



#BostonStrong



THE NOR'EASTER

MAY2013 MAY2013 MAY2013 MAY2013 MAY2013 MAY2013 MAY2013 MAY2013 MAY2013
Northeast Region Porsche Club of America Northeast Region Porsche Club of America Northeast Region Porsche Club of America Northeast Region Porsche Club of America



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

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

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

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

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

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





We stand united with very heavy hearts due to the tragic events that took place in Boston. It certainly reminds us that life is very short, and we should live every moment to its fullest.

If you know anyone affected who needs assistance, and/or a family member who could benefit from our services, please have them get in touch with us. We are here to help in any way possible.

Our thoughts and prayers are with everyone during this difficult time.

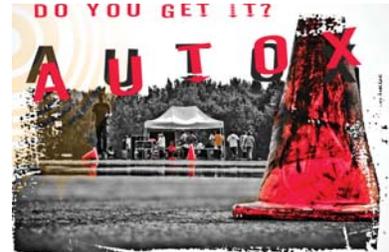
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COVER



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By Marni Barilone

www.porschenet.com



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

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On the Edge

Adrienne Ross



More years ago than I care to admit, I used to read magazines like *Hot Rod*, and *Muscle Car*. We would scour the pages with scientific precision to find those nuggets of information we didn't know about the headers on a '69 Firebird, or where to find that three-spoke steering wheel. But recently I've been reading *Excellence*, *911*, and *Car and Driver*. (These are by no means the only ones I subscribe to... Hurst Communications loves me, and my postman needs a hernia operation.)

Let's just say I know how to glean information from these resources, and, in doing so, have become quite jazzed up about getting my hands on a Porsche to pull apart, and put back together. Only... I didn't have one to do it with. Sure, I could play with the Boxster. I have the books, I've seen the YouTube videos, but I wanted something that didn't actually require me to own a lift. That's where my friend Brook comes in.

Brook and I met at our mutual first driving event in the club. I showed up to autocross at 7:00 am

I have become quite jazzed up about getting my hands on a Porsche to pull apart...

on the dot (and was the first and only person there for quite some time...). I'm not sure what time he came, but with a mutual friendliness we introduced ourselves while checking out the other cars, and drinking coffee.

Shortly afterward we were 'newbies' on the track together. A couple of Boxster-driving, (very) excited participants who were having a delightful time; he was next to me in the garage that first day, and enthusiastic conversation ensued.

Fast-forward three years, and several events. What inevitably happens between folks who are keen about cars is they start talking about what they can do themselves in terms of maintenance. Now I, as noted several times, let my very knowledgeable super hero take care of my car. But my fingernails were too clean, too polished; they itched to be useful and dirty, and Brook had the solution. "Come on up, we'll work on the car." I thought he was just being nice.

A month later at some event, "Seriously, this spring, we'll work on the car together."

Two weeks later a text, "Let's set a date, I want to

work on the car."

I responded; we set a time.

I went north to hang at his garage.

It was heavenly. Car parts everywhere, boxes of fresh parts coming in, the heater doing its best to keep up with the not-terribly-warm outside, and three feet of snow surrounding it. An Internet radio station and, best of all, the manuals spread all over the workbench. It was a dream come true. I was a little *verklemt*.

Brakes! That was our assignment: brakes all around on his '87 3.2 Carrera. Simple for some, but a grand adventure for me! He handed me a wrench, and a screwdriver, and I set to work. I think we worked for about three hours in companionable quiet, with spurts of chat. I'd get up to look at the manual for every new piece. (Not my car! Don't screw it up!) Sometimes he would have to start a bolt for me, or help with a direction, but we did just fine, and conquered way more than we struggled. Three wheels later, with hands I didn't recognize from the brake dust, grime, oil and brake fluid, we called it a day. Too bad we didn't make a weekend out of it.

With dinner cooking, I was worried about the

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In This Issue...

This issue is dedicated to the men and women who became unintended heroes, and those who don a uniform every day, knowing their life is at risk. It's for the victims of the attack, and the runners who got to 24, 25, or 25 and one-half miles before being told they could not finish something they started perhaps five, or even ten years ago.

Almost every one of us knows someone, or knows someone who knows someone that was impacted. For the Board of this organization... it hit close to home, way too close.

My daughter was the first to point out to me, on the day of the bombing that there were a lot of people who rushed in, not out. They rushed in to help, and carry, and bandage. That re-opened my eyes to how many more good people there are out there vs. bad.

I saw a meme on Facebook that said - "When people in Gotham need a hero, they turn to Batman. When people in Boston need a hero,, they turn to the person standing next to them.

As my girl would say... "BOOYAH!"

We remain - #BostonStrong.

On the Loud Pedal

Christopher Mongeon



So this is for the May issue of THE NOR'EASTER, right? There are so many balls still up in the air that I have little to actually write about. I was hoping for more information on the '68 911 I wrote about two months ago, but nothing more has materialized. Our DE season really hasn't kicked off yet. The spring Presidents' meeting brought no earth-shattering news and, believe it or not, there is still a sizable pile of snow at the end of my driveway. By the way, snow that has long over-stayed its welcome is not column-worthy material. I am stuck in a limbo between winter and spring.

So, what does happen this time of year without fail? Grown men reconnect after a long winter's hibernation. I will be the first to admit that I do not pick up the phone to see how another guy is doing. There has to be an agenda that revolves around something we bought, broke or smells like gasoline. Let's be honest; it's always something that smells like gasoline. The question is, did we just buy it or break it? It doesn't matter if it's a chainsaw or a Cup car; we will pick up the

"How's my favorite author?" he asked. (He actually reads my columns.) "Fine, but I miss seeing you" was my reply.

phone to talk about any one of these. I'm willing to bet we would even make the time to invite a friend over just to have him take a look. I don't want to be viewed as sexist and assume that this is only an issue among modern, insecure men. Perhaps some women hesitate to connect with others for no reason other than to say, "Hi." Maybe I am wrong. Maybe you do this all the time. I'm just saying that I don't do it, and once I finally have a reason to speak with an old friend, I don't know why I let so much time pass. While the track season has not really kicked off here in the Northeast, registration has. That means it's time to start e-mailing and calling to see who is going to what and when.

Peter called the office the other day. He did not call for me, but I answered. "How's my favorite author?" he asked. (He actually reads my columns.) "Fine, but I miss seeing you" was my reply. A few more compliments to be sure each others' bread was thoroughly buttered and we were down to the business of

the track. What events are coming up and which do you plan on attending? Without the track, I think Peter and I may never connect. The same goes with so many others. Thank you PCA for supplying us with a reason to call up some really great people and connect over something that smells like gas. That reminds me; Bill and I have been talking a little bit about what we will cover at the Newcomer's Meeting. It is coming up soon and will be over and done long before you read this. I hope you were able to make it and enjoyed it as much as I did.

I have never finished a column in one sitting and this month was no different. I start with a train of thought, get some words down and eventually lose my way. My hope has been that with some time away from the keyboard, creativity will somehow wash over me and get me through the rest. This is where I left off after my first attempt. Since then, our lives have been abruptly changed by the tragedy that occurred in Boston. While so much is still unknown at this time, our thoughts are with those whose lives have been affected.

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by Marcus Collins

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Four Speeds & Drum Brakes

Tom Tate



Back on the Road Again It's that time of year and the batteries are charged, the covers are off and the cars are poised to head out the door.

Every car has its own quirks, and sometimes it's tough to remember them all. After sitting all winter, the BMW M6 decided a fuel leak would get my attention. The fuel pump pressurized the lines and the big six started right up but there was the smell of gas that didn't belong. I backed the car out of the garage and opened the hood to see gas squirting out of the connection to the inline filter. That's when I noticed the trail of gas that had left a mark in the driveway. Good thing I didn't just go for a ride without checking, the fuel mileage would've been terrible. It only took a few minutes to trim the end of the hose and reattach it to the filter and the problem was solved.

I had picked up a new stainless steel exhaust system (new to me) for Big Red, but hadn't installed it because the flanges didn't match and it was going to take some time in the fabrica-

Massachusetts has a program that allows older cars to use what they call year-of-manufacture plates.

tion shop to make it fit. The sound of the old system was so good that I may put it off until fall. Nothing like a loud old car to keep people on the sidewalk. I did install a remote locking system in the now 28-year-old car to bring it into the modern age a little. That was done before Christmas, and I'd almost forgotten about it until I had the remote clicker in my hand. It works great, just like every Corolla in the parking lot at the train station. Aren't these modern inventions terrific?

It really hasn't warmed up enough to pull Blackie, the Speedster, out just yet, but that's why I have a coupe. After a five-year journey, it is all set to drive. I wanted it to look the part, so I spent some quality time at the Registry of Motor Vehicles last week.

Massachusetts has a program that allows older cars to use what they call year-of-manufacture plates. Back in the day, license plates were made every two years and were stamped with the year of issue in the corner. That was before they figured out that stickers would be cheaper. They were done in odd years, good for two years each.

The program allows that if you have a 1957 car you can use a 1957 plate, if you can find one in good shape with a number that isn't currently being used. They used six digits, which just happens to be the same number of digits as the VIN on these old Tubs.

