinton@gmail.com. Some examples of popular items from past Auctions include: automotive products and services, art works, handmade craft items, books, wine/food baskets, Red Sox tickets, various kinds of professional services, and coupons for all sorts of goodies. New ideas are always appreciated. If you have donated in the past, we hope you will again this year.

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



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

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

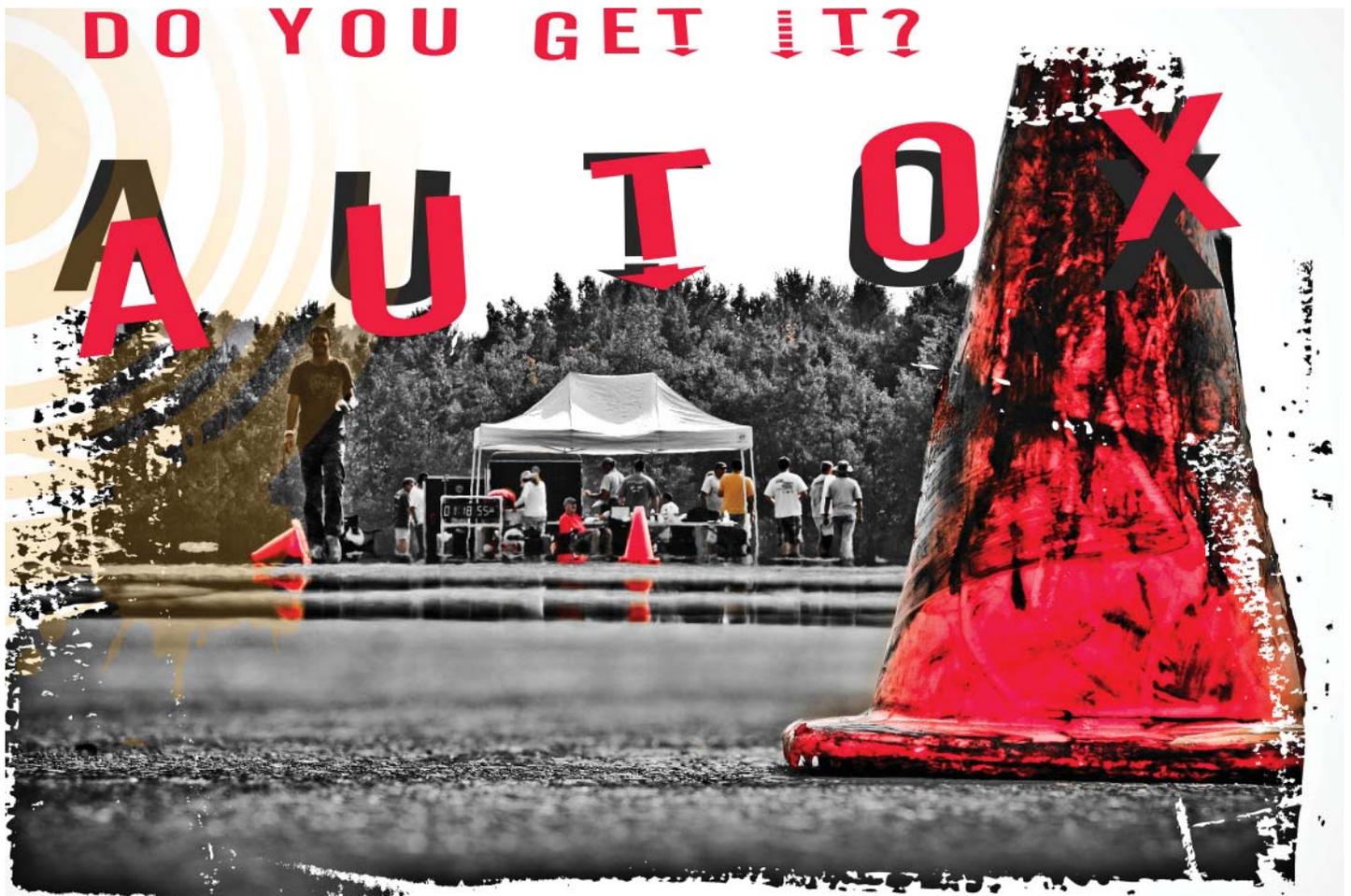
Due to limited space, pre-registration is mandatory — we can only accommodate 20 people.

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

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

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

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



NER dates -

NER School - March 31
(wear your woolies!)
May 19
June 30
July 28
September 21
October 5

NCR dates -

April 21
June 1
July 14,
August 3
September 7

Zone 1 - August 24-25

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

send  Letters



to **ME**,

the Editor!

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!

Please send hard copy pics to:
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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!!



The New England Ramble 2013



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

What is NER's Annual Spring Ramble, aside from the obvious: the 130+ Porsches (some Ramblers drive vehicles other than Porsches), good friends, good food and a weekend at a top-notch resort hotel?

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

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

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

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

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

Mt. Washington Single Double

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

Finally the details:

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

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

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

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

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

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

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

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

2013 New England Ramble Registration Form - \$55/person until March 1st - \$75/person thereafter	
*Entrant/Co-Entrant Names: _____	Circle The Rambles You've Attended '88 The Red Lion Inn '89 The Black Point Inn '90 The Chatham Bars Inn '91 The Wolfeboro Inn '92 The Old Tavern At Grafton '93 The Eagle Mountain Inn '94 Cranwell '95 The Woodstock Inn '96 The Equinox '97 The Black Point Inn '98 The Sagamore Inn '99 The Wequasset Inn '00 Cranwell '01 TopNotch '02 Mt Washington '03 The Woodstock Inn '04 The Samoset Resort '05 The Sagamore Inn '06 Stoweflake Resort '07 The Equinox '08 The Balsams '09 Otesaga '10 Mountain View Grand '11 The Equinox '12 The Stowe Mt. Inn
Address: _____	
City/State/Zip: _____	
Phone (day - optional): _____ Phone (eve): _____	
Email: _____	
Porsche: Year/Model/Color: _____ License Plate #: _____	
*Dinner Choice: Roast Chicken Breast: #___ Herbed Salmon: #___ NY Strip Steak: #___ Mushroom Manicotti: #___	
Mail to: Bruce Hauben, 5 Apple Ridge Ln, Littleton, MA 01460	
Checks Payable To: NER/PCA	
Sponsored by  EUROPEAN PERFORMANCE ENGINEERING	

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



NER DRIVERS EDUCATION EVENT

NEW HAMPSHIRE MOTOR SPEEDWAY



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

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

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

DE students with three or fewer track days are welcome to sign up for this event and join the Novices. Green and Yellow run group drivers with more than 3 days may sign up for the wait list. If we have enough instructors for an "experienced" student run group, we will schedule that as well. INSTRUCTORS, please sign up early to help us manage this!!

Solo drivers in Blue/White/Black... sign up early for our season opening, 2-day DE! Registration for all NER DE events opens March 1.

