

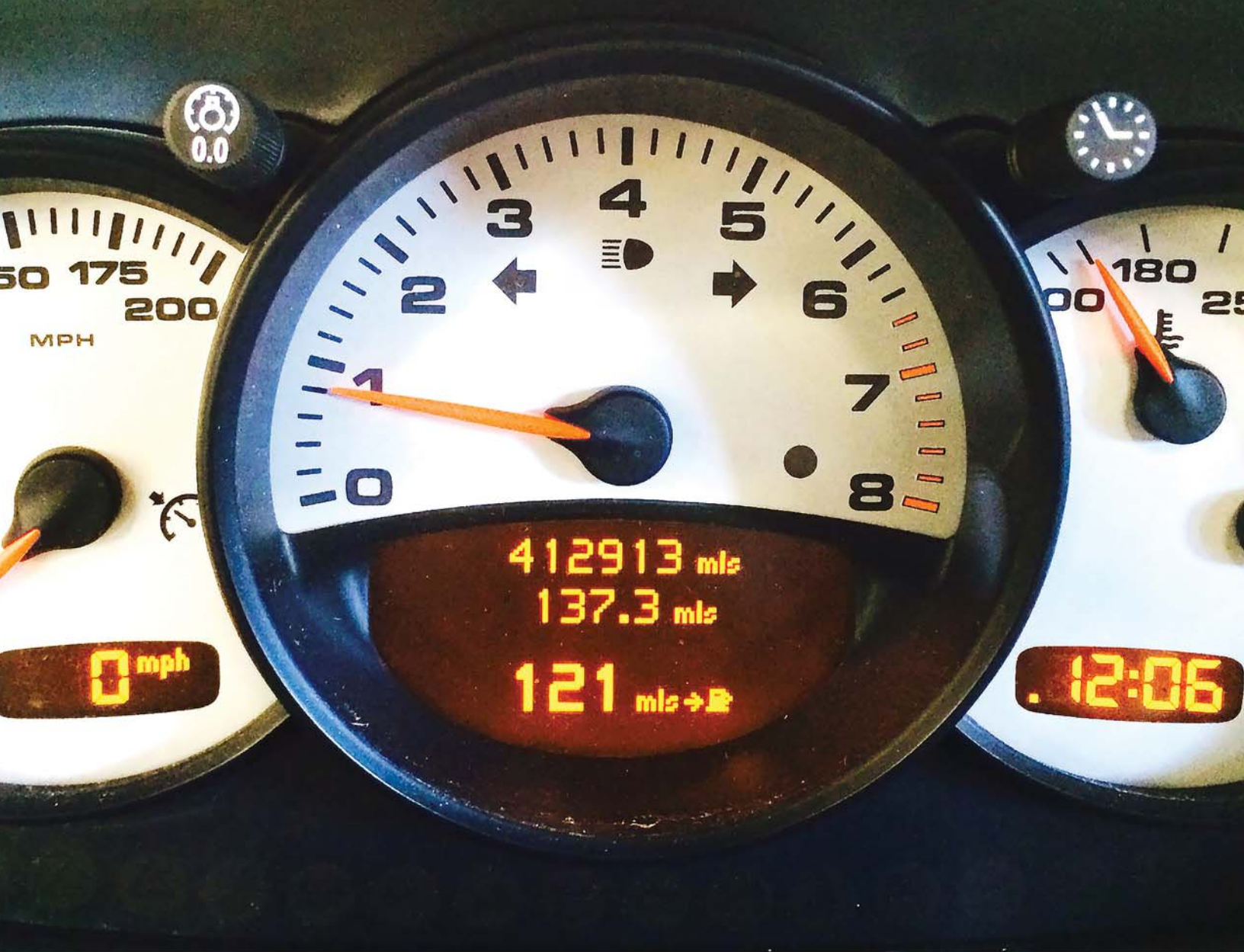


# THE NOR'EASTER

AUGUST 2014    **AUGUST 2014**    AUGUST 2014    AUGUST 2014    AUGUST 2014    AUGUST 2014

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





**These days, with Photoshop, CGI and the myriad of ways a photograph can be altered, we believe it is very important to occasionally take a moment and appreciate natural beauty...**

The above photograph was taken while Tom's 2003 911 turbo was in for routine maintenance. European Performance Engineering has been caring for Tom's cars since 2009... oh, by the way, Tom's wife's vehicle, a 2004 Cayenne turbo has traveled 310,000 miles... so far. So, the next time your Porsche, car or truck needs maintenance be sure and give us a call. My staff and I would be happy to go "the extra mile" with you.