Last year I located a company that manufactures plates and had them make one in the correct color, black with white numbers (matching the VIN) that I wanted to use on the Puddle Jumper. On a black car, the plate looked terrific. After it was finished, I found out that the plate submitted had to be an original — not something recently made — but I figured that I'd give it a try. The rule also says that you only need one, and I'm a big fan of single plates.

I went into the Registry in Boston with all the correct paperwork, pictures of the car and the plate in hand, to see what I could do. Since I'd been using an Arizona plate on the car, the worst that could happen was that I'd have to use a modern antique plate on it. When I was finally called,

I found myself in front of a career clerk who fit all the stereotypes of an RMV hack, just what I needed. This looked like someone with a brother-in-law at the State House, and that if she didn't have this job she wouldn't have a job. This was the before photo in a Weight Watchers commercial.

I handed her the title and the RMV-1 form with the insurance stamp on it and explained what I was trying to do. I told her that the car was older than she was (by quite a margin), and that I wanted to use a period-correct plate on it. I showed her a photo of the car when I got it, hit in the front and rusting, and another when it was finished. She didn't have a clue what it was but really enjoyed the transformation shown before her. She was so impressed that she took the photos and walked down to another clerk to show him the car.

When she came back, she pointed out that I had checked off the box for antique plate and asked me if I had one and I said that I did. When I handed it over to her, she was so impressed that she waved it in the air for the other clerks to see. So much for needing an original.

The date sticker this year is red, and she put it on the plate very carefully. I pointed out that the interior of the car was red so that it was a good match. Isn't it great when everything goes

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Minutes Of The Board

Hans Peter Shaefer –April 10, 2013 NER Board Meeting



The April meeting was held on the 10th of April at the home of Kristin Larson and Dave Ber-

man. In addition to the hosts, the following board members were present: Adrienne Ross, Rosemary Driscoll, Bill Seymour, Nick Shanny, Chris Mongeon, Steve Ross, Stan Corbett, Hans Peter Schaefer, Marcus Collins.

President Chris Mongeon brought the meeting to order at 7:48 pm after an excellent meal prepared by Kristin.

Chris reported from the Zone 1 Presidents' Meeting that there were no major issues to report. He found the Zone 1 financials, presented by the National Treasurer, to be very transparent. He mentioned that the PCA magazine Panorama will move from a 3/4-size format to a full-size format in the near future, while membership dues will stay constant.

The Green Mountain region recommended an annual Zone 1 barbeque and has agreed to host it. Further information will be published in THE NOR'EASTER and on the Zone 1 website.

Kristin reported on the financials. Income is down slightly, but this is believed to be a timing issue. Receivables are in very good shape. Adrienne moved the question, Bill seconded and the financials were unanimously approved by the board.

Marcus reported membership status as of March 2013, with 1474 primary members and 980 affiliate members, for a total of 2,454. We had 14 new members joining, plus one transfer in, with seven transferring out. We are the fastest growing region in Zone 1.

We spend a few minutes discussing how we can increase the retention rate of members after the first year, but did not conclude any specific action.

Bill reported on past and planned social and technical events. He stated that the Porsche of Norwell "How to Buy a Car" event was a success, that as an added bonus the new Cayman was unveiled, and that we have had good turnouts at all social and technical events thus far this year.

Looking forward there are three German car evenings planned at the Stow airport (June 20th, July 25th and Aug 22nd) with the idea to make the July event a Porsche day.

Bill's autocross report explained that the Autocross Ground School, with the changes made, was a great success. All students got more runs than they expected.

May 19th seems to be a busy day (for all but Bill, who will be enjoying his second drink on vacation) with the first Autocross, the Zone 1 concours in Portsmouth, NH (hosted by NCR), and the John Paterek talk on concours restoration in Natick. Adrienne is still working to find activities for the partners of the driving members while they are on the track for Calabogie and Watkins Glen events.

Stan updated us on the status for this year's DEs. Starting with the Novice Day on May 7th/8th, 36 novices are confirmed, but another 30 are still on the waitlist. Since only nine Instructors have signed up for the event, we need at least 20 more to accommodate everyone from the waitlist, which should be our goal. We have already 73 and 74 confirmed for LCMT and Calabogie respectively.

We had than a long discussion on the DE promotion policy. Key point was that it has to be clear to everybody who participates in DE what the policy is. Bill made a motion, and Nick second, to have Stan circulate a revised promotion policy to the board for approval prior to our first DE event at NH on May 7th/8th. The board agreed unanimously. The other two DE subjects related to new communication equipment for instructors, as well as a change in the reimbursement policy for some members of the Track Committee. After a presentation on the new style communicators by Stan, he outlined a program to update the equipment for qualified NER instructors and to stock spare parts for everyone. Kristin moved the motion,

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Happy PCA Anniversary

Twenty-Five Years

Robert Nudelman
Fifteen Years
Almis Kuolas
David Staab
Kenneth Conway
Michael Kattman

Ten Years

Hugh Ferguson
John Beauchamp
Lawrence Hotes
Mark Gallagher
Neil Sugarman

Five Years

Arthur O'Dea
Bob Williamson
John McLaughlin
Mark Brown
Peter Alfieri

The Checkered Flag

Marcus Collins and Dani Fleming



The Driver Education season is upon us — and the snow has only just melted. Who cares? As I write this the weather forecast for the season opener NCR weekend at NHMS looks good! DE has a lot to be blamed for — Mont-Tremblant in 2011 is the reason that Dani and I are a two-Porsche family. I drive a 2012 Cayman S and Dani is about to dump her 2010 Carrera and take delivery of a 2014 Carrera 4 Cabriolet (I'm sure we'll hear more about this next month). Dani and I shared her 911 at that event, and with so much time to sit and watch everybody else's German engineering thundering around the track... well it's no surprise that a man's mind turns to owning one of those Porsches! After asking everybody (thanks for all the advice — the consensus was that the Cayman is the best handling model — sorry Dani) and because its also the best looking model (let's see if I get this past the editors), a Cayman S was soon on order. Five months later (yes, in the middle of January) I got the call I had been waiting for — it's in the showroom! The

DE has a lot to be blamed for — Mont-Tremblant in 2011 is the reason that Dani and I are a two-Porsche family.

2012 DE season was a busy one, and with the car checked and 'teched' by Justin at Auto Engineering it's off to NHMS this weekend for the 2013 season opener — see you there!

Hold the presses — Cayman's begin to dominate DE (okay, the GT3s still put on a good show). Maybe it's just me but there seemed to be more Caymans at NHMS during the NCR DE event this year than last. In the garage, I was part of a brace of S models, and Nick's 'retro' racing model looked really cool. As regular visitors to NHMS can attest — the weather forecast was, as usual for April,



overly optimistic.

There was also an Italian theme (went well with the weather) over the weekend with a black Lamborghini Murciélago getting a big crowd at it parked and lifted up the doors. I wasn't that



impressed because Dani bought me one of these for Christmas — mine is slightly different; it's yellow and holds 8Gb when you push out the USB thingy.

Club activity this month involved a trip down to Porsche of Norwell where they hosted a very informative discussion on "How to Buy or Sell a Porsche." We got three viewpoints: the New, the Old and the eBay.

John Ziedins (General Sales Manager of Porsche of Norwell) started the discussion with information on buying a car from a dealer, European delivery, and the Porsche Certified Pre-Owned (CPO) scheme. Dani and I almost took European delivery of her new car. Timing conspired against us, but when I swap the Cayman for a 2014 model... (I'll let you know how the promise of skiing in Switzerland and driv-

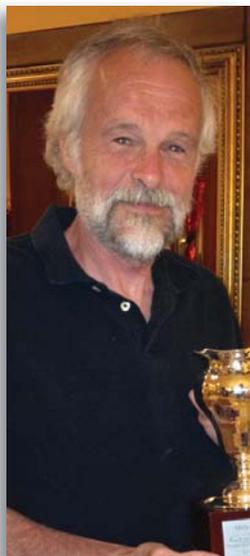


ing around the South of France touring vineyards when it's minus 20 in Massachusetts works as a ploy to upgrade).

Dave Maynard (European Locators) followed John and talked about buying an older model Porsche. This generated lots of questions from the
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The Long and Winding Road

Bill Seymour



The driving season is underway and it's much easier to write a column. So far, I've been to the autocross school and NCR's season opening DE at NHMS. You will find comments about the autocross school elsewhere in this issue. From a personal driving perspective, my duties at the school allowed me only a couple of runs in the new car (my readers will recall that I have gone from a 2007 Cayman to a 2010 Cayman S). It seemed a bit quicker but not as much as I would have hoped and otherwise not much different (it still needs more negative camber in the front). The new car is still in the same class for our autocross series, and I suspect it will help a wee bit but won't be a game-changer.

As for the DE, New England weather was the primary variable as we saw snow, hail, drizzle and 20-degree temperature swings. The track surface was never wet enough to stop us but certainly didn't have summer levels of grip. Saturday was the better day — sun out a fair amount and almost pleasant — while Sunday was cooler.

One immediate improvement (on a cold day with the windows open) was the heated steering wheel ...