Visit <http://www.porschenet.com/JCMS/content/view/330/140/> for our full schedule. And please review the DE portion of the website for important tips, data and advice.

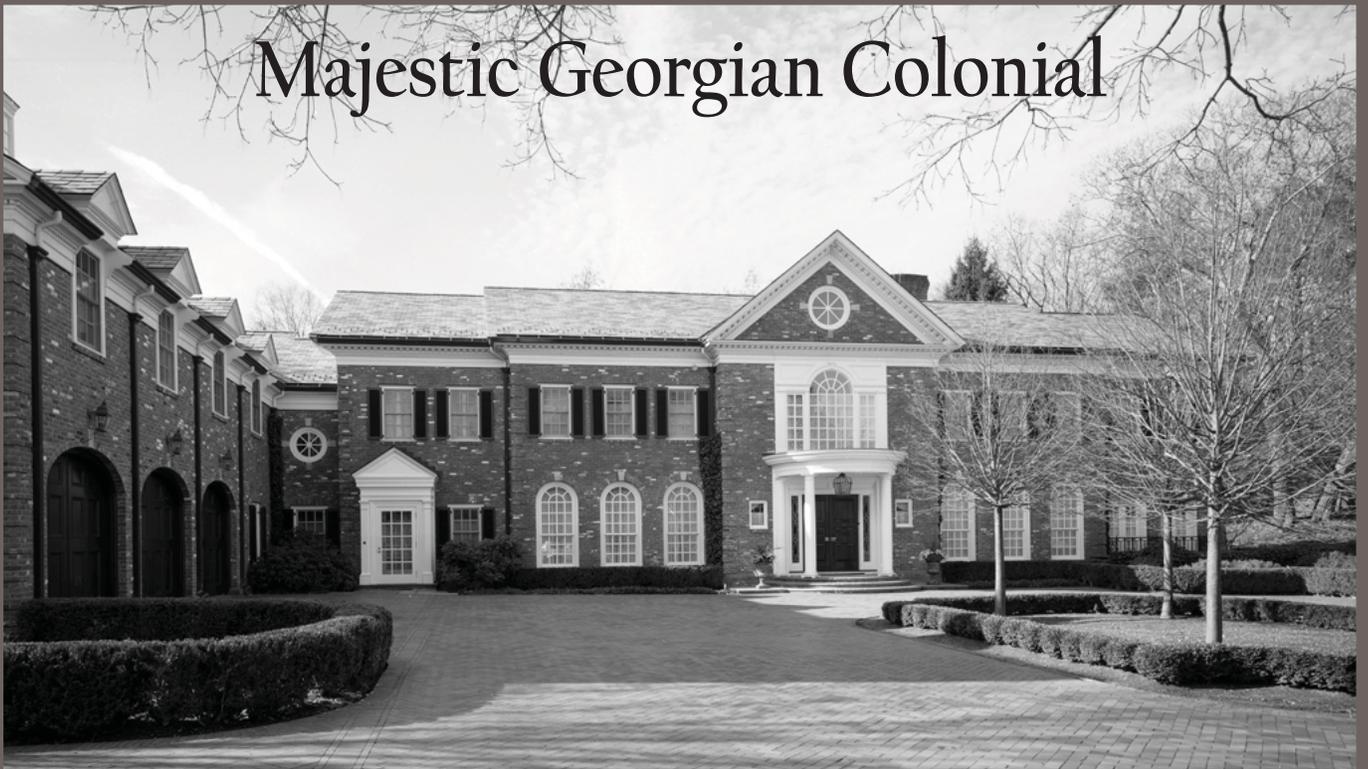
Registration questions? Contact Mark Keefe, Registrar at TCReg@PorscheNet.com: or 508-529-6127 before 8PM.

Event questions? Contact Stan Corbett, Track Chair, stanley_corbett@msn.com: or 774-275-1621 before 9PM.

Registration Opens March 1, 2013 at www.clubregistration.net



Majestic Georgian Colonial



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Zone 1 Rally and Concours

May 18 - 19, 2013

Hosted by North Country Region

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

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

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

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

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

THIS EVENT IS NOT TO BE MISSED!

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

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

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

..... ✂

NAME(S) _____

ADDRESS _____

EMAIL _____ PH# _____ REG _____ PCA# _____

CAR YR _____ PORSCHE MODEL _____ COLOR _____ Body Type _____

POSTMARK BY 5/01/2013

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

POSTMARK AFTER 5/01/2013

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

CALLING ALL CONCOURS JUDGES AND THOSE WHO WANT TO BE

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

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

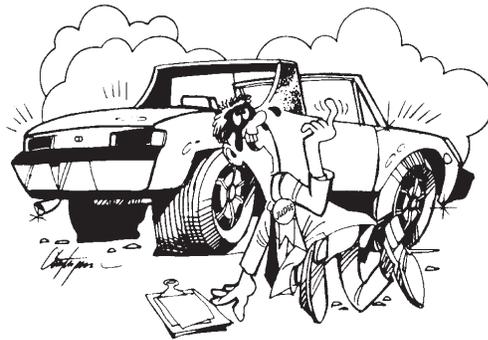
Jay Gratton, North Country Region
jeg914@aol.com
603-440-9804

with the following information:

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

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

The facility will be open by 9:00AM with Judges cars being placed at 9:30 AM and others beginning at 10:00 AM. A Judges Workshop reviewing scoring, deductions, procedures, consistency, approach to participants, etc will be held between 10:00 and 10:50AM. While this workshop is especially important and **mandatory** for all new judges, it will be a good review for approved PCA National Judges who are welcome and encouraged to attend.





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

Join us for the 39th consecutive year of the Zone 1 48 Hours of Watkins Glen, on June 14, 15 & 16. Watkins Glen International is the continuation of a road racing tradition dating back to 1948, when sports cars raced on the 6.6 mile course through the village of Watkins Glen. The permanent road course was built in 1956 and has remained the home of a great racing tradition for 55 years.

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

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

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

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

→The Zone will host a Saturday evening cocktail hour and dinner.

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

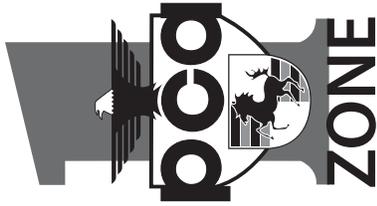
Come and meet the new Zone 1 Chief Instructor, Matt Romanowski. Matt is taking over for Dave Maynard, who after many many years has decided to step down. We thank Dave for his many years of service to the Zone. We thank Matt for stepping up to the challenge.

Don't miss the Friday evening track walk available to all registrants. Saturday and Sunday will be run in the traditional DE format with the track open until 5:30 PM on Saturday.