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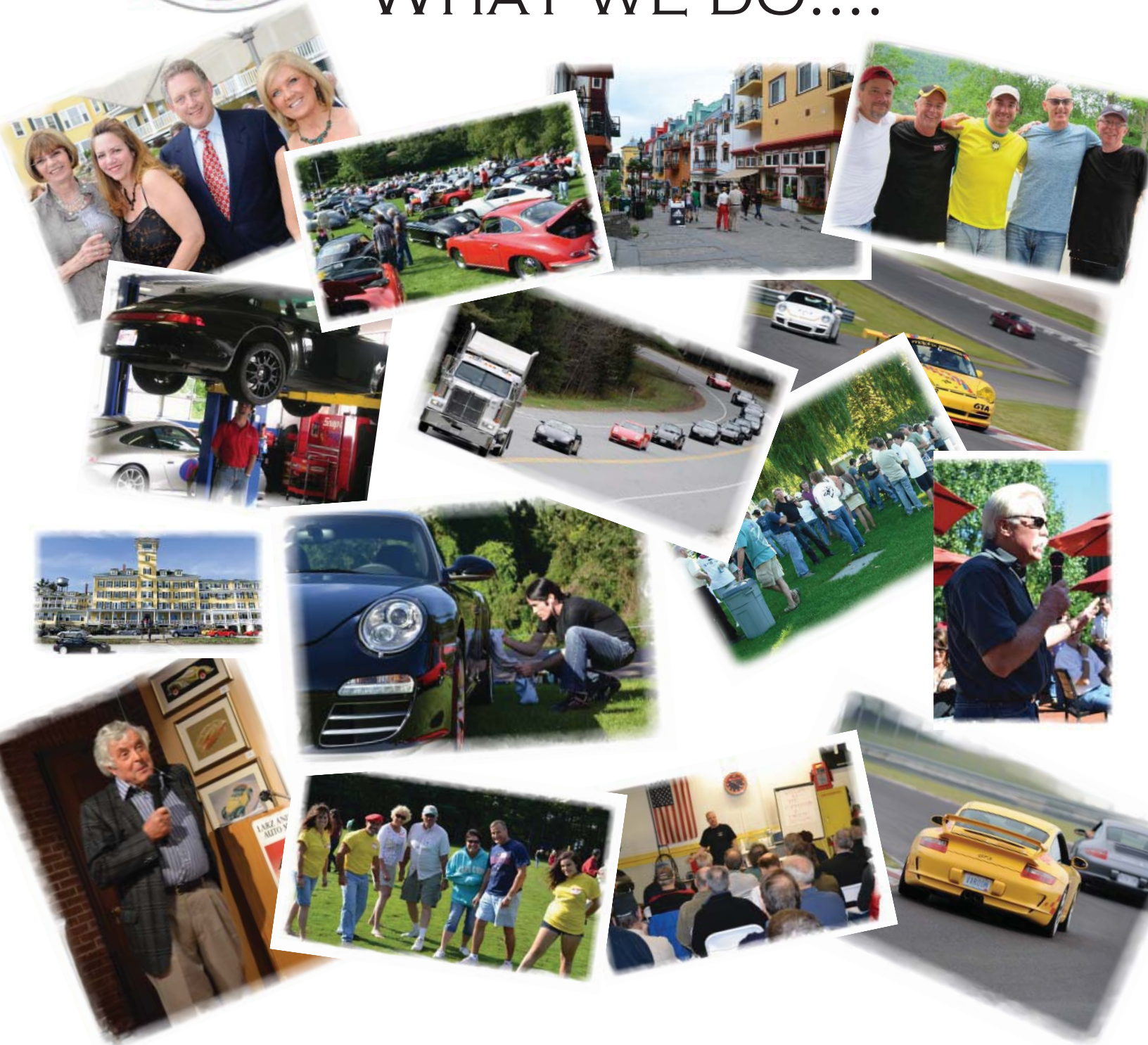
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# WHO WE ARE....

# PORSCHE



# WHAT WE DO....



# INSIDE THE NOR'EASTER

VOL. 42  
ISSUE NO. 8

2014 AUGUST 2014 AUGUST 2014 AUGUST 2014 AUGUST 2014 AUGUST 2014 AUGUST 2014 AUGUST 2014 AUGUST 2014

## FEATURES

- 16 Wings and Wheels
- 17 Porsches and Polo
- 18 NER @ NHMS
- 20 NER Summer BBQ
- 22 DE at WGI
- 24 2014 Drivers Education Schedule
- 25 NER Photo Contest 2014!
- 26 2014 NER CONCOURS AT THE ELMS
- 28 Visit the Bubbledrome!
- 30 NER @ TSMP
- 32 AX#3!
- 33 THE PORSCHE IN WINTER
- 34 Porsche Parade: Monterey
- 40 2014 LCMT Report
- 42 July 2014 SoBo
- 44 THE MOST FUN I'VE EVER HAD IN 2ND GEAR
- 46 AX #2 RESULTS
- 47 A Look at the Concours Judging Sheets



34



40



44

## DEPARTMENTS

- 10 Anniversaries
- 16 Calendar
- 53 Marketplace
- 54 New Members
- 54 Board of Directors and Committee Chairs

## COLUMNS

- 6 On the Edge
- 7 Up to Speed
- 8 Oil and Water
- 9 Four Speeds & Drum Brakes
- 10 Minutes Of The Board
- 12 The Long and Winding Road
- 13 Apples and Oranges
- 14 Don't Lift

## COVER



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Courtesy Brooks Juhring

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

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# On the Edge

## of Sanity



Adrienne Ross

Last month the magazine dropped on my doorstep as I was walking out the door to catch a flight to Oregon. I had been planning this family vacation for months and months, and it was finally the day.

My west coast family used to be 4 people, now it's everyone but my parents. Needless to say, I was looking forward to seeing a lot of them. My aunt and uncle are salt of the earth people. Kind, silly, fun, and caring, are a few adjectives, but doesn't tell the whole story. They took me along to

**After dinner there was a play, or singing, or a routine of some kind, or a "dead" body.**

family camp (with their family) rather suddenly when I was 12, and had lost 2 grandparents in three days. I guess my aunt felt like I needed some time away, and she was right. So she took the little scrubby one off to a pretty posh camp, with 100 other families, and I got to see what summer camp really was.

My aunt, a former Miss Colorado, and Miss USA contestant taught me how to fish, and to my ultimate horror how to put one out of its misery once it was caught! Then to add fuel to the traumatic fire, she taught me how to (read made me) clean it.