Going from Cayman to Cayman S I didn't expect any surprises, but got one small one: the wheel locations are a little different. First, the track tires stuck out wider in the rear. After some checking we concluded that wasn't a problem but then after the first run I noticed the right-front tire (the hardest worker at NHMS) was slightly polishing the upright. Again, it wasn't a showstopper, but it was suggested that I get 3 mm spacers just to make sure. (Note: do you know how little 3 mm is? Check it out.)

The new car handled just like the old one, so there was no learning curve and I was going full tilt immediately. A very easy car to drive. One immediate improvement (on a cold day with the windows open) was the heated steering wheel — when I was buying the (used) car I thought that was silly but now I'm a convert. With 75 more horsepower I expected to go faster and I did: I gained 1.5 seconds and it probably would have been more on a warmer day with more grip. (Those foolish enough to attempt quantification might note that considering the trade-up cost, this is about \$16,000 per second. Maybe if I com-

bined the seconds saved at Lime Rock, WGI and LCMT I could get it down to \$5,000.)

As always, it was a nice social event as I got to drive around and then compare notes with my White run-group buddies. We lost Dennis Mascetta to Black but gained his wife Pam and Kristin Larson (your region Treasurer). Kristin is in the awkward position of 'two sharing a car, both in the same run group' with Dave Berman (your Autocross Registrar). Since one can run in the White and the other must run in Blue, how do you suppose that is decided? They chose to take turns, but we could speculate on all sorts of decision rules ("wash the dishes — drive in White" or "more than two beers the night before — drive in Blue?"). Each run group really is a nice little club and my thanks to Brian Kelly who switched work assignments with me so I would have time to change tires. Thanks also to Rob Stoesser who jumped in for some coaching and cleaned up my Turn 3 line. Rob is a recently returned New Englander who I first met autocrossing close to 20 years ago.

Much more attractive than Rob, Miss New Hampshire (the lovely Rosemarie would lobby for calling her Ms. New Hampshire) was there to help out with Saturday's Make-A-Wish (NCR's charity of choice)



festivities. There were about 50 kids who got rides around the track and it was heart-warming to see how excited they were. One of the more popular rides was Nick Shanny's (your VP Activities) new Cayman Interseries car, which is all decked out in authentic historic Porsche racecar livery (in this case Apple Computer). And the nice-vibe social aspects included a group dinner at the Loudon Country Club that was well attended and nicely done. And, as always, our NCR brethren ran a very

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Around The Cones

Steve Ross



Our spring has had some trouble coming up to temperature this year, but the events that NER has put on, and those that are upcoming, are rolling in. As described elsewhere in this issue, we had a successful autocross school in spite of it being held on Easter Sunday. In April, the annual Newcomers Meeting at Ira Porsche drew over 50 members who heard of the myriad activities we are offering this year.

By the time you read this, our 28th annual Ramble will be history, as will our first autocross at Devens and, on the same day, the John Paterek talk in Natick and Charlie Dow's annual spring tour in the metro west area.

On a more somber subject, this month's issue is dedicated to all those people who took it upon themselves to 'do the right thing' and help the victims of the Boston Marathon bombing on April 15th — also, more importantly, to the victims, many of whom were crippled by this viscous attack. A number of our members have either been directly involved with victims, run the marathon

A number of our members have either been directly involved with victims, run the marathon themselves, known someone who ran, or carried out some of those heroic acts.

themselves, known someone who ran, or carried out some of those heroic acts.

As always happens when events such as this occur, there will be the 'second guesses' and those who will complain — about what was not done correctly, about the inconvenience people were put in by the ongoing events, about how there should have been better security, or about how the authorities were not sympathetic to their personal needs. Let's put all this in perspective and realize there are four people dead and nearly 200 injured. Innocent bystanders — they are what we should care about.



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Don't Lift

Stan Corbett



Registration for NER's 2013 DE season opened on March 1st. For details on the season including schedules, pricing and answers to your questions, see the "What is Drivers Education?" article elsewhere in this issue. This information is also available on the Driver Education section of our website, which is updated on a regular basis. As a reminder, for each event you are attending, be sure to check the website and print copies of the schedule, worker assignments, etc. to bring with you, as copies will not be provided at the track. Also, please take note that we have an updated tech inspection form for 2013. The updates include some changes mandated by PCA National, so we will not be accepting old versions of the tech inspection form. Other items we post for each DE event include information on hotels if we can get special rates, availability of tires and racing fuel, and details for the social events that we hold in conjunction with most of our multi-day events. We also provide information on noise limits for those tracks that impose limits.

(If) you haven't been to one of NCR's MAW events, I highly recommend it. In the spirit of "it's not just the cars, it's the people..."

By the time you read this, our first event of the 2013 DE season, Novice Day plus regular DE days, will be behind us. Next month I'll describe what a great event we had. Clear skies... Warm temps... A fast track... Outstanding instructors... Enthusiastic students... But all that will have to wait since the event is still three weeks away as I write this.

Though our first DE event is still a few weeks

away, the DE season has started for many dedicated track rats! A large contingent of NER drivers attended the NCR "DE and Make-A-Wish Charity Event" at NHMS on April 13th-14th. In her thank you to the attendees Judy Hendrickson wrote, "While the weather was cold and blustery, your hearts were warm and enthusiastic. Saturday's Make-A-Wish was wonderful, so many giving of their time and dollars. Some 50 kids and family members had a great experience thanks to all of you." If you're a DE-er and you haven't been to one of NCR's MAW events, I highly recommend it. In the spirit of "it's not just the cars, it's the people," what the DE-ers are doing for the MAW kids and families will warm your heart. Though the weather was seasonably cold on Saturday most participants got in several good runs. Sunday, at least in my opinion, was worse with intermittent rain and sleet. In this case intermittent means "when the Black run group is going on-track." An observation: when I started DE-ing in late 2007, I had one of the very few Caymans at the track. Now they seem to be one of the most popular (at least numerically) cars. People are running them stock, modified to some extent (but still streetable, such as mine), and in track-only trim with extensive modifications.

I'm ready, your Track Committee is ready, and we're set to have a great DE season. I hope to see many of you over the next few months at our DE events. Don't forget our DE rebate program described on our website under "Driver Education," "FAQs for DE." Attend three or more of NER's DE events and get a rebate at the end of the season — so, Don't Lift!

Sincerely, Stan

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**2013 Calendar
At-A-Glance**

May

- 7-8 DE NER NHMS
- 8 Board Meeting
- 12 Spring Tour
- 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

SPRING TOUR SCHEDULED!

Spring Tour of Metrowest. Sunday May 12th 9:30AM

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

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

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

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



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NER PHOTO CONTEST 2013

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



Categories

NER Driving Events

Any driving events including autocross and drivers education.

Porsche Club Events

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

General

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

Artistic

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

Video (Maximum 3 Minutes)

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

Awards

Winner

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

Peoples Choice

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

Rules and FAQ

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

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 1 Concours chair for 28 years, including its first year in 1981. 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 won the overall award. He has been a speaker at Tech Tactics (a technical presentation that Zone 1 hosts) since it's start in 1982. He and his wife, Donna, have shown Porsches at national Parades and car shows throughout the country, including Pebble Beach, the Louis Vuitton show in NYC (winning 1st in Class), Chopard (Most Original car and 2nd overall Best in Show), and Amelia Island. He is well known for his very rare early 1952 America Roadster now owned by Wolfgang 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. And, it also has a very fairly priced cash bar. We will serve snacks and you can buy a beverage.

The event starts at 12:00 noon and the address is: 95 Speen St., Natick. Please RSVP at <http://volunteersignup.org/FLLBL>.

Questions: contact Steve Ross at: pastpresident@porschenet.com

**For up-to-date information/more on DE, AX, Concours,
and all of our events,
visit: www.porschenet.com**



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

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

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

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

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

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

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NER DRIVERS EDUCATION EVENT

NEW HAMPSHIRE MOTOR SPEEDWAY



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

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

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

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

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

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

Registration for all NER DE events opens March 1st.