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

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

Pricing: Green & Yellow (Sat & Sunday): TBD
 White & Black (Friday, Saturday and Sunday): TBD
 Instructors & Instructor Candidates (Friday, Saturday and Sunday): TBD



PORSCHE

GLASH

At The Glen

**Join us for the 13th Annual CLASH AT THE GLEN May 31st - June 2nd 2013
Hosted by the Regions of Zone 1 at
Watkins Glen International Raceway in Watkins Glen, NY**

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

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

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

For additional information contact

Jennifer Webb at jenniferbischoff@hotmail.com or 514.235.0157

Pete Tremper at tremper9146@aol.com or 609.221.3854



PORSCHE

CLASH

At The Glen

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

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

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

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

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

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

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

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

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

We ask that volunteers sign up to work for a full morning or afternoon session. The more sessions you sign up for the better the reward.

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

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

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



PORSCHE



At The Glen

VOLUNTEER REGISTRATION FORM

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

Name: _____ PCA Region: _____

Address: _____ Email: _____

_____ Phone: _____

City: _____

Emergency Contact Information

State/Province: _____ Name: _____

Postal Code: _____ Phone: _____

Are they the track with you? Yes No

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

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

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

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

Thursday May 30th Afternoon/Evening	Friday May 31st Morning	Friday May 31st Afternoon	Saturday June 1st Morning	Saturday June 1st Afternoon	Sunday June 2nd Morning	Sunday June 2nd Afternoon
---	-------------------------------	---------------------------------	---------------------------------	-----------------------------------	-------------------------------	---------------------------------

If you selected three or more session please choose a jacket size. S M L XL XXL

Please return the completed form before May 16, 2013 to

Aaron Ambrosino
Zone 1 Club Race Registrar
13 Delta Way
Clifton Park, NY 12065
zone1clashregistrar@gmail.com

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

58TH ANNUAL PCA PORSCHE PARADE

2013

JUNE 23-29

TRAVERSE CITY, MICHIGAN



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



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

twenty eighth annual autocross



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

this year's event

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

how much it costs

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

where to stay

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

who to talk to

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

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

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



What is Drivers Education?

Copy by Stan Corbett

There are two ways to answer the question.

From a technical perspective, Drivers Education (DE) is a program developed by the PCA to give drivers the opportunity to learn how to drive their cars on real racetracks in a safe, controlled and fun environment. Typical DE events are run over 1, 2 or 3 days. Drivers are assigned to one of four or five run groups divided by experience and skill level. Each day is separated into four sets of run groups so all drivers are on track 4 times per day for 20 to 30 minutes each time. To ensure maximum safety and fun you're placed in a run group with other drivers with similar experience and skill levels. In the beginner and novice (student) groups, drivers are accompanied by PCA trained and certified instructors who will teach you high performance driving techniques and fundamentals. DE driving is not racing or even preparation for racing. The events are not timed and there are no prizes. Prescribed passing zones and

rules and codes of conduct add to the safe environment.

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

For this 2013 season we've lined up some great tracks and events; five different tracks as you'll see below, including two favorites in Canada and weekends at Calabogie and WGI.

continued next page

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

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

What's new or continuing for 2013?

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

This year we have once again organized a coordinated calendar between the Northeast (NER) and North Country (NCR) regions of the PCA. These coordinated events provide the dedicated DE enthusiast the chance for 21 days of driving on five different circuits; including a return to Limerock Park. In answer to many requests, we have 3 weekend events in 2013; one hosted by NCR at our home track in Loudon, New Hampshire Motor Speedway (NHMS) with 10 total days there; a 3-day weekend event at Calabogie in Canada; and a 3-day weekend event at Watkins Glen in New York. Our signature

event at Canada's Le Circuit Mont-Tremblant (LCMT), July 8-10, is once again during the free Mt. Tremblant Blues Festival, making it a great opportunity for a family outing. And that event is immediately followed by a 3-day event also in Canada at Calabogie Motorsports Park, July 12-14 with the 11th set aside for travelling from LCMT, approximately a 3 hour drive.

DE Rebate Program:

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

continued next page

2013 Driver Education Schedule – Overview

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

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

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

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

Contact Information:

Northeast Region (NER)
www.porschenet.com

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

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

Registrar
Mark Keefe - 508-529-6127

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

Track Chair
Stan Corbett – 774-275-1621

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

Event Registration Site
www.clubregistration.net

Event Registration Site
www.motorsportreg.com

For those new to DE:

2013 will feature our annual Novice Day as part of our first event of the season. The event will be held at NHMS (a short, one-hour drive north of Boston) on May 7th, the first day of our May 7-8 DE event and will be hosted by NER. The Novice Program will include special classroom sessions with NER's Chief of Novice Development, possibly joined by pro-driver and coach Dennis Macchio, covering basic driving, driving techniques, terms, fundamentals and objectives. In addition, the Novice Program will include a number of on-track driving sessions with experienced NER/NCR PCA instructors. Note: While details are still being worked out, the plan is for the Novice Program on May 7th to be focused on true Novices. Since registration numbers are obviously unknown, first time DE participants will be admitted first, followed by Green run group drivers with three or fewer track days experience, and a wait list will be established for more experienced Green and Yellow run group drivers who will be admitted if there are more instructors than required for the Novice group. Solo drivers in the Blue, White and Black run groups may register for the May 7-8th event and participate in a normal DE day both days. No more paper... save the planet!

NER is continuing our policy of not accepting paper registrations. To register for any event hosted by NER you will need to do so online at clubregistration.net. Once you have created an account and profile with clubregistration.net it is a quick, simple process to sign up for an event, and electronic payment is available. You will, however, still be able to send a check by 'snail' mail if you prefer. See our web site for details. For NCR hosted events go to their website and their registration site. Watch the NER Web Site

While we email information to registered drivers the web site should be checked periodically for new and updated information. For example the rates and reservation information for the Mont Tremblant hotels with which we negotiate special rates will be posted on the web site at the "DE Event Information" page.

Registration Process

How to register:

The coordination of the two regions' schedules means two different websites for registration, one for NER events and another for NCR events. On the event calendar you will notice the host region is identified. Although both regions cooperate with each other, it is the host region that handles registration. All rules and policies are consistent regardless of host region. The host region's registration web site will be the only point of registration for the events they are hosting. This means, for example, for the May 7-8th Novice Day and DE event you must go to NER's registration website and for the NCR DE events at New Hampshire and Lime Rock Park you must go to NCR's (the host's) registration web site to register.

Each region may also require you to establish your creden-

tials as a driver, and give details of your car before you are able to register for an event. Both regions have similar policies and requirements though the registration web sites may have differences in formats. In all cases setting up your profile with the registration website should be a one-time affair unless your vehicle and/or other profile items change. After you have provided your details to each registration site, you will be able to log in and will be automatically remembered. For our returning drivers, be sure to update your profile including driving history, car info if you change or add cars AND keep your email address current! The last is particularly important as we use the registration site to send information to drivers via email.

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

When to register:

In most cases registration for all NER events opens on March 1, 2013.