Needless to say, I never fished again, and may have been the youngest member to join PETA.

My uncle, always on the go (he is uncle, and grandpa "Jumpy") was a professional person, and a semi pro golfer. I didn't see a whole lot of him as a kid, but I enjoy him immensely as an adult. He seriously never stops, until he sleeps, and when he's not sleeping, it's his mission in life to make everyone happy and comfortable. He really is the most amazing guy.

My aunt, and her bestie Lolita (yes I have a chosen-family Aunt Lolita), would take

a passel of their respective kids to the coast of Oregon to pass the summers ANYWHERE but Southern California. With 5-7 kids in tow, the evenings can get pretty restless, so they started theme nights. Each adult would take a team of kids, and one would take their team away for the day, and the other team would prepare a "theme night."

Now these nights could be anything from fiesta, to murder mystery, to aliens. But the team creating the theme had to cook, make costumes, prepare some form of entertainment, decorate the

house, develop characters, and stay in character all evening. The guest team maybe had to dress up, or act crazy, or be the sleuths.

After dinner there was a play, or singing, or a routine of some kind, or a "dead" body.

This went on for decades! Decades! All those "kids" are in their 40s! And we have kids, and we dragged 'em to the coast, and we split into teams, and we threw theme nights. And we passed down one of the most amazing family traditions I've ever heard of. I could not WAIT for my daughter to go to a theme night. And it was even better as the adult then it was as the kid.

Forty people showed up for the big 4th of July bash (a theme night of course). Forty people who swapped stories of the beach house, the theme nights, the matriarchs of our respective families, and who had seen whom when, and last.

We were 12 years old again when we wandered down to the "witches" house. An abandoned property on a cliff overlooking the sea. The bunch of us daring each other onto the condemned premises. And I felt every one of my forty + years climbing a 200 foot dune (the Cape) to get a better look at the fireworks on the beach.

My aunt and uncle made those things happen for me.

These two are subscribed to the magazine, and (surprise!) read my column,

somewhat religiously...which shouldn't have, but did, come as a shock. I guess I'm always surprised I'm not writing this just to get my thoughts down on paper.

We landed in our beautiful beach house, and I flourished the magazine. "Hot off the presses. I haven't even read it myself yet."

I went to unpack, uncle Kent went to read my column.

I came out of my temporary bedroom, and Uncle Kent scoffed, "You're kinda slacking off a bit - half a column? No, no, you better get on the stick!"

Yup, that's family! I write about a \$380,000 test drive, and the feedback is, "do better."

Aunt Pat loved it, but agreed I'd been slacking.

OK, maybe I have.

Anyway, on the main streets and back roads of coastal Oregon, I ended up with a Cadillac SRX crossover (original name huh?) and it was ummmm.... Yeah it wasn't great.

The car was comfortable, held our luggage, and the coolers, towels, beach stuff, theme party supplies (you get the picture) that my  
*continued on page 51*

### In This Issue...

We explore the Canadian wonder that is Mont Tremblant once again. Folks had a good trip, and there's a report and the pictures to prove it.

A few photo credits got left out, and so my apologies go to Adrian Flatgard for missing them, or misspelling his name. Adrian is going to start coming to some events as taking photos for us here at the NOR'EASTER, as well as posing a few online. He's also offering a service to our member to be able to buy some of them. You can contact Adrian at frequently-erphotographer@gmail.com, and approach him if you see him around to talk about some of the shots he's been doing.

Summer sure is heating up! So much to do at every level! Plus our Concours is just around the corner. Our Concour committee is all volunteer, and they're putting together one hell of an event, just for you. When you come down, be sure to thank them!

Until next month!

# Up To Speed

## Upcoming Events

Kristin Larson

Summer fun. NER has had a busy summer so far, with only more fun coming in August and September. As I looked through the calendar, I was amazed at all the different opportunities/different venues offered over the next two months.

I feel as though it was just yesterday we were planning the trip up to Mont-Tremblant for a three-day track event. We had the most uneventful trip up (especially through Montreal, which historically has awful traffic), one raining track day, one gorgeous track day and a third day that was a bit of both. We offered parade laps

***NCR is hosting their inaugural Thompson Park event on the first weekend in August, and we are all hoping for positive reviews.***

on that third day and, thanks in part to Mary Schindler who approached a handful of local tourists, we had 23 participants, which is much greater than in years past.

By the time you read this, the David Hobbs event will be over, as well as the German Car Day at Stow Airport on July 24th. There is another German Car Day at the Stow Airport in August, but we did select the July date as the designated "Special Porsche Night." NCR is hosting their inaugural Thompson Park event on the first weekend in August, and we are all hoping for positive reviews. On that note, NER will be hosting their inaugural Thompson event September 26th–28th. Friday will be for advanced drivers only, to give the instructors a chance to familiarize themselves with the track and better help students the rest of the weekend.

August brings more exciting events for NER. We start on Sunday, August 3rd with an autocross at Fort Devens. It is a great place to learn to understand the limits of the car. Next up is Sunday, August 10th and our traditional Myopia Polo event in South Hamilton, MA. This is an event Dave and I

have tried to schedule in the past and never seemed to make it, so I am hoping to make it this year. Just a few days later is our final New Hampshire event on Tuesday and Wednesday, August 12th–13th. There are still openings in each run group so go sign up — it is the track closest to home. And just another few days later is our Newcomers BBQ being hosted by Marcus Collins and Dani Fleming at their house in Lexington. Their new heated pool just opened this spring and I will attest that it is refreshing. We took a little time to relax last night in the pool after the board meeting at their house. To end events in August, we have our annual three-day weekend at Watkins Glen. This is always a premier event so don't miss it.