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

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

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



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NER AUTOCROSS SERIES EVENT #1

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

There will be some small changes for this year:

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

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

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

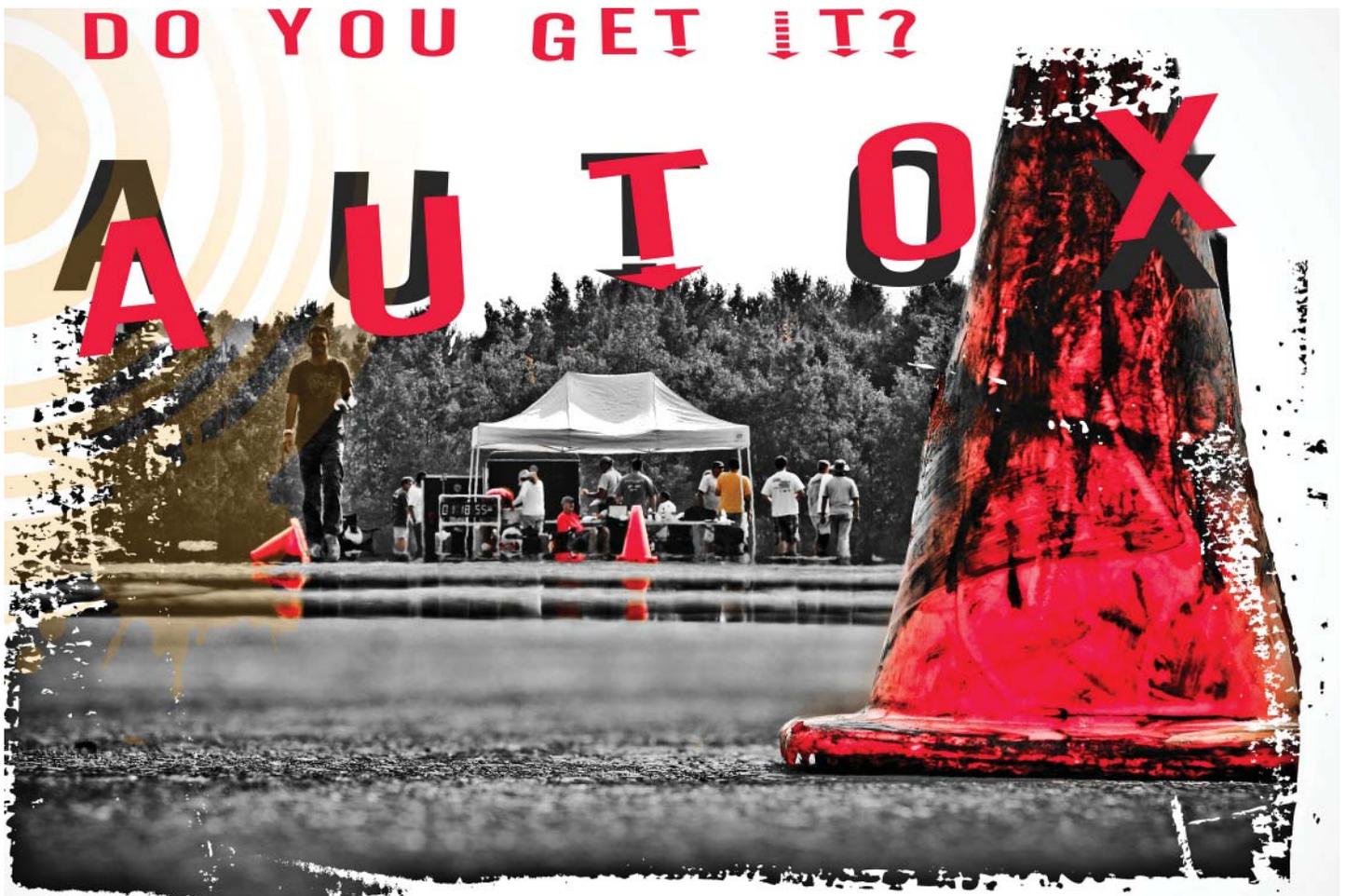
<http://pcaner.motorsportreg.com/>.

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

We look forward to seeing you at this first event. Questions: contact Autocross Chair Bill Seymour (autocrosschair@porschenet.com). For registration/payment issues, contact Autocross Registrar Dave Berman (autocrossreg@porschenet.com).

Directions to Fort Devens

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



NER dates -

May 19
 June 30
 July 28
 September 21
 October 5

Zone 1 - August 24-25

NCR dates -

April 21
 June 1
 July 14,
 August 3
 September 7

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

How do I get to Fort Devens? From I-495 or Rt. 128 take Route 2 West. After you go under Route 495, travel another 3.6 miles. Take Route 111 North for two miles. At the rotary, take Route 2A West toward Ayer. Stay on 2A as it turns right in downtown Ayer. After the right turn, stay on Route 2A by bearing left at the fork. After the strip of stores, the entrance gate will be on your left after crossing the railroad tracks.



Zone 1 Rally and Concours

May 18 - 19, 2013

Hosted by North Country Region

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

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

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

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

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

THIS EVENT IS NOT TO BE MISSED!

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

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

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

..... ✂

NAME(S) _____

ADDRESS _____

EMAIL _____ PH# _____ REG _____ PCA# _____

CAR YR _____ PORSCHE MODEL _____ COLOR _____ Body Type _____

POSTMARK BY 5/01/2013

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

POSTMARK AFTER 5/01/2013

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

CALLING ALL CONCOURS JUDGES AND THOSE WHO WANT TO BE

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

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

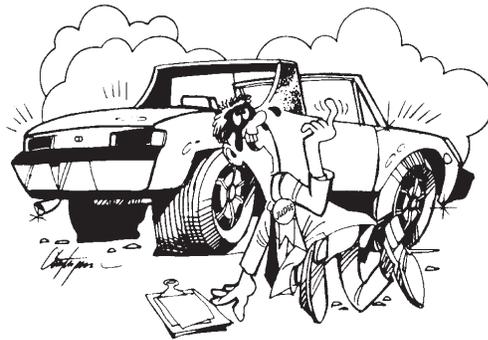
Jay Gratton, North Country Region
jeg914@aol.com
603-440-9804

with the following information:

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

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

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





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

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

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

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

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

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

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

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

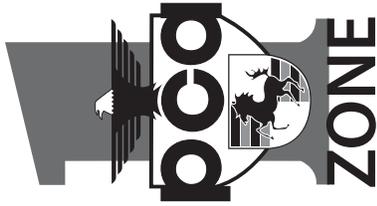
Come and meet the new Zone 1 Chief Instructor, Matt Romanowski. Matt is taking over for Dave Maynard, who after many many years has decided to step down. We thank Dave for his many years of service to the Zone. We thank Matt for stepping up to the challenge.

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

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

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

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



PORSCHE

GLASSH

At The Glen

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

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

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

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

For additional information contact

Jennifer Webb at jenniferbischoff@hotmail.com or 514.235.0157

Pete Tremper at tremper9146@aol.com or 609.221.3854



PORSCHE



At The Glen

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

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

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

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

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

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

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

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

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

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

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

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



GRAND TRAVERSE RESORT & SPA



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

twenty eighth annual autocross



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

this year's event

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

how much it costs

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

where to stay

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

who to talk to

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

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

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



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

What is Driver's Education?

Copy by Stan Corbett

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

From an enthusiasts perspective, DE can easily become a

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

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

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

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

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

This year we have once again organized a calendar coordinating events hosted by the Northeast (NER) and North Country (NCR) regions of the PCA. These coordinated events provide the dedicated DE enthusiast the chance for 21 days of driving on five different circuits, including a return to Lime Rock Park. In answer to many requests, we have three weekend events in 2013. One is hosted by NCR at our home track in Loudon, New Hampshire Motor Speedway (NHMS), part of 10 total days there. In addition, we will have a three-day weekend event at Calabogie in Canada, and a three-day weekend event at Watkins Glen in New York. Our signature event at Canada's Le Circuit Mont-Tremblant (LCMT), July 8th–10th, takes place once again at the same time as the free Mont-Tremblant Blues Festival, making it a great opportunity for a family outing. That event is immediately followed by a three-day event, also in

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

DE rebate program:

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

For those new to DE:

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

continued next page

2013 Driver Education Schedule – Overview

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

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

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

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

Contact Information:

Northeast Region (NER)
www.porschenet.com

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

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

Registrar
Mark Keefe - 508-529-6127

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

Track Chair
Stan Corbett – 774-275-1621

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

Event Registration Site
www.clubregistration.net

Event Registration Site
www.motorsportreg.com

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day of our May 7th–8th DE event, and will be hosted by NER. The Novice Program will include special classroom sessions with NER's Chief of Novice Development — possibly joined by pro-driver and coach Dennis Macchio — covering basic driving, driving techniques, terms, fundamentals and objectives. In addition, the Novice Program will include a number of on-track driving sessions with experienced NER/NCR PCA instructors. Note: while details are still being worked out, our plan is for the Novice Program on May 7th to be focused on true novices. Since registration numbers are obviously unknown, first time DE participants will be admitted first, followed by Green run group drivers with three or fewer days track experience, and a wait list will be established for more experienced Green and Yellow run group drivers who will be admitted if there are more instructors than required for the Novice group. Solo drivers in the Blue, White and Black run groups may register for the May 7th–8th event and participate in a normal DE day both days.

No more paper... save the planet!

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

Watch the NER website

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

Registration Process

How to register:

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

Each region may also require you to establish your credentials as a driver, and give details of your car before you are able to register for an event. Both regions have similar policies and requirements, but the registration websites may have differ-

ences in formats. In all cases, setting up your profile with the registration website should be a one-time affair unless your vehicle and/or other profile items change. After you have provided your details to each registration site, you will be able to log in and will be automatically remembered. ***For our returning drivers, be sure to update your profile including driving history, update your car info. if you change or add cars, and keep your e-mail address current! The last is particularly important as we use the registration site to send information to drivers via e-mail.***

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

When to register:

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

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

Other important information about registration:

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

A few registration caveats:

Registration closes two weeks prior to an event:

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

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

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

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

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

Who can drive in a PCA Driver Education event?

NER & NCR have the same basic requirements:

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

What can you drive at a PCA Driver Education event?

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

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

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

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

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

What else is needed?

Both regions will require that your vehicle be given a pre-

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

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

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

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

In summary:

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

Tech Session at Auto Engineering

Copy by Margo Otaey and photos by Bob Liberman

Paging Dr. Justin Becker... Doctor Becker, please report to Lift Station #1..."