As a general word of warning, be aware that both regions accept entries on a first-come, first-served basis. This year (as a result of the coordinated calendar) there will be much greater demand for most events; we fully expect that some will be sold out very early. Although you cannot register before the registration opening day, we strongly suggest you register as early as possible after March 1 to avoid disappointment. This is particularly important for the Green & Yellow student groups as the number admitted to any event is dependent upon the number of instructors signing up. Instructors tend to be late in registering; so Student drivers, sign up early. It's also particularly important for the Mt. Tremblant event, July 8-10, as only 30 cars are allowed on the track at any time (a maximum of 150 cars for the event).

Other important information about registration:

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

A few registration caveats:

Registration closes 2 weeks prior to an event:

Signing up for an event without paying is not a full registration. Until your payment is received, either by check or electronically, you are NOT registered and a space will not be held for you in the event. If you pay after the 2-week cut-off or at the event with permission of the registrar, you may be sub-

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ject to a \$50/day or \$100/event surcharge, whichever is less.

All registrations will normally be for the entire 1, 2, or 3 days of the event. A driver wishing to register for fewer days than the entire event may have to pay a surcharge (\$25/day) and should check first with the registrar.

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

If Instructors register within 2 weeks of an event, they will pay an additional \$25/day beyond the Instructor rate. In the case of NHMS events that period is 21 days prior to the event and the charge is \$75/day.

All of the above surcharges are at the discretion of the Track Chair, Registrar and/or Chief Instructor and may be modified depending on the individual circumstances of an event.

Who can drive in a PCA Driver Education event?

NER & NCR have the same basic requirements:

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

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

What can you drive at a PCA Driver Education event?

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

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

All cabriolets (other than Porsche 996s, 997s and Boxsters) must be equipped with a roll bar.

Some older Porsches (pre-1969) may be required to modify the mountings of, or install, seat belts. Host web sites will give details of requirements and should be checked periodically to stay current with any changes. All vehicles are required to have at least 3-point seat belts.

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

What else is needed?

Both regions will require that your vehicle be given a pre-track Technical Inspection by a PCA-recognized Inspector. These inspections must be undertaken prior to arrival at the event and are intended primarily to ensure the safety and track-worthiness of your vehicle. Details of these inspections along with downloadable NER and NCR tech forms and a list of recognized inspectors can be found at each of the host regions' web sites. Each host region will have slightly different forms and requirements, but each will accept the host region's "Tech" form signed and stamped by another region's registered tech inspector. Please be aware, however, that technical inspection does not negate the vehicle's driver/owner responsibility for the vehicle to be safe and in compliance with all PCA, host region and/or track requirements.

All PCA Driver Education events require that you wear a helmet while on the track. Both host regions require that these helmets meet at least the SA2005, SA2010, M2005 or M2010. In addition NER will also allow K2005 and K2010 helmets. In all cases SA ratings are strongly recommended for their fire safety qualities. Helmet certifications occur every 5 years and are valid in PCA events for 10 years, so an SA2005 or M2005 (or K2005) helmet will only be valid for three more years.

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

While NER does not require that your car be equipped with a fire extinguisher, NER does strongly recommend it. You should be aware, however, that most regions still do require a 2-1/2 lb (minimum) class BC or ABC fire extinguisher be mounted in a metal bracket and bolted to a metal surface although some regions allow a one-time exemption from this requirement for the first event a driver attends. Be sure to check the host region's requirements.

In summary:

- Identify who is hosting the event or events you wish to enter.
- Go to the host's web site and locate links to Driver Education.
- Go to their registration site and register for events.
- Pay online or forward a check to the host region.
- Have a fire extinguisher installed in your car (if that is required by the host region).
- Beg, borrow or buy a helmet that meets or exceeds SA2005 or M2005 (or K2005).
- Download a tech inspection form a couple of weeks before the event.
- Locate a nearby tech inspector from your home region's web site.
- Have your car inspected and keep the tech form, as you will need it at the event.
- Read the articles on what to expect and what to bring that appear on our web site.
- Come to the track and have fun!

Herb Chambers Dealer Visit

Copy by Mark Engleburg photos by Rick Scourtas

I woke up on the morning of Sunday, January 27th looking forward to a perfect day staring at Porsches. Unfortunately, it didn't turn out to be the most perfect day after all (more on that later). But it was one of those crisp New England winter days — no snow on the ground but very sunny, with temperatures hovering in the mid-20s. If you live here, you know what I mean. It's really not bad if your heater works.

I hit the road at 9:15, driving the 35 minutes or so to the "Winter Warmer" at Herb Chambers Porsche on Commonwealth Ave. in Boston. I remember when the old Foreign Motors East was right around the corner at the split between Comm. Ave. and Brighton Ave. BMWs, Rolls, Mercedes and more in a tired old 3-story building. This dealership is nothing like that. Gorgeous is an understatement! I was looking forward to: 1) seeing the cars, 2) driving some cars, 3) catching up with old friends (and some not so old), and 4) maybe picking up a goodie prize or two. I scored two for four. Sigh.

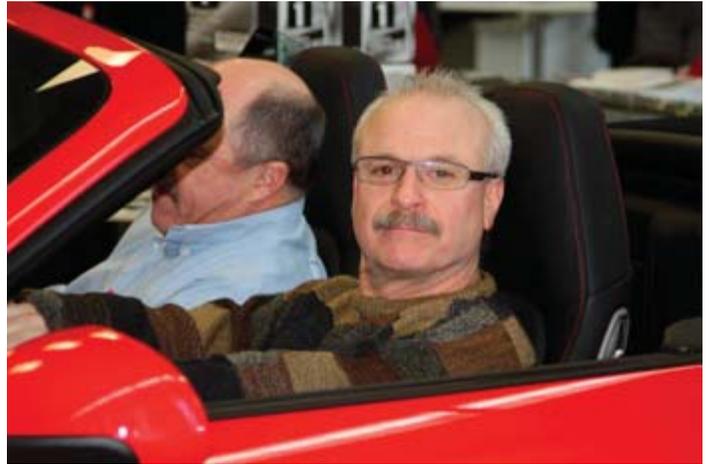
"Racetrack Rick" Scourtas, GM of the dealership, pulled out all the stops. Cars to drive, food to eat, goodies to win, and interesting tidbits about the future of Porsche. Rick had a team of 12 people who worked on the event and they did a super job. It started with his staff flagging us to parking spots in the showroom lot so we wouldn't have to park in the street. Walking in the door, the first thing I saw was the sign-up sheet to take out some cars. Knowing that none of them was going to be in my driveway in the near future (especially after drooling at the Aston Martin dealership two weeks earlier!), this was a perfect time to do some test drives. I figured, "Why not?" and signed up to drive all three cars: the all-new C4S, all new Boxster S, and the all-new 911. Quite a collection.

And what a collection on the showroom floor, as well. Every car you could imagine, as the dealership is quite large. It seems like a small showroom in the front as one walks in, but it just goes on and on and on. About 60 of us walked around ogling the cars (as well as the price tags). It's getting hard to find a Porsche under six figures. This is a rich man's (or woman's) sport!