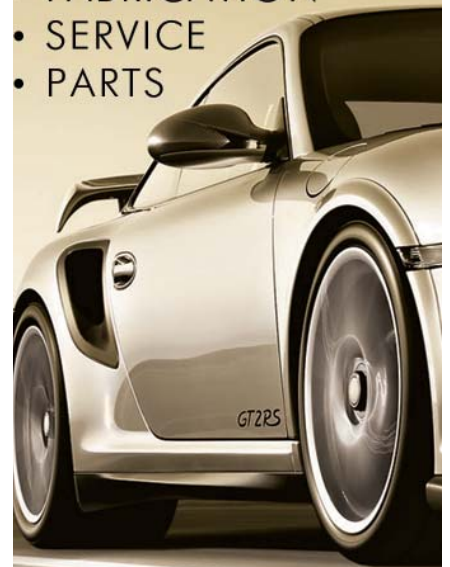
On to September and another busy month. The first weekend is a fun packed. We start on Saturday with the concours, which is being held at The Elms. All hoping for good weather here, and then we park the cars on the back lawn. To see a gorgeous picture, look at the cover of the November 2009 issue of "The Nor'easter," which is the last time the concours was held at The Elms. The next day brings a tour of Charles Gould's microcars, which starts in Hudson, MA and ends with lunch at Nancy's Restaurant at the Stow Airport. September brings two opportunities for autocross at Fort Devens (NER on September 7th and NER on September 20th). NCR is hosting a DE event at New Hampshire on September 9th–10th, and we close out the month with NER's event at Thompson Park mentioned above.

Hope to see everyone soon — we have lots of options coming up.

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# Oil and Water

## Coming of Age



Mike Kerouac

**W**hen does age become relevant? Today, many people say it's just a number. But, at a just-turned 53, my creaky knee and back tend to disagree. I can remember back in high school the significant age was 18. Way back then 18 was the age you could legally drink, but unfortunately (or maybe it was fortunate), the drinking age moved to 21 the year I turned 18, so other than being able to sign my own contracts, 18 was no big deal.

Onward to the next milestone, age 21. Now I could legally drink, I was graduating from college and beginning a job. I also

***For me, affordability meant... a '72 Plymouth Satellite Sebring with 165,000 miles on it ...The car wouldn't go in reverse, so parking lots were a challenge.***

decided to get married that year just to get all of the "getting your life started stuff" over with in one shot. That was 1983. My wife and I moved to California so I could start work at a medical device company and it was also that year that we made our first big purchase decision... Betamax vs. VHS. For those of you dying to know, we chose VHS.

The next eight or nine years were relatively run-of-the-mill. There were significant life events, like the birth of my son, but I didn't look at any specific age as being relevant. Then it hit, the big 30. I was not in a good place. To me, turning 30 was getting old. You couldn't be young and stupid anymore. Would I even be allowed to play Sega Genesis? I still had many levels of Sonic the Hedgehog left to complete. Turning 30 to me was devastating. I just couldn't get my ahead around being 30 years old! But, in the end once I recovered from turning 30, I embraced the next decade. I managed to complete all the levels on Sonic and I still squeezed in a few acts of stupidity. We also moved to North Carolina during that pe-

riod and my career took off. It was during this time that affordability led to my first sports car purchase, at age 39. I bought a 2000 Corvette Coupe. The real coming of age had just begun.

In car terms, age becomes relevant when you purchase your first true sports car. For some of us that was American Muscle when we were teenagers, for others it may have been an old British roadster in college, or maybe a BMW 2002. For this readership that meant a Porsche 356 back in the early '60s, or maybe a 911. For others it was (gasp!) an 'almost' Porsche, a 914 back in the early '70s. All of those cars were mostly affordable for middle class back in the '60s and '70s.

For me, affordability meant driving a '72 Plymouth Satellite Sebring with 165,000 miles on it while in high school. The car wouldn't go in reverse, so parking lots were a challenge. Then came a 1977 Datsun B210 for commuting to college (gas was a \$1/gallon by then), and finally a 1980 Chevy Chevette that I bought for \$1,000, as my first car to commute with on the California highways. You cannot make this stuff up. I was a long way from coming of age in terms of sports cars.

My later car purchases leading up to the 2000 Corvette on my 39th birthday were unremarkable and not even worth listing. But once I was fortunate enough that sports cars were affordable for me, the search for the 'Holy Grail' had begun.

First there was the Corvette era. I met some of the nicest people in the world. I also learned a tremendous amount about cars. In general Corvette people are into originality. They are numbers people, detail people and the cars are clean, clean and more clean. The history of your Corvette is very important and many owners can even tell you the month their car was built. Also in general, with Corvettes there is no driving in the rain. There is a running joke: "How wet can your 'Vette

get? Unless it's being washed, NOT."

I also flirted with modern BMWs for a year or so. It never really clicked. The cars are technically competent but they lacked something that I just couldn't put my finger on. I didn't have the opportunity to interact with the BMW club, but Roundel editorials led me to believe that they are also very nice people, with a strong dedication to the brand.

There was also a very short-lived stint with Mustangs. I just didn't like straight axle cars. Enough said.