Wouldn't it be great if it were that easy in your garage? You decide, "I can fix that," and begin the process for some type of maintenance on your Porsche.

Halfway into the search for the right tools (do you have them?), the manual, or some YouTube video instruction, your job starts "bleeding." In my garage that's when I pick up my cell phone, and run through the drop-down-dial list of Porsche "phone-a-friend" contacts for help!

The purpose of the recent tech session at Auto Engineering was to offer new and veteran Porsche owners a better understanding of both the basic maintenance tasks, and how to complete these at home. Our Doctor-of-Porsche was Justin Becker, Master Technician.

Snapping on a pair of latex gloves, Justin ran through some basic maintenance items: using the proper jacking points, oil change, suspension check, drain cleanouts (for cabriolet owners), brake pad check, brake fluid replacement, brake bleeding, clutch bleeding, and more. The idea was to engage owners by fielding questions while the actual tasks were completed. It was a chance for the lucky participants to get more than a 15-minute doctor's appointment.

The facility at Auto Engineering is clean and bright. The line of lifts was appropriately set up with a variety of Porsches — Steve Ross's Boxster, a 964, and a Cayenne SUV. All this activity worked up an appetite for the luncheon that was served.

Doing basic maintenance isn't rocket science, but getting instruction and advice from an expert is an opportunity to learn how to make the simple tasks easier. Justin patiently and professionally fielded the many questions from owners of all types of Porsches. He made recommendations regarding his preferred brands and types of fluids and filters. He showed us some of the less obvious points in the car that should be checked. We learned from Justin, and we learned from each other, as discussions ensued about different maintenance problems and how these could be solved.

It's spring-cleaning time in my garage. Thanks to the Tech Session at Auto Engineering, I am ready!



Under the hood, with gloves on, of course.



Steve's Boxster on the lift.

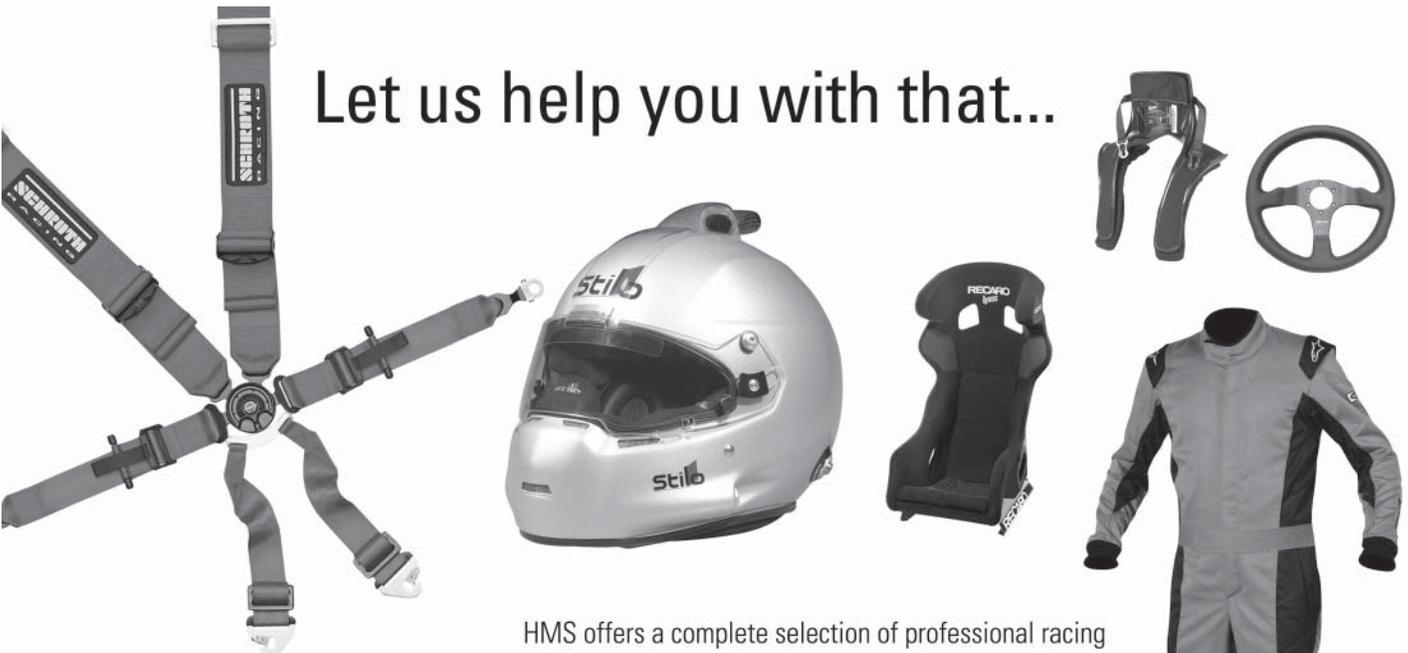


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Autocross (AX) School

Copy by Bill Seymour, Photos by Erik Dasque

The Easter Bunny got in some hot laps at Ft. Devens on the last day of March as NER hosted its annual Autocross School. Attendance, not surprisingly, was a little lower and the school was not a sellout for the first time in a long time (we don't pick the dates — Devens does). But 32 eager students got their introduction to autocrossing, aided by 25 very generous instructors who are now all sleeping on the couch after disrupting the family Easter plans.

As usual, the day started with Nann Weissenberger's great chalk talk. The rest of the morning consisted of three driving exercises: skid pad, slalom (with a Chicago Box to spice it up) and brake/pivot turn.

After a lunch of gourmet pizza (at 40 degrees on a windy runway, anything tastes good — and we even remembered the napkins this year) we opened up a full, one-mile autocross course. Each student got three rides with an instructor (very slow to see where the course goes, medium speed to get a feel for the vehicle dynamics and, finally, wow!) and then got behind the wheel him/herself. Everyone got six or seven runs driving!

The day finished with each student getting a choice of an autocross t-shirt or logo-emblazoned gray stocking cap. (The instructors were issued a red stocking cap in the morning and were happy to have them!) Everyone seemed very pleased with the day and we expect to see all of the students coming out to regular autocrosses. (The first one is May 19



Tell me again what PCA stands for?



Better here than at DE!



Our first 981.



Brook and Kristin.

continued next page

Autocross by a Newbie

Copy by Marijke Maartense, Photos by Erik Dasque

I wanted a new car, as my convertible four-seater was not giving me the joy I expected from it. As I have always been interested in cars and motorcycles, I was looking to buy a new car with a high fun factor, read extraordinary driving capabilities. My father and brother live in Europe, but were very involved in the process, and were sending me several messages with test reports and car choice opinions. I had just test driven a BMW Z4 to stay with my convertible feeling, when my father said, "Do me a favor and test drive the Porsche Cayman S. I found a used one close to where you work." I was not completely convinced, as I wanted a convertible, but he said, "Just do it and we'll talk afterward," so I did. While test-driving it for 30 minutes, I couldn't get the smile off my face. And suddenly I could live without the top off.

I guess I don't need to explain what happened. I gave up my convertible and am enjoying my Cayman S every day. But now what? How can I experience what the car can really do in a safe environment? I remembered that Jerry Pellegrino at EPE mentioned that I should join the PCA and do a DE.

I went on-line and joined the club. Soon I was attending several events. At the "Easy Fixin'" event in Lexington I met Steve Ross and, after a little chat, he mentioned that I should participate at the Novice Autocross on March 31st.

So there I was, on March 31st at 7:30 am in Ayer, on an old airfield at a balmy 28 degrees, a little nervous not knowing what to expect. Fifty-five participants, almost all with Porsches. How cool is that?

The morning started with a little lecture from Nann W. about autocross — what to expect, how to drive your line on a course, when to brake, how to brake, etc. It was very informative and I recognized a lot of things from riding motorcycles on a track. In the morning session we separated into three groups over three exercises: braking, slalom and skid pad.

My first one was the slalom. The instructor took the passenger seat and guided me through the course, giving me instructions on where to look... look ahead where you are going. After a few times driving the course, I got the hang of it and started enjoying it... what fun to be able to drive your own car like this.

The second exercise was even better... braking. A short track forced us to brake a few times strongly and make turns at the limits of the car. Again, instructors drove with us and gave tips and advice.

Last exercise was the skid pad! This consists of a huge circle that you need to take at the highest speed, staying as close to the cones as possible, while keeping your car under control. The first round went pretty well, until somebody noticed I still had my PSM on, ha-ha... that makes it easy and no fun according to the instructor, so for the second round, I went with the



Snow tires on a 911.



We need three things; a bucket, a radio and a flag....



Contemplating the cones.

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An insrturctive ride.



Through the gate.



A Cayman on the run.

PSM off, which made it much harder to keep the car close to the cones at high speed. This is a great exercise to experience in a safe environment — what your car does while turning at high speed.

After a good pizza lunch, we were all excited about the afternoon real autocross. “Scruffy,” the course meister, had created a track around the old Ft. Devens Moore Airfield. The group was split into two groups; the group with even numbers worked on the track first and the group with odd numbers got to ride. The ride consisted of three rounds with an instructor in the instructor’s car — one round to explore the track (30% speed), a second round at 70% speed and the last one at 90% speed. After that, the students made runs alone. Starting as a station worker on the track, it was interesting for me to see the difference between the instructors’ driving and the students’. I learned a lot by just watching the students coming by. Seven rounds. What a thrill.