Then the food. When was the last time you saw a six-foot sandwich? Yes, I said "foot." Four of them. Twenty-four feet of food. I know I've never written that sentence before! Deliciously prepared subs on braided Italian bread from the Golden Goose restaurant in the North End, personally delivered by owner Steve DeAngelis himself.

Rick gave us a "tour" of Porsche's ambitious ambitions for 2013. Some of these details are highly secret and have not been announced yet, so don't let anyone else know about this stuff:

1. The 2014 Panamera will have a V6 bi-turbo for the S version, while the GTS will have a V8. (I was amazed at how roomy the Panamera was in the back seat compared to the Aston Martin Rapide that required help to get in and out, at twice the price.) It's a gorgeous car.



Lookin' good!



Bill and Michael chat.



The posters.

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Lunch and gathering.



Before (24 feet of food).



Annnnnnd... after. (0 feet left).
continued next page

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Tearing up the dance floor.

continued from previous page



Listening Closely.



*The line for the posters.
continued next page*

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- 2. An extended-wheelbase Panamera will be available.
- 3. An all-new 991 Turbo will have a 3.8-liter engine with 520 hp; the Turbo S will follow with 560 hp and rear-axle steering!! Only with PDK, though.
- 4. An all-new 991 GT3 is expected to have 450 hp, also with rear-axle steering.
- 5. A 911 50th anniversary edition comes this year, celebrating the 50th Anniversary of the Porsche 911 (1963-2013).

I think Rick also mentioned that the entire showroom area is being remodeled. I'd know for sure if only I'd been tasked with this article before the meeting and had taken some notes. But, the memory just ain't what it used to be, and it's never been very good anyway!

A huge table of goodies awaited the patient ones who stuck around. It was hard not to wait around staring at four cases of Mobil 1 (first to go at \$10+ a quart!), factory Porsche golf umbrellas, hats, Porsche jackets, pen sets, model cars, post-card sets, antique and new posters, Porsche books, and... I've forgotten the rest. But, as Rick said, there was something for everyone and no one left empty-handed. Of course, just like the Lottery, I was drawn near the end and got a nice poster. I can rationalize this as being okay because the Mobil 1 was the wrong weight for my car anyway!

And why was I only two for four? Well, besides no Mobil 1, I went to test drive the cars at the end of the meeting. What's the critical thing you must have with you to drive a dealer's car?



The littlest drive in the littlest Porsche.

Your license, of course. And where was mine? At home. Sigh.

But, it was a fun day anyway. Rick: a great job, and thanks very much to your team!

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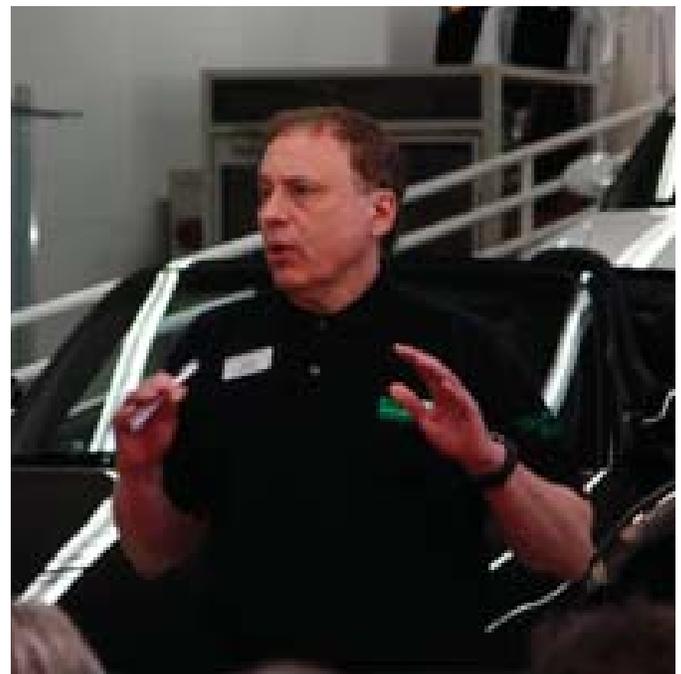
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Our Host "Racetrack" Rick.

'The' Sports Car Celebrates a Special Anniversary

Copy & photos by PCNA.

For five decades, the 911 has been the heart of the Porsche brand. Few other automobiles in the world can look back on such a long tradition and with such genuine continuity as the Porsche 911. It has been inspiring car enthusiasts the world over since its debut as the Type 901 at the IAA International Automotive Show in September, 1963.

Today it is considered the quintessential sports car, the benchmark for all others. The 911 is also the central point of reference for all other Porsche series. From the Cayenne to the Panamera, every Porsche is the most sporting automobile in its category, and each one carries a piece of the 911 philosophy.

More than 820,000 Porsche 911s have been built, making it one of the most successful sports cars in the world. For each of its seven generations the engineers in Zuffenhausen and Weissach have reinvented it, time and time again demonstrating to the world the innovative power of the Porsche brand. Like no other vehicle, the 911 reconciles apparent contradictions such as sportiness and everyday practicality, tradition and innovation, exclusivity and social acceptance, design and functionality. It is no wonder that each generation has written its own personal success story. Ferry Porsche best described its unique qualities: the 911 is the only car you could drive on an African safari or at Le Mans, to the theater or through New York City traffic.

In addition to its classic yet unique lines, the Porsche 911 has always been distinguished by its advanced technology. Many of the ideas and technologies that made their debut in the Porsche 911 were conceived on the racetrack. The 911

was committed to the performance principle from the start, and motor racing is its most important test lab. From the very beginning it has been at home on circuits all over the world, earning a reputation as a versatile and dependable winner. Indeed, a good two-thirds of Porsche's 30,000 race victories to date were notched up by the 911.

How Porsche celebrates the anniversary

For Porsche, the 50th anniversary of this iconic sports car is the central theme of 2013. There will be a wide variety of anniversary events, starting with the Retro Classics automobile show in Stuttgart. From March 7th–10th, the Porsche Museum will ring in the anniversary year with four special exhibits: an early-model 911 Turbo coupe, a 911 Cabriolet study from 1981, a 1997 street version 911 GT1, and the pre-series Type 754 T7. This chassis by Professor Ferdinand Alexander Porsche was a milestone on the way to the 911 design.

The company is also sending an authentic 1967 model 911 on a world tour. Over the course of the year, this vintage 911 will travel to five continents, where it will be shown in places like Pebble Beach, Calif., Shanghai, Goodwood, the U.K., Paris and Australia.

As an ambassador for the Porsche brand, this vintage 911 will be in attendance at many international fairs, historical rallies and motor sport events. Fans and interested individuals can follow the car's progress at: <http://porsche.com/follow-911>

The Porsche Museum is celebrating 50 years of the Porsche 911 from June 4th–Sept. 29th, 2013, with a special exhibition featuring the history and development of the 911. In the spring, the museum's own publishing house, Edition Porsche-Museum, *Continued next page*



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will publish an anniversary edition entitled 911 x 911.