Now we are about eight years into my search for the Holy Grail of sports cars. The life-altering event occurred — the leap to Porsches. My first Porsche purchase was a 2008 911 Cab and then I quickly jumped to a 2008 TT. The Porsche marque was pushing all the right buttons. Speed, precision, iconic lines and the cars had soul. Then I attended the event that sealed the deal. My first Ramble was at the Balsams in NH. We had a tremendous time. Cars were driven in the mud, rain and through salt. To me this was very cool. It was actually okay to have a dirty windshield. These were cars that needed to be driven. They weren't garage queens. I also saw my first 356 at that Ramble. I didn't get it at the time, but I do now. Overall, six years in Porsches have introduced me to incredible people with a tremendous passion for the marque. Like the cars, the relationships are enduring and lifelong.

At the same time, I started on a parallel path with Ferrari. I was tempted by exotics and the passion and fury of Italia vs. the cold steel precision of the Porsche. Again, I met some tremendous people, but a very different culture from Porsche. Similar to Corvettes, F-cars don't get wet. I still keep a single Ferrari in my collection, but it doesn't dominate my sports car psyche the way a Porsche does.

Now that I've shared a bit of my car buy-  
*continued on page 49*



# Four Speeds & Drum Brakes

## *Cars that Follow Me Home*



Tom Tate

Unlike many in this car hobby, I don't run ads looking for old Porsches. I don't show country mailmen photos of 356s asking if they've seen any on their routes under a tree. I've stopped looking at eBay for anything other than parts, and the ads have all but dried up in the print media or what's left of it.

I told my wife that the cars that have rolled through the driveway in the last few years have followed me home and that's the truth. I've gotten calls from garage owners with customers who can't pay their

***This adventure taught me that the best tools I have should always go in the car, not be left at home.***

bills unless they sell the car and folks that have given up on restoration projects and had to move on.

The very best magnet for 356s is a 356. I get more leads on long lost cars when I'm driving one of mine than at any other time. This tale is a perfect example.

The TYP356NE group had their Spring Tour the first week of June and I took the '57 sunroof coupe. That's the Speedster replacement when it's more than a day drive and I don't want to worry about the weather. You'll get wet in a Speedster in a rainstorm but you'll get really wet in a Speedster with no top in a rainstorm. Don't ask me how I know.

The coupe had made the drive to Georgia and back without any complaint last year and I had a lot of confidence in its ability to make a run to Saratoga Springs in upstate New York, the location for our Ramble-like drive.

I met a few members in their Tubs on the Mass. Turnpike at I-495 and we rolled out to the western part of the state before hitting the back roads of Vermont for a

spirited drive north.

We were headed into Rutland on a curvy little two-lane road at a reasonable clip when all of a sudden I heard a banging noise from the engine compartment. Looking quickly for a patch of dirt to call a shoulder I dumped the clutch, letting the engine die, and pulled off the pavement. A couple of other members pulled off and came up to help out. I opened the engine compartment expecting to see lots of oil and broken parts but found neither. Nothing seemed out of place. I went back to turn the key and when I did the same banging noise returned but it sounded lighter, not like an internal engine problem. I shut it off again and went back to ask if anyone had seen anything that would explain the distress I was hearing. Nobody had, but one member asked that I try it again as he thought he had heard something he couldn't identify. I turned the key just long enough to engage the starter, but not long enough to start the car. This time the engine stopped moving as it should but something else kept spinning, although not for long. There aren't too many things that can spin in a 356 engine so it was easy to find it. Back behind the engine cowl the large 36mm nut had come off the fan and had allowed the fan to loosen up and start banging into the sheet metal and oil cooler, making an awful noise. It was bad, but fixable, even on the side of the road with the right tools.

Sitting in the dirt with cars zipping past was no place to do an engine teardown but about that time a farmer walked up and told us that about 200 yards around the next bend was a closed gas station where we could pull off safely to work on the stricken Tub. I disconnected the fan belt, started it up and we were off. These cars will run for a few minutes without a fan or generator causing no damage, so

it was easy to reach a safe area to work. No towrope needed.



Another 200 yards down the road was a small grocery store and a gas station with a couple of open bays and a few trucks being repaired, so I figured I could take the generator out, walk over and use an air gun to reattach the large nut and be on my way. To remove the generator I had to take out the oil filler, the oil filter and the generator stand.

I had all the right size tools that I needed, but not the right ones. Everyone has their favorite tools, the ones they use every day and that seem to work best. And then we have the tools that we keep in the car for emergencies. These tend to be tools that will work, but are not the best examples. They are the screwdrivers that are a little too worn to use every day but not worn enough to throw out. They are the ratchets that work but are really stiff or have to move 30 degrees before the ratchet clicks. This adventure taught me that the best tools I have should always go in the car, not be left at home. Using the B-team tools probably doubled the time it took to accomplish this job. That error was corrected as soon as I got home and the worn tools went to a grandson. Let him learn to deal with frustration.

In my tool kit I had a 36mm socket because it fits both ends of the generator and the rear wheel nuts, but no air gun or

*continued on page 50*

# Minutes of the Board

## July Meeting



Marcus Collins

The July board of directors meeting was held on the 16th July, 2014.

It was hosted by Dani (membership) and Marcus (secretary).

Present were:

Dani Fleming (Membership),  
Marcus Collins (Secretary),  
Stan Corbett (DE Chair),  
Nick Shanny (Activities),  
Chris Mongeon (Past President),  
Adrienne Ross (Nor?Easter Editor),  
Kristin Larson (President),  
Bill Seymour and Rosemary Driscoll (Admin),  
Steve Ross,  
Mike Orsini (Treasurer)

Kristen opened the meeting at 8:00 after a delicious beef, salmon and chicken dinner.