At 2:30 pm, it was my turn. The first three rounds with the instructor in my car went by in a split second, and I was really impressed by my female driving instructor. I doubted I could do that.

Then it was my turn... and off I went. On the first run I got off-course... it is difficult to memorize the track, and if you try to go fast it is easy to miss a cone. The second round went much better. After the fourth round I was eight seconds faster than my second round. And I was disappointed that it went by so fast. But wow, it was really fun. Again, this car and this event brought a big smile to my face.

In the last three rounds I managed to take another three seconds off my best time, and boy, what a blast! I couldn’t believe it was already over. What a great way to have fun with your car, learn a lot about handling your car, and meet people with a similar interest.

I think I am addicted.

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Got one!



The new turbo.

Car Photography - A Practical Guide to Taking Great Car Photos

Copy and photos by Richard Viard

With the price of digital SLR cameras coming down, and the specs and features of even 'point-and-shoot' cameras increasing at warp speed, most everyone now owns a camera that far exceed the capabilities of the top pro models of just a few years ago, yet very few people know how to get the most of them. Admittedly, it can be pretty daunting to read the thick manuals and make sense of it all. And the Auto mode does such a good job, why bother?

The fact is that Auto mode is good to run-of-the-mill photos of your kids or vacation shots for your Facebook page, but when shooting cars, it helps to know what you're doing to get the best results (it also helps for these other things, but let's admit it, we only care about cars).

My friends often ask me for advice on photography. I'm not a professional photographer, but I've been taking photos ever since my dad gave me his dad's 1943 Leica. So I've been at it a while, and I've learned quite a bit over the years. When I look at photos in magazines or on the web, I always try to guess what settings were used, what kind of lens, filter, etc. If I see a photo I particularly like, I'll try to re-create it using the same techniques or angles with different subjects to experiment and add vocabulary to my repertoire.

I've tried to teach my friends all I know about aperture, speed, ISO, depth of field, boke, and all this technical stuff, but I usually get the deer-in-the-headlights looks, and they end up more confused than before we started. I guess it takes time to really understand how all this stuff works together, and the best way to learn is to shoot a lot and learn from your mistakes.

So instead of trying to do a Photography 101 covering all the theoretical stuff you've probably already ignored, I thought it would be more practical to discuss different types of car photos, and the specific equipment, settings, and techniques to best capture them.

Before we dive into each type of photo, there are a few things you'll need to get familiar with on your camera. Knowing how to get to these settings quickly is key to getting the right shot at the right time. So, unless you already know these, crack open the manual or Google these for your camera model, and practice getting at these quickly.

ISO — the light sensitivity of the image sensor. Always use the lowest possible setting. Don't use Auto! High ISO photo exhibit grain and noise that is not desirable.

Shooting modes — usually the big rotary button at the top:
P (program for Nikon) — a form of Automatic mode, but you can override speed or aperture. The camera automatically adjusts for best exposure (my go-to mode).

A (aperture priority) — lets you set the aperture and takes care of shutter speed for a good exposure.

S (shutter speed priority) — lets you set the shutter speed



Glamour.



Ambiance.



Motion.

continued next page

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and takes care of aperture for a good exposure.

M (manual mode) — lets you control both speed and aperture; it's up to you to get the correct exposure.

Focus modes — Manual, Continuous, Servo

Burst mode — shoots multiple images as you keep your finger down on the shutter.

Histogram — lets you see whether your photo is over or under exposed (or both!).

Exposure compensation — expressed in +/- f-stops; allows you to increase or decrease the camera's auto-exposure setting when the sensor over- or under-exposes.

Five Essential Photography Tips

Before we get into the specific car shots, here are five essential shooting tips:

1. It's all about the light

The best time to shoot is early in the morning or late in the afternoon when the sun is low. The light takes an orange glow, shadows are more dramatic, and dynamic range is reduced which means that all the shades of light can be captured by your camera's sensor. Around noon on a bright sunny day, there is just too much light contrast for the camera to record all the shades and the light is white and crude.

Contrary to general belief, overcast days are better than bright sunny days as the light is very diffuse, avoiding hard shadows and highlights and allowing you to shoot at any time of the day.

Always check the location of the sun. In general you'll get better results when the sun is behind you or to the side. Shooting against the sun will create flares and silhouette effects. This can be cool as an effect if that's what you're after, but just be aware of it.

2. Check your exposure

Using the camera's histogram, check to make sure your shots are not over- or under-exposed. See the diagram below. Use your exposure compensation setting to get your exposure in the sweet spot. Shooting in RAW mode will give you more margin, as you can compensate somewhat during editing.

3. Get a good zoom lens

When shooting cars, you never seem to be able to get close enough to the action. A powerful zoom lens will enable you to fill the frame with sharp details while providing nice blurred backgrounds. Get the most powerful, most bright (lowest f-stops) lens you can afford.

4. Watch the background

It's easy to focus on the subject and forget what's around it. Our eyes have a way to ignore what we're not interested in, but once captured on a photo, that white box truck in the background really ruins the shot. So be aware of all the elements that will be captured in the frame, and move them or yourself to ensure the background elements enhance rather than degrade your shot.

5. Add polish and buff

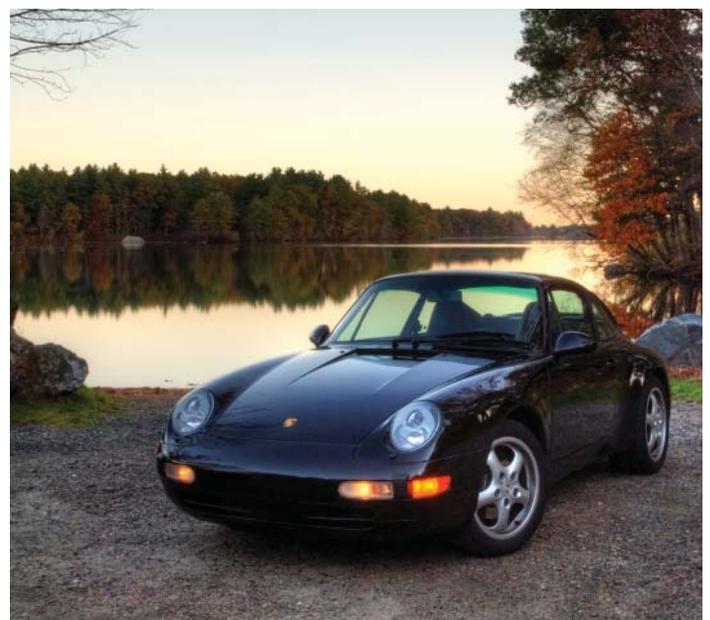
One of the advantages of digital photography is that you are



Stop Action.



Ambiance.



Glamour.

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not stuck with the image that comes out of the camera. Some photos need a little extra love to get from good to great. Just as mastering your camera will help you get better shots, mastering your image editing software will get you even closer to greatness.

Crop to remove unwanted background distraction and get closer to the subject, or simply to position your subject better in the shot — for example, leaving space in front of the car to lead the viewer's eyes in the shot, or to de-center your subject. Google "Rule of thirds" to learn more about composing your shots.

Correct the white balance — if you shoot in RAW, you now have the ability to precisely set your white balance. I find that the Auto balance of photo editing software like Adobe Camera RAW usually does a better job than the camera. I then tweak it until it looks just right.

Increase contrast and luminosity, especially if you shot on an overcast day and your photos look dull and dark.

Rotate the image for more dramatic shots, or conversely, to straighten the horizon.

Mask unwanted details — for example, use the Healing Brush or Clone Stamp in Photoshop to remove distracting objects or people.

So let's dive in. We're going to cover three types of car photos: motion, freeze action, and glamour shots.

Ten Essential Tips for Great Motion Shots

Have you ever taken a photo of a really fast car at a racetrack or autocross only to find that it looks like the car is parked on the photo? That's because your camera is automatically controlling the speed and freezing the action. To get the effect of the car going fast, we need motion blur.

1. Scout the track

Find a place where you can get close to the action, where you won't have a fence or people in front of you, and where the background is interesting. Trees and foliage make great blurred backgrounds. Standing in the center of a turn is a great spot. You may get tire smoke under braking, and the car will stay at the same distance from you for a while. Cars will also tend to be slower, which makes it easier to follow them while shooting.

2. Set your camera for Shutter Speed Priority

Motion blur is all about shutter speed. A low shutter speed will blur the background as you camera tracks the car. It's important that you move at exactly the same speed as the car so it is not blurred too. Set your camera between 1/50th and 1/80th of a second. The lower the speed, the more blur you will get, but also the more chances the car will be blurred. Experiment and note the setting of your best shots.

3. Set the focus to Continuous Auto Focus

This mode will keep focusing on the subject as it moves towards and away from you even if your finger is on the shutter. Make sure the focus point in your viewfinder is on the car.



Glamour.



Motion..



Ambiance.

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Stop Action..

Move the focus point if you want to de-center the car from the frame. Remember the rule of thirds? If your camera doesn't let you offset the focus point, crop the photo during editing.