The First 911 (1963) — Birth of a Legend

As the successor to the Porsche 356, the 911 won the hearts of sports car enthusiasts from the outset. The prototype was unveiled at the Frankfurt IAA Motor Show in 1963 as the 901, and renamed the 911 for its market launch in 1964. Its air-cooled six-cylinder boxer engine delivered 130 hp, giving it an impressive top speed of 131 mph. If you wanted to take things a little slower, starting in 1965 you could also opt for the four-cylinder Porsche 912. In 1966, Porsche presented the 160 hp 911 S, which was the first to feature forged alloy wheels from Fuchs.

The 911 Targa, with its distinctive stainless steel roll bar, made its debut in late 1966 as the world's first ever safety cabriolet. The semi-automatic Sportomatic four-speed transmission joined the lineup in 1967. With the 911T of the same year, and the later E and S variants, Porsche became the first German manufacturer to comply with strict U.S. exhaust emission control regulations.

The Porsche 911 became more and more powerful as displacement increased, initially to 2.2 liters (1969) and later to 2.4 (1971). The 911 Carrera RS 2.7 of 1972, with a 210 hp engine and weighing less than 1000 kg, remains the epitome of a dream car to this day. Its characteristic “ducktail” was the world's first rear spoiler on a production vehicle.

Continued next page



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The G-Series (1973) — The Second Generation

Ten years after its premiere, the engineers at Porsche gave the 911 its first thorough makeover. The G model was produced from 1973 to 1989, longer than any other 911 generation. It featured prominent bellows bumpers, an innovation designed to meet the latest crash test standards in the United States. Occupant protection was further improved by three-point safety belts as standard equipment, as well as integrated headrests.

One of the most important milestones in the 911 saga was the 1974 unveiling of the first Porsche 911 Turbo with a 3.0-liter, 260 hp engine and enormous rear spoiler. With its unique blend of luxury and performance, the Turbo became synonymous with the Porsche mystique.

The next performance jump came in 1977 with the intercooler-equipped 911 Turbo 3.3. At 300 hp, it was the best in its class. In 1983 the naturally aspirated 911 Carrera superseded the SC; with a 3.2 liter 231 hp engine, it became a favorite collector's item. Starting in 1982, fresh air enthusiasts could also order the 911 as a Cabriolet. The 911 Carrera Speedster, launched in 1989, was evocative of the legendary 356 Speedster of the fifties.

The 964 (1988) — Classic Modern

Just when automotive experts were predicting the imminent

end of an era, in 1988 Porsche came out with the 911 Carrera 4 (964). After 15 years of production, the 911 platform was radically renewed with 85 percent new components, giving Porsche a modern and sustainable vehicle. Its air-cooled 3.6-liter boxer engine delivered 250 hp.

Externally, the 964 differed from its predecessors only slightly, in its aerodynamic polyurethane bumpers and auto-

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matically extending rear spoiler, but internally it was almost completely different. The new model was designed to captivate drivers not only with sporty performance but also with enhanced comfort. It came equipped with ABS, Tiptronic, power steering and airbags, and rode on a completely redesigned chassis with light alloy control arms and coil springs instead of the previous torsion-bar suspension.

A revolutionary member of the new 911 line right from the start was the all-wheel drive Carrera 4 model. Starting in 1990, in addition to Carrera Coupe, Cabriolet and Targa versions, customers could also order the 964 Turbo. Initially powered by the proven 3.3-liter boxer engine, the Turbo was upgraded in 1992 to a more powerful 360 hp 3.6-liter powerplant. Today, the 964 Carrera RS, 911 Turbo S, and 911 Carrera 2 Speedster are in particularly high demand among collectors.

The 993 (1993) — The Last Air-Cooled Models

The 911 with the internal design number 993 remains the one true love of many a Porsche driver. The remarkably pleasing design has much to do with this. The integrated bumpers underscore the smooth elegance of its styling. The front section is lower slung than on the earlier models, made possible by a switch from round to polyellipsoid headlights.

The 993 quickly gained a reputation for exceptional dependability and reliability. It was also agile, as the first 911 with a newly designed aluminum chassis. The Turbo version was the first to have a bi-turbo engine, giving it the lowest-emission stock automotive powertrain in the world in 1995. The hollow-spoke aluminum wheels, never before used on any car, were yet another innovation of the all-wheel drive Turbo version.

The Porsche 911 GT2 was aimed at the sports car purist who cherished the thrill of high speeds. An electric glass roof that slid under the rear window was one of the innovations of the 911 Targa. But the real reason dyed-in-the-wool Porsche enthusiasts still revere the 993 is that this model, produced from 1993 to 1998, was the last 911 with an air-cooled engine.

The 996 (1997) — Water-Cooled

The 996 model, which rolled off the assembly line from 1997 to 2005, represented a major turning point in the history of the 911. It retained all the character of its classic heritage, but was an entirely new automobile. This comprehensively redesigned generation was the first to be driven by a water-cooled boxer engine. Thanks to its four-valve cylinder heads, it achieved 300 hp and broke new ground in terms of reduced emissions, noise, and fuel consumption.

The exterior design was a reinterpretation of the 911's classic lines, but with a lower drag coefficient (Cd) of 0.30. The lines of the 996 were also a result of component sharing with Porsche's successful Boxster model. Its most obvious exterior feature were the headlights with integrated turn signals, at first controversial but later copied by many other manufacturers. On the inside, drivers experienced an entirely new cockpit. Driving comfort now also played a greater role alongside the typical

sporty characteristics.

With the 996 Porsche launched an unprecedented product offensive with a whole series of new variations. The 911 GT3 became one of the highlights of the model range in 1999, keeping the tradition of the Carrera RS alive. The 911 GT2, the first car equipped with ceramic brakes as standard, was marketed as an extreme sports vehicle starting in the fall of 2000.

The 997 (2004) — Classicism and Modernity

In July, 2004 Porsche unveiled the new generation 911 Carrera and 911 Carrera S models, referred to internally as the 997. The clear oval headlights with separate blinkers in the front apron were a visual return to older 911 models, but the 997 offered more than just style. It was a high-performance vehicle, with a 3.6-liter boxer engine that turned out 325 hp, while the new 3.8-liter engine of the Carrera S managed an incredible 355 hp.

The chassis was also substantially reworked, and the Carrera S came with Porsche Active Suspension Management (PASM) as standard equipment. In 2006, Porsche introduced the new 911 Turbo, the first gasoline-powered production automobile to include a turbocharger with variable turbine geometry. A model update in the fall of 2008 made the 997 even more efficient thanks to direct fuel injection and a dual-clutch transmission. Never before had the 911 series made such extensive allowances to suit drivers' individual preferences, and with Carrera, Targa, Cabriolet, rear- or all-wheel drive, Turbo, GTS, special models, and road versions of GT racing cars, the 911 family ultimately comprised 24 model versions.