Financials: Michael had sent out the financials prior to the meeting and as there were no comments on it, Adrienne moved that we accept them, Nick seconded and all voted approval.

Dani gave our membership report indicating we now have:

1,571 Primary members,  
982 Affiliates,  
2,553 Total Membership,  
24 New member,  
6 Transfers in,  
4 Transfers out.

Dani just sent the "your Nor'easter has not been in your mailbox because you have not paid" email. We got a huge response by people who still want to receive the magazine. Send in your checks to get back on the circulation for the club magazine? only \$15 for 12 issues!

The newcomers BBQ is being held on Aug 17th at Dani and Marcus - see the Nor'easter and the web for details. Please register on the website if you plan to attend.

Adrienne commented that the board was particularly tardy with submitting their columns - the board will submit their columns before the 15th in following months.

Activities - upcoming events are David Hobbs on Saturday July 19th, currently 90 people have signed-up for the event. The special Porsche night at the Minuteman airfield at Stow is being held on July 24th. Porsche and Polo will be held on August 10th please come along to enjoy the event and "stomp the divots".

Bill reported on upcoming events - Micro (Bubble) Car Museum - September 7th. Lunch will be at Nancy's Minuteman Airfield. Tech session at Auto Engineering is being held on Oct 18. Auction at VFW in Natick - November 8th. The annual dinner will be held on January 15th, 2015.

Bill said Aurocross was overall a great success this season. The next Autocross clashes with the NCR DE at Thompson - Bill has made provisions to cover the main Autocross positions for those people who will be at Thompson.

DE - the last event at Mt Tremblant was a great success with a similar number of attendees as last year. The next NHMS event has only 33 paid attendees. 112 are currently paid for WGI, more are expected as it is a very popular track. The board discussed the social at WGI - options are a BBQ at WGI or Italian at the park in the town. The overall cost of the park vs staying at the track is similar. Adrienne will check with the BBQ company to see the full costs.

Concours - the debate about the event trophies has been resolved, this year the trophy will be a print showing the event details.

The next board meeting will be held at Adrienne's home on Thursday August 14th at 6:30pm.

With no further business proposed Kristen asked to close

the meeting Adrienne seconded the proposal and with no dissenting votes we adjourned at 9:10pm exactly.

### Happy PCA Anniversary!

#### Forty-Five

Richard M. Plotkin

#### Forty Years

Rosemarie Tolentino

#### Twenty-five Years

Theresa Contons  
Barbara Greenhalgh

#### Twenty Years

Michael Kessel  
Gerald M. Tulis  
Ann Watt  
Wayne R. Watt

#### Fifteen Years

Gavin Bishop  
Elizabeth Dobbins  
Eva Todd

#### Ten Years

Jennifer Caulfield  
Judy Elkin-Michel  
Michelle Karol  
Steve E. Karol  
Joanne Marselle  
William T. Putnam  
Kay Shanny

#### Five

Mary Capocéfalo  
Michael E. Capocéfalo  
Ken Crawford  
Joyce Dragone  
Paul Leonard Dragone  
Brandon Mathison  
Eli Phoenix  
Perry Phoenix  
Maureen Spooner  
Pat R. Spooner  
Barbara Walton  
Grace Wilkin



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# The Long and Winding Road

## Summer Leavin'



Bill Seymour

I am writing this as I scramble to leave on a trip — I initially typed it as “vacation” but then realized that as an old retired guy there is no such thing as vacation. I’m usually on time with my column but this month I am torturing our “The Nor’easter” editor (sorry Adrienne!) with my last-minute submission. This summer seems to be flying by — a condition that accelerates with age, apparently — and half the driving season is already gone. So far I’ve done (most of) five track days with eight more to come, two days of LeMons racing with two to go, and two days of autocross with two or more to go.

***This summer seems to be flying by — a condition that accelerates with age, apparently — and half the driving season is already gone.***

I’m missing a “ChumpCar” race (see “trip” above) at Lime Rock that Nick, Dave and Dennis are doing. The cars at ChumpCar races are much more serious than at LeMons, so their only hope for a good placing is reliability. One of their competitors, an E36 BMW, was at the Lime Rock DE that we did and it was way faster than our 1.6L Miata. And those rats better not hurt our little baby or there will be hell to pay! The remaining LeMons race is at NHMS in October (come and cheer us on — it’ll make you want to do it yourself!).

The DEs so far have included NHMS and Lime Rock, where I had both the Cayman and a turn in the LeMons Miata. And I have to admit (put your fingers in your ears, Ferdinand) that the Miata is more fun to drive. The biggest difference is being totally strapped into a race seat — it really adds a sensory ‘wow’ factor. Also, the lower level of grip and lighter car makes it more comfortable to slide. At Lime Rock you only need the brakes at the end of the main straight. Plus it’s cool being in a stripped out car that is clearly for racing only.

The other DE so far was Mont-Tremblant, where I had a less-than-great time. I only had two days, and the first was solid rain. The second day had nice weather but I was fighting with my brakes. I had put on new pads and rotors (did it myself, he says proudly) and maybe the new slotted (rather than drilled — I was hoping they’d last longer) rotors don’t agree with the aggressive Pagid Black pads, or maybe I didn’t bed them in or...? The result was that brake material from the very hot pads got on the rotors (“pad transfer”) and resulted in chattering under hard braking. They still stopped but it just didn’t feel good, so I didn’t take my last run. I cleaned them off as best I could when I got home and hope they will be better for the remaining DEs (two events at Thompson and our three-day Watkins Glen event).