4. Use the lowest possible ISO

This ensures the lowest amount of grain and will allow your speed to be low while keeping enough depth of field.

5. Track the car and shoot in burst mode

You'll want to follow the car in the camera's viewfinder (don't use the LCD preview for this if you have a viewfinder) and hold down the shutter to take multiple shots once the car is in your shooting zone. Start tracking the car well before you depress the shutter so you're moving at the same speed as the car, and keep shooting as the car is passing by you.

6. Steady your hands and pivot your body

Keep the camera tight and hold your zoom to avoid camera shake. Stand with your legs apart, and make sure your body can pivot to capture the motion without moving your feet. This will help get the car in focus.

7. Include interesting elements

Can you see the driver's face? White knuckles, tire smoke, a locked wheel? What will take your photos from good to great is that little extra detail that tells the story of the picture. Keep shooting; you might just get lucky.

8. Mount the camera on the car

You can use a special suction cup mount to attach the camera to the inside or outside of the car, and use a remote to trigger the shots.

9. Add motion blur in post

So you have a fantastic shot except you forgot to set the speed and the action is frozen. All is not lost. Use Adobe Photoshop or other photo editing program to mask the car and add motion blur to the background and radial blur for wheels. When executed well, it's hard to tell the fake from the real McCoy.

10. Practice makes perfect

Take a lot of shots alternating your settings and angles, and be critical of your results. Try to improve each time you shoot. At first 90% or more of your shots will be blurry, badly framed, or both. Luckily, there's not any cost to shooting more and deleting the photos, so keep shooting!

Eight Essential Tips for Great Stop Action Shots

Stop action is great to capture a moment in time. These shots are great in turns where the car body rolls, and you can see the driver's expression, or to capture a wheel in the air or some unnatural condition.

1. Scout the track

Walk around the track to find the best spot for action shots. Is there a corner after a long straight where everyone locks up? The outside of a turn is a good opportunity to get the cars straight on while it's bending in the turn. You should be able to catch tires being stressed to the limit and maybe some tire smoke. Don't stay at one place. Try different places and go back



Motion.



Stop Action.

continued next page

continued from previous page

to the ones that provide the best views. Talk to people who know the track and to the organizers or marshals so they know you're not you're not some reckless punk causing trouble, plus they probably know the best spots.

2. Get group photos

At the start of a race, many cars are bunched together, making for more interesting shots than a single car on the track. Make sure you zoom really tight to capture the driver's expressions.

3. Set your camera for Shutter Speed Priority or Program

The effect we're after here is the opposite of motion blur, you want to shoot with a fast shutter speed to freeze the action. You'll want the speed to be at least 1/500th. It's okay if the aperture is low, as it will tend to blur background objects focusing your viewer's attention to the car that is in focus. I like using Shutter priority for motion shots and Program for stop action; this way I can quickly switch between the settings.

4. Set the focus to Continuous Autofocus

This mode will keep focusing on the subject as it moves towards and away from you. Make sure the focus point is on the car. Move the focus point if you want to de-center the car from the frame, having car around 1/3 of the frame makes for better composition. If your camera doesn't let you offset the focus point, crop the photo during editing.

5. Use the lowest possible ISO

This ensures the lowest amount of grain and will allow your speed to be low while keeping enough depth of field.

6. Track the car and shoot in burst mode

You'll want to follow the car in the camera's viewfinder (don't use the LCD preview for this if you have a viewfinder) and hold down the shutter to take multiple shots once the car is in your shooting zone.

7. Shoot ambiance shots

The action doesn't only take place on the track. There are always great opportunities in the paddock from last-minute repairs to drivers focusing inside their cars.

8. Stay safe

Keep alert and watch for escape routes in case a car gets out of control. Stay within the authorized areas and, if needed, take a spotter with you so they can yank you out of the way of trouble while you're busy fiddling with your settings.

Ten Essential Tips for Great Glamour Shots

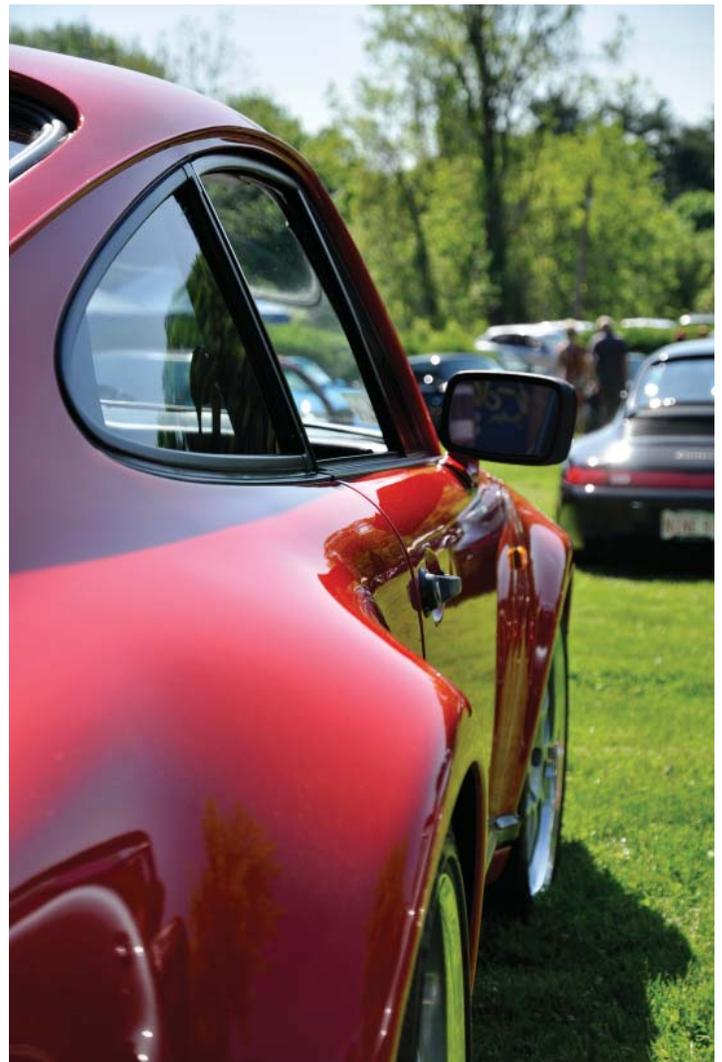
I'm not talking about photographing your spouse or romantic partner here; it's all about making the cars look good. Don't just shoot your car in your driveway with your kid's toys or your neighbor's Prius in the background. Use the following tips to get shots worthy of a car magazine centerfold.

1. Location, Location, Location

As you drive around your area, always try to scout places that would make a great background, maybe a nice lake with foliage, interesting trees, a city skyline, a wall with interesting graffiti.



Motion.



Glamour..

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2. Shoot at dusk or dawn

Remember our tip about shooting early morning or late afternoon? If you're shooting your own car, you have control over the time you pick, so wait for that nice golden hour, or even slightly after sunset to enhance the car's shine.

3. Make it shine

It sounds silly, but make sure the car is clean. A new coat of wax will really enhance reflections.

4. Use a tripod

When shooting in low light conditions, you will need a tripod to keep the camera steady, as your speed setting will probably be very low. Use a remote to avoid shaking the camera as you press the shutter, or if you don't have one, set the self-timer to the lowest delay setting — like two seconds — so you don't have to wait too long for each shot.

5. Shoot in AF-S (Autofocus Servo)

Unlike action shots, the car is stopped (you did put it in park right?), so set your focus on a key element, like a front wheel, the grille, etc. As you keep your finger on the shutter to lock the focus, move the camera to compose the shot, then press the shutter.

6. Look sharp

In this type of shot, you'll probably want both the car in the foreground and the elements in the background in focus. This calls for a small aperture, f8 and above. Go all the way to 22 if you want elements on the horizon to be in focus. (Note that the smaller the aperture, the higher the f-stop number)

7. Work the angles

Don't just stand next to your car. Create more dramatic shots by getting lower on the ground and creating interesting perspectives.

8. Experiment with different lenses

Use a wide-angle lens for dramatic lines, or zoom in to shoot interesting details. You don't need to get the entire car in the frame. You can create more interesting artsy shot by zooming in on curves or angles you particularly like, combining the car and the landscape.

9. Give the car an attitude

Turn the wheels all the way, as if the car was flexing. Turn on the headlights or parking lights. Open a door, or the sunroof, get creative with the pose.

10. Use a graduated filter

In outdoor shots, the sky is often too bright making the car too dark (especially black cars), or forcing you to overexpose the sky as a big white wash, losing the details of nice puffy clouds. Using a neutral graduated will tone down the brightness of the sky while capturing the subtle shadows of your car.

Figures:

Histogram

Use your on-camera histogram to check exposure. This is a graph showing the number of pixels from dark to bright. If the graph is cut, your photo is too bright or too dark (and it could be both!)



Top - Correctly exposed
No pixels are cut to the right or left

Middle - Overexposed
Light pixels are cut on the right resulting in lost details in high-lights. Since there is room in shadows, compensate exposure.

Bottom - Underexposed
Dark pixels are cut on the left resulting in lost details in shadows. Compensate exposure.

This Spring, take your top down.