The 991 (2011) — Refined by Experience

This car, known internally as the 991, represents the greatest technical leap in the evolution of the 911. Already the class benchmark for decades, the new 911 generation raised performance and efficiency to new levels. A totally new suspension with a longer wheelbase, wider track, larger tires and an ergonomically optimized interior — it all adds up to an even sportier yet more comfortable driving experience.

Technically, the 911 is the epitome of Porsche Intelligent Performance — even lower fuel consumption, even higher performance. This is due in part to the smaller 3.4-liter displacement in the Carrera basic model (yet developing 5 hp more than the 997/II), and to its hybrid steel/aluminum construction, which significantly reduces curb weight. Other innovations include Porsche Dynamic Chassis Control (PDCC) and the world's first seven-speed manual transmission.

The design of the 991 has likewise met with high critical acclaim. With its flat, stretched silhouette, exciting contours, and precisely designed details, the seventh generation of the Porsche 911 Carrera remains unmistakably a 911 that has once again succeeded in redefining the standard for automobile design. It is the best 911 of all time — until the next generation.

For Porsche apps: <http://www.porsche.com/usa/entertainment/apps/>

Porsche Power — Addendum

Copy by Dan Sullivan

EDITOR'S NOTE - I accidentally left out this picture last month, Dan, and all of you, have my sincere apologies.

Note the long hair and the authentic "Austin Powers" Jacket! This photo was taken in March of 1973. I was 20. Here are the spec's:

1960 Porsche 356B Cabriolet

Exterior: Porsche Color Code 6210, Smyrna Green (like a British racing green)

Interior: Tan leather throughout; dash, doors, seats...

Top: Tan top

Engine: 1600N (67 bhp, a long way from the 300 bhp I had been driving);

Fritz, the co-owner of Autohaus, called the 1600N (N for Normal) the "Mother." The 1600N was the basic building block for the 1600S and the Super 90 to come...

Sound system: Becker Europa radio (I had a 12-volt converter installed); Awesome sounds!!

Performance: Top speed was 100 mph in 1960, and I went 100 mph often when I owned it

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Dan.

Porsche Power — One Person's Tale of Quest, Conquest and Glory: Beginnings

Copy by Dan Sullivan

Luigi Chinetti was the North American Ferrari importer until 1979, and principal force behind the North American Racing Team (NART). Chinetti was a great visionary who had become a U.S. citizen in 1946. He entered the United States in 1940 with a pair of Maseratis, his purpose being to race them at Indy in 1940. He was the chief mechanic for the Maserati entered in the 1940 Indy 500. The strong relationship with Enzo Ferrari began with a victory as a winning driver for Ferrari, when Luigi won Le Mans in a 166 Barchetta in 1949. This was the first Ferrari victory at Le Mans. Luigi was behind the wheel for all but 30 minutes as the story goes...

Perhaps Luigi's most famous feat was being the riding mechanic in a Ferrari 212 that won the 1951 Carrera Panamericana race, a 2,100-mile, five-day race across Mexico. This victory provided great publicity to Ferrari and it was the springboard for Chinetti Motors to form NART in 1956. He was also chosen as one of five drivers for the 1953 Carrera Panamericana race, driving one of five 375 Mille Miglias. This race also featured two Porsche 550 Spyders, one that had Herbert Linge and Hans Hermann on board. Perhaps one of the most interesting entries was a Porsche 356, driven by Jacqueline Evans de Lopez, with the front quarter emblazoned with "En Memoria de Eva Peron."

I knew NART from Sports Car Graphic magazine, reading about the racing exploits of a lot of my favorite drivers, among them Mario Andretti, Phil Hill, Pedro and Ricardo Rodriguez. Dan Gurney got his big break with Chinetti, driving a NART Ferrari Testarossa at Le Mans. In 1965, NART brought home the last Ferrari victory at Le Mans. This was the beginning of Henry Ford's 'war' with Enzo Ferrari. Eleven Ford racecars were entered against six Ferrari factory cars and some GTOs. I still remember this race because of the Ford/Ferrari rivalry, which was billed as America vs. Europe. Naturally, I was a big Ford guy at the time, so I was rooting for the Ford team — Carroll Shelby, Phil Hill, Dan Gurney, Ken Miles, Chris Amon, Innes Ireland and others. After 24 hours, only fourteen cars were left running — one Ford Cobra and three non-factory Ferraris. Yes, that's right; the winning racecar was a NART Ferrari 275 LM! Luigi Chinetti did not have the big budget racing team found behind the factory Fords and Ferraris, but he did have the experience and talent to persevere! For Luigi Chinetti, this was his first victory at Le Mans as a team owner, after having won the race twice before the war in Alfa Romeos and a third time with his 1949 victory in the 166 Barchetta. The blue and white NART Ferrari stable was now legend! Whenever Enzo Ferrari had 'political problems' that drove him to not enter any factory Ferrari racecars (Sebring 1960, and the last two races in 1964 — Watkins Glen and the Mexico Grand Prix), NART was there to supply the winning Ferrari.

Bob Guarino and Fritz Muelhaupt were the co-owners of Autohaus in Cohasset, MA back in 1972. Bob ran Sales and Fritz was Service, with Fritz's wife Alice as office manager, keeping



us at bay when we would be hanging out for too long. To refresh from Part 1, Autohaus was the BMW, Datsun and Porsche dealership on the South Shore in the 1960s. Ferry Porsche gave the Porsche franchise to Wolfgang Rietzl in 1970, but Bob and Fritz still maintained a stable of Porsches into the '70s.

And so, given all of this background and the living legend that was Chinetti Motors as the home of NART, a bunch of us 19-year-old Porsche hippies were summoned to Autohaus to do a "favor" for Bob and Fritz. Autohaus would broker Ferrari automobiles for Chinetti, assisting in selling and servicing them. We knew this and we took great pleasure in torturing Alice as we 'hung about' the various GTBs, 330s, Daytonas and the new Dino 246GT. Bob was a great guy and he knew how much we all loved cars. One day he asked his brother Gerry if he would go down to Greenwich, CT and bring back two brand new Ferraris; a Daytona and a Dino 246GT. Tom Dindy, Jeff Pilsmaier, and I quickly answered the call to service! For me, a chance to go to Chinetti's was surreal; it was as if I was going to Le Mans to work the NART pits, under Luigi's direction! This experience qualifies as "early awesome!"

While I was lobbying for a BMW 2002Tii in which to drive to CT, Bob threw us the keys to a new BMW Bavaria. Remember this BMW anyone?

We rocketed out of the Cohasset Autohaus lot, heading for Chinetti Motors, allowing time for a tour and hopefully a meeting with the Great One himself, Luigi Chinetti!

The drive down Rt. 95 South was uneventful, as the last thing we wanted to do was not make it Greenwich because of speed...