On the autocross side, the season is off to a fine start, with 11 runs at the first event (cut short due to thunderstorms) and 12 at the second. All of a sudden there are a ton of people in my class and it is very competitive. I caught a lucky last run at AX#1 and won, but was third at AX#2 and, if you were a betting man, I’d suggest you put money on Jeremy or Jody for the season series. I’ll miss AX#3 (same “trip” – okay, we’re going to Italy on a bike tour so don’t feel too sorry for me) and I know I already have conflicts with the NCR autocrosses and the Zone 1 event, so this won’t be a very heavy AX season.


I’ll end with two random notes. First, I love the feel of the Bilstein PSS9s (winter project) on the street,

but can’t say they are making me any faster at AX or DE. But it sure makes me ask the question: “Why would Porsche not put them on a \$70,000 MSRP car as standard equipment if they are better on the street and don’t require any compromise?”

Finally, I am leaving the NER Board of Directors at the end of the year, and thus was awarded the job of Chair of the Nominating Committee. Seats are opening for these positions: VP Admin (responsible for social events), VP Activities (responsible for driving events) and Membership Secretary (responsible for membership issues). If any of you out there are interested or have a question about this, please let me know.

Bill Seymour  
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# Apples and Oranges

## Do it Yourself-er



Nick Shanny

I recently purchased a red 1988 Porsche 911 coupe. The car is in wonderful shape, with low mileage (40,000 miles), and the interior looks brand new. The original owner took wonderful care of the car and it shows. I knew, upon delivery, that the brakes were binding and needed fixing.

First off, I am not mechanically inclined. Give me a computer and all is well; something that involves pieces and parts, not so good. At least that is what I have been telling myself all these years. I decided with this car I would start teaching myself how to repair it, of course starting with the brakes. What could go wrong?

***The hardest part of this entire endeavor, in my opinion, had nothing to do with the actual changing of the brakes.***

Instead of just repairing the calipers, I decide to replace the rotors, calipers, pads and lines. I figured with a car of this age, knowing that the braking system was relatively new would be a good thing.

My first step was to figure out how to actually do the work involved. I ordered the Bentley manual from Amazon, and visited the place where most Porsche questions have been asked and answered: the Porsche 911 technical forum on the Pelican Parts website. The amount of information and help that can be gained from participating is simply amazing. I found several technical articles discussing various aspects of changing brakes parts, and from there, figured out what I needed to order from Pelican. The nice thing about this particular job is that Pelican has a single package that contains everything you need to replace all of the brake parts on your 911. One-click ordering at its finest.

Between the time I ordered the parts and their arrival, I spent my time reading over the various posts, technical articles, and the Bentley manual, figuring out what I needed to do. I took the time to make

sure I had the necessary tools and used this project as an excuse to order a few more. Can you really have too many tools around?

The hardest part of this entire endeavor, in my opinion, had nothing to do with the actual changing of the brakes. It was jacking up the car that was the largest pain in the you-know-what. I don't have a lift in my garage, so instead I had to jack each side up, place the jack stands, and then tentatively jack up the other side, all the while hoping that nothing shifted and fell over. Lucky for me, I had my youngest son, Liam, available to operate the jack while I watched the stands. Once the car was up on stands, every thing else was relatively straightforward.

Remove the left wheel, remove pads, remove caliper, spill brake fluid all over garage floor, try and find a cap to stem flow of fluid, spill more fluid on the garage floor, remember reading that a piece of wood jammed against the brake pedal will stem the flow of fluid, watch it drip on the garage floor, run and get kitty litter, wood and cap, finally stem the flow of fluid. Remember, this was just the left side. I had spilled fluid on the garage floor, myself, the brake assembly, but I made darn sure it never came in contact with the paint.

I learned from my mistakes, ordered caps from Amazon, and waited to do the next side until they were delivered. The right side proceeded with much less fuss and mess. I cleaned everything up

on both sides, greased everything up, tightened everything to specification and proceeded to the final phase — bleeding the lines.

When learning to do something new, you invariably make mistakes, or at least I do. In my case it was my own fault, since the manual, several pages beyond where I had read, made it very clear that when using a power bleeder, one must clamp down the overflow line. I missed that part. I hooked up the power bleeder, made sure I had the correct tools and bottles to catch the fluid, and attempted to bleed the brakes. Funny thing is, I was never able to get enough pressure into the bleeder to allow me to actually bleed the brakes. It never occurred to me to look underneath the car, otherwise I would

*continued on page 49*

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# Don't Lift

## and Seats and Harnesses



Stan Corbett

Coverage of the Mont Tremblant DE which took place 7-9 July is provided in a separate article in this issue.

Spoiler Alert: it was a fun event, you should have been there! If you haven't tried DE'ing yet don't keep missing out on the fun. As I write this we have three more DE's coming up this year; New Hampshire Motor Speedway 12-13 August, Watkins Glen International 22-24 August, and Thompson Speedway Motorsports Park 26-28 September. Remember, there is no requirement that novice drivers had to attend our Novice Day event in order to join us at other DE events throughout the year. Each of

**If you have to purchase the mounting hardware separately I recommend the Porsche parts. Major reason? They FIT!**

our events offers the Beginner and Novice (aka, Green and Yellow) run groups and we provide instructors for every beginner and novice driver. Also, in conversations with drivers at various events, I keep hearing it reported that our events are open only to PCA members and that we only accept Porsche cars. Of course, anyone who has run with us and looked around the paddock knows that we accept cars other than Porsches. That we accept drivers who aren't PCA members isn't as obvious. To be clear, and this is on our web site, the Northeast Region PCA accepts drivers who are members of PCA or other recognized car club (such as BMWCCA) into our Driver Education events. Please help me pass the word to your friends and fellow drivers. So, don't keep missing out, sign up and join as at a future event.