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2005 Boxster



2008 911 Carrera Cabriolet



2011 Boxster

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PORSCHE

Four Speeds and Drum Brakes - continued from page 9
together so well?

While the entire procedure took over an hour, it was worth every minute. Now the Puddle Jumper has its own plate, and while most people won't realize that it is the VIN, I'll know.

The plate went right on the car as soon as I got home, and since the bags were packed it looked ready to travel, right out of 1957.



I'll be driving the coupe down to Georgia for a 356 gathering in late summer, so I want to put as many miles on it now to make sure that it's up to the trip. Rolling out last weekend I encountered a problem that may take some ingenuity to fix, if I can fix it at all. While the car was soda-blasted to remove the paint, some sand blasting was done at the metal shop to help with the chassis rust repairs. It appears that some of the sand remains inside the heater tubes that bring hot air into the car from the engine. At low engine speeds there is nary a hint that there is anything amiss but whet the revs are up over 3000 there is a steady stream of black sand coming out of the windshield vents — enough to make the dash pad look like it spent the day at the beach.

I'll have to fix up some sort of attachment for my shop vacuum that will line up with the 10" slot that directs air to the windshield. I figure that with the vacuum running and the engine revving up, most, if not all, of the sand will come out. I have the feeling that I'll be living with a little sand all the way to Georgia. I suppose that with warmer weather the heater won't be needed, and that will reduce the airflow, but the fresh air comes through the same vent so it's a problem that definitely needs attention.

Like the BMW, the Puddle Jumper had a gas leak — not as big, but a problem nonetheless. The carburetor gaskets tend to dry out when left sitting for long periods, so it's always a good idea to have a 17 mm wrench in hand when starting up the engine for the first time each year. Another quirk to keep track of; maybe it's time to make a list. That just reinforces the fact that the best thing you can do for these old cars is drive them, and that's what I be doing for the next few months. I'm sure that there will be more stories to tell. KTF

The Long and Winding Road - continued from page 12
friendly and safe event.

A couple of final observations: I used my new AIM Solo (I had borrowed Dave Berman's last year and enjoyed it) and it was fun to get home and play with the results. One use in particular was comparing a lap on the race tires (Nitto NT-01) with street tires (Dunlop Direzza). I changed my tires before the last run session so that I wouldn't hold up my tire transporters (thanks again Nick and Dennis!) and went out for a few laps on the 'streets.' To my surprise, I was only 1.5 seconds slower despite driving more cautiously. The AIM analysis showed that the grip levels were identical in cornering and braking and that most of the difference came from a slight lift going by the Tree House and between turns 10 and 11. I'm guessing that on a hot day the Direzzas would overheat, and the Nitto's aren't Hoosiers, but it is amazing how good street tires are getting (and I understand the new generation Direzzas are even more amazing).

Bill Seymour, Admin@porschenet.com

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audience and the pile of used-car checklists that Dave brought along went quickly at the break. Tom Tate anchored the discussion with a caveat emptor view of buying and selling Porsche 356s on eBay. He provided lots of advice on what to look for and what to look out for. The impression I went away with was that eBay is a fantastic resource for both cars and car parts, but that you really have to do your homework before putting down serious cash (and if the deal looks too good to be true it probably is). We were asked to video the event for those who could not make it — check out the events section of the NER website (www.porschenet.com) where it should be posted by the time you read this.

At the back of the showroom was a car under wraps, and it wasn't until the discussion was complete that the mystery was solved (all 911 owners can look away at this point). To great fanfare a new 2014 Cayman S was revealed. What a beauty — all dressed in black! Unmistakably a Cayman with the now familiar 2014 model's rising center console, and resplendent with a black exterior and black leather interior. Interestingly, the two models they had on display were both PDK-equipped. I think I'll leave the PDK (yes, both Dani and I drive one and I am convinced that one day all performance cars will have only two pedals — brake and accelerator) verses stick-shift for another month.

Dani just pointed out a typo in last month's column — it's not Great British (as anybody who's suffered a great British breakfast at Heathrow can attest to); it should have been Great Britain. I also should have mentioned that F1 is broadcast on NBC Sports except for Monaco, Canada, U.S., and the final race of the season in San Paolo, Brazil, which are on NBC.

As I write this, we've had three F1 races — Australia (Melbourne), Malaysia (Kuala Lumpur) and China (Shanghai). Apart from the rain in practice, Australia was an uneventful race (the winner was Kimi Raikkonen of Lotus, with last year's contenders Sebastian Vettel and Fernando Alonso coming in second and third). Malaysia was a different race altogether — typical F1 controversy. Unlike NASCAR where the \$\$ are allocated depending on the driver's finishing position, F1 is a team sport. The \$\$ are allocated to the team (not the driver) with the most points at the end of the season. The teams, therefore, do not want their drivers to fight it out, just in case a collision takes both of them off the track and into the gravel traps. But toward the end of the race a tussle erupted between Red Bull's Mark Webber and Sebastian Vettel (Vettel was victorious, but the scowls on the podium spoke volumes). Webber's twitter handle is AussieGrit — so we were waiting to see what China would bring.

As it was, no real controversy happened, although Webber proved to all that you can't drive a racecar without fuel (he ran out of fuel in qualifying), or with only three tires (the fourth was incorrectly fitted in a pit stop) — a miserable weekend for the Aussie! Fernando Alonso won the race but the real excitement

was further back, with just 0.2 seconds between 3rd (Lewis Hamilton) and 4th (Sebastian Vettel). Vettel had fresh tires and was squarely in Hamilton's mirrors — a back-marker made the difference. Lewis sliced by him but Vettel was slightly too aggressive and wan wide as he overtook, all this seconds from the finish line.

A number of people have mentioned they are also F1 fans. If you plan on being in Montreal in June for the Canadian race and would like to meet up for dinner in Old Town over the race weekend, e-mail me at porsche@mapropertiesonline.com.

Information on this year's photo contest made it into last months (and future months) copy of THE NOR'EASTER, so for all you photographers out there we have setup a number of categories:

1. NER Driving Events (Autocross and Driver Education)
2. Porsche Club Events (Ramble, tour, tech session, concours etc.)
3. General (Any car related photo)
4. Artistic (Black & white, macro, etc.)
5. People's Choice — Photo
6. Video (three minute max.)
7. People's Choice — Video

We look forward to reviewing your entries in the fall, so (when the sun comes out) remember to take your cameras everywhere!

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Marketplace For Sale

Minutes continued from page 10

'86 911 Carrera Cabriolet - 67K miles, red/beige, this is an original, meticulously and well-cared-for car- perfect engine & bay, trunk, interior, top, tires, etc. All maintenance records since new, bought from 1st owner/friend last year. Excellent original paint, no rust/accidents, never seen snow, 3.3 engine, sport exhaust, no problems- beautiful Porsche Icon - like a new car. \$33,500.firm. Bob 508-943-1447 or mgtdva@gmail.com Car located in So. MA/RI (5/13)

2007 Cayman 3,800 miles Black Metallic Sand Beige leather interior, Bi-Xenon, + more. Original retail \$56,085 Asking \$32,000. Call: Bob 508 763 5237 Or email Grhamps@aol.com (3/13)

1984 944 Coupe. Zermatt silver/black leather sport seats, 5-speed, Fuchs alloys. Factory sport suspension. Sunroof. Always garaged. All service records. No snow/rain last 23 years. Virtually flawless original paint and interior. Original owner. 106K miles. Excellent condition. \$9,900. Jack Miller. Marblehead. 781-631-0020. jm@marbleheadusa.us (3/13)

Set of Porsche wheels from 2001 Boxster S. Fronts are 17 x 7 with 55mm offset and rears are 17 x 8.5 with 50mm offset. Never scratched and in excellent condition. Well cared for, waxed and put away with the car every winter. For sale only as a set. Asking \$600 obo. Location: Harvard MA, Call Jon (978)502-9558, jonbaron986@gmail.com (3/13)

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Adrienne seconded, and all were in favor. Another motion by Chris and second by Nick to provide garage space at the Glen and NHMS for four additional members of the DE work team was approved.

On May 5th there will be a concours judging school where we also introduce a new scoring sheet. Anybody interested in becoming a judge for the club should contact Steve Ross (e-mail address in THE NOR'EASTER).

Regarding new business, Bill opened up a discussion about the Autocross Facebook page. It was agreed that Bill will continue to post pictures in two places — the Autocross Facebook page as well as the NER website — for the time being. Medium term, Adrienne has agreed to start an NER Facebook page and start consolidation of all club-related Facebook sites into one.

After Chris reported on feedback from the board on the ethics proposal, a discussion was held on how to address the comment. Until that is settled the board will delay publication of this proposal.

The meeting was adjourned at 10:10 pm.

The next meeting will be at Hans Peter Schaefer's house on May 15th.

On the Edge- continued from page 6

blackness still lingering on my knuckles, and the red welt on my index finger where I had bashed it into the wheel well trying to get that damned bolt loose. But it felt good — really, really good — to be under a car again, turning a wrench, and seeing it go from old and rusted, to new and shiny. I'd forgotten that I actually did know how to do this stuff, even if it had been almost two decades since I had turned a wrench. Thank you Brook for the opportunity to turn a wrench again, it was wonderful.



Look what I did!

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