We took turns driving, switching out not from fatigue, but because we all wanted a time behind the wheel of the Bavaria.

Continued next page

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At 11:00 am, we pulled into Chinetti Motors in Greenwich, CT. We were met by a salesman, who directed us to the two Ferraris that were ready to go.

I did see Luigi in his office, but being 19 and not yet a man of courage or fortitude, I did not approach him. It is one of the top five regrets in my life. (Also among my top 5 regrets is sale of my Porsche 356B Cabriolet, but more about that in Part III...)

The 1972 Daytona Convertible was Ferrari Red, with the 1972 Dino 246GT being Burgundy with a saddle brown interior. Gerry was the brother of the Autohaus owner, so he was first behind the wheel of the Daytona. I rode shotgun in the passenger seat, with Tom Dindy driving the Dino. We rotated driving them all, with great caution and full attention, until we hit Rt. 95 North in southern RI. Anyone know the stretch of 95 I'm talking about?

We could not resist a long straightaway! I got on it in the Dino

and I hit 150. Gerry blew by me in the Daytona, somewhere north of 150! That was our one outburst, until I drove the Autobahn in Germany years later with my #1 son; it was the fastest I ever drove.

The Dino and Daytona each had a radio that we did not turn on, as the engine noise was all the music one needed...

We arrived at Autohaus, with no dents, dings or scratches. We would make the trip a few more times. I never got to meet Luigi, and I never saw him again after this first trip.

What do I remember most from the time driving the Dino? The sticker price; it was \$15K. Imagine? Aye, to pay \$15,000 for a brand new Ferrari Dino today!



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the prices. Are they holding in the face of the recession or have they continued upward? I can say that most of the cars I track have kept their upward trend. Some, caught in the auction excitement, have made major jumps higher. That's not to say that similar models will enjoy the leap like the '56 Lancia Aurelia convertible needing a full restoration, that went for \$800k plus a 10% buyers premium, against a \$300k - \$400 estimate. And I thought it looked like an old Alfa...

The few 356 Porsches saw strong prices with Speedsters over \$230k, coupes in the \$55k - \$70k range. There was one '57 356A Carrera that surprised many when, against a predicted \$180k - \$220 range, saw two fellows in the same room (at Gooding & Co.) get into a contest and drive the price up to \$385k when the hammer fell. It was a great car but that is a lot of money, at least for me.

Maybe that's the real lesson to be learned here: that the money is all relative. Specifically, relative to how much you have. And that brings me to the real surprise of the weekend, the Batmobile.

George Barris was the fellow that built the original Batmobile. It was done on a 1955 Lincoln chassis and while a total of seven or eight were actually made over the years, George kept the first one that he built. He decided now, at age 88, that it was time to sell the car and went to his old friends at Barrett-Jackson to help with the marketing. And help they did. George was hoping that it would bring in \$2 million and on Sat. night he was on the big stage telling his story. The bidding blew through \$2 mil as if it was chump change, and didn't even slow down until it was over \$4 mil. George was looking for his cardiologist by the time the noise stopped at \$4,200,000. Add the commission for his auction friends and the buyer will be out over \$4.6 mil, and George will have a bundle to take home.

One would expect that a buyer for that car would be a museum or some sort of exhibition spot where the car could earn its keep, but the interview with the buyer was a real surprise. Turned out that it was a local guy in his '50s who grew up reading Batman comic books and watching Batman movies and was just a big fan of the caped crusader. It was his intention to park the car in his living room for he and his wife to enjoy. And even more amazing, she was standing next to him and agreed. I suppose that \$4.6 mil isn't really a lot of money to them.

Holy Auction Batman! KTF



The Batmobile.

Minutes continued from page 10

present okayed it with no objections.

Nick e-mailed the news that Charlie Dow is tentatively planning a tour for May 12th, with details to follow. He also indicated that the club will take over the domain from Bill Hawe (who got us on the web many years ago). All present were in agreement. The meeting was closed at 10:00 pm.



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On the Edge- continued from page 6

that began with the inaugural Petit Le Mans, a practice that continues today, where 1st and 2nd place teams in each class earn entries to the next year's 24 Hours. The ALMS race at Adelaide in 2000 also received automatic entries. Invitations were extended to the series champions beginning in 2003, for the 2004 race. The ACO has always given high consideration to teams competing in ALMS races, and many ALMS teams have seen success in the 24 Hours.

ALMS was the first motorsport racing series in North America to be recognized by the United States Environmental Protection Agency (the EPA), the United States Department of Energy and the Society of Automotive Engineers (SAE International) as a "Green Racing Series," launching an all-new series of races dedicated to the environment by holding their first-ever Green Challenge during the 2008 Petit Le Mans.

I wonder if Grand-Am will give drivers the same deal with ACO?

On The Loud Pedal- continued from page 6

upon seeing a "Left lane closed 2 miles ahead" sign. We find what works for us and will not follow the crowd into a ditch. We think for ourselves and are not afraid to make mistakes. I truly believe that, as cars and technology get smarter, people are getting dumber. They rely less on themselves and more on what they can plug in. When you find yourself deep in the woods without a phone or power, you will appreciate just how great it is find your own line.

The Checkered Flag- continued from page 11

when you realize it has 240 hp under the hood). Unfortunately, the efficiency is offset slightly by the high cost of diesel fuel in the USA. I've always liked the design of the Panamera and it drove beautifully. No, I'm not swapping the Cayman S quite yet, although a European tour in a Panamera, taking in some of the autobahns, is on my bucket list.

The second half of the event was spent on snow. This was the fifth day of the event so it was spent mainly on ice. You could hardly walk on it. Drive a Porsche on it? We were skeptical.

First, we took a 911 C2 on a skid patch to practice Correct, Pause, and Recover. The mantra of DE — look where you want to go, not where the car's going (unless it's towards a tree when you should brace for impact) — was key here. The C2 was well behaved until we turned traction control off. I don't turn traction control off on the autocross course (maybe this is why Sam is faster than me) let alone on ice! It was a great experience. (Bill we should think about getting water on the skid pad at the Autocross school — if it's still 15-deg. F on March 31st it'll be even better and definitely more exciting).

Next we took the new 911 C4S on a cross-country track (again on the snow and ice). This was the most impressive part (and car) of the event. The C4S handled Sports mode on the snow as though it was at Mont-Tremblant (the Sports Exhaust setting was cool as well). The dashboard display shows the amount of power directed to the front and rear wheels, and the responsiveness with which it adapted to the conditions and topology of the track was nothing short of miraculous.

In summary, a great day. Porsche got to show off their technology and we got to experience what the cars can do when you ignore the "how to pack your Porsche away for the winter" advice. All that remains now is the inevitable question to Tire Rack — which winter tires should I select for my Cayman and for Dani's 911? If you have any advice on winter tire choices you'd like to share, please send to membership@porschenet.com. I'll publish the responses next month.



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