As I have mentioned several times in the past couple months I installed seats, harnesses and a half cage in my car this spring. I thought I would pass on a few interesting bits of information that I found during the process others might find useful.

First, the Heigo bolt-in half cage (HEI 987 001 004S) and 38mm harness bar (HEI 600 061). It's important to know that you need the 38mm harness bar as it's not obvious from anything on their website which harness bar works with which cage. The cage bolts in nicely after the seats are removed but does require removal of many of the plastic interior bits to install the rear mounts. These bits can be reinstalled like I did so the car still looks fabulous on the street. The bits that cover the rear shock towers have to be modified to allow the cage, whose rear mounts use the rear shock mount studs, to pass through the covers. Install everything loosely to make sure it all lines up. Then tighten. I found that the diagonal bar was a very tight fit but was good once assembled. The harness bar, which I recommend for those of us stateside so the mount locations for the shoulder harnesses is right behind the seat, has to be cut to length. Not difficult, but measure it carefully. If you cut it too short you can't stretch it to fit!

Second, the seats I used are the Euro-spec GT3 seats. If you buy these used try to get the seller to include the Porsche side mounts, sliders and sub-strap bar. If you have to purchase the mounting hardware separately I recommend the Porsche parts. Major reason? They FIT! Some of the after-market mounts will fit but by the time you research and buy the mounts and adaptors you will probably spend almost as much as you would for the Porsche parts. I went down the after-market path and ended up returning them and buying the Porsche parts. Installing the GT3 seats in my Cayman meant losing the heated seats with seat position memory, etc. In order to keep the seat belt chime working properly I installed a seat belt latch on each of the GT3 seats. These come

with the correct connector that plugs into the car's wiring harness under the seats. The GT3 seats do not have thorax airbags. A 3 ohm ½ watt resistor plugged into the connector under each seat will prevent the car from throwing an airbag warning light due to those 'missing' airbags. Also, there is no Automatic Weight Sensor (AWS) in the GT3 seats which the car would use to decide whether the passenger airbag should be deactivated or not. Using the proper Porsche coding tool the AWS sensor can be set to "OFF" which means the passenger airbag will always be activated. That means a baby/child seat should never be installed in the car's passenger seat. Once all this is done the car's seat belt chime will work properly and there will be no airbag warning light.

Third, the harnesses I used are the Schroth six-point harnesses. Make sure the harnesses are properly installed; that the fittings are correct and the wraps are done right. HMS, who hosts our DE Ground School every February, has a wealth of information on harnesses and can provide everything you need in that area. They are who I used for my harnesses (which are blue and match my car).

Finally, for those that are interested in more information, I have details on all the above and would be happy to share. For a wealth of information on the ongoing DE season see the Driver's Education pages on our website. In addition to event

*continued on page 50*

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# Wings and Wheels

Thursday, August 21st!

## 2014 Calendar At-A-Glance

### August

- 2-3 NCR DE @ TSMP
- 3 - NER AX Event #3 and BBQ
- 10 - Porsches and Polo
- 12-13 - NER DE @ NHMS
- 14 - Board Meeting
- 17 - PCA Summer Party
- 21 - German Car Night Stow
- 23-24 - Zone 1 AX Event
- 22-23-24 - NER DE @ WGI

### September

- 6 - NER Concours @ The Elms in Newport
- 7 - NCR AX Event#5
- 9-10 - NCR @ NHMS
- 10 - Board Meeting
- 20 - NER AX Event #4
- 26-27-28 - NER @ TSMP

### October

- 4 - NER AX Event #5
- 9-10 - NER DE @ NHMS
- 15 - Board Meeting
- 18 - The Porsche in Winter

### November

- 12 - Board Meeting

### December

- 10 - Board Meeting

### January 2015

- 3- Annual Gala



This happens every Thursday night of the summer but NER will focus on three nights: June 19th, July 24th (Special Porsche night) **and August 21st.**

- Planes and cars, enough said.
- Each week will feature specialty cars.
- Mingle with fellow car and plane enthusiasts.
- Fun for all ages—bring the whole family!
- Great food, including wood-fired pizza, burgers, and dogs from the award-winning Nancy's at the Air Field, popcorn, and libations.
- Plenty of free public parking.
- Leashed pets allowed.
- Great photo opportunity.
- Fun summer event for the greater Stow, MA area.
- Donations to benefit community service projects.

GPS address is 302 Boxboro Rd. Stow MA. Check if the weather looks iffy, status is posted by 3:30pm on [www.wingsandwheelsMA.com](http://www.wingsandwheelsMA.com)

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# Porsches and Polo

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Sunday, August 10th



On Sunday, August 10th, NER invites you once again to enjoy a Polo match at Myopia Hunt Club in Hamilton, MA. Watch as the two and four legged athletes compete for the Porsche Cup! We'll have exclusive field side parking assigned to NER members where you can relax, check out each other's cars, have a great view of the match, and enjoy some food and refreshments with fellow club members. This year, we will be judging the most exotic, creative, (and delicious) food creations, so get your culinary creativity going and break out the crystal and china to impress the judges and your friends. We also have our "Bachelor class" for those who eat on the run.

Some background for non-polo aficionados: Myopia Polo holds the distinction of being the oldest active polo club in America. One of five charter members of the United States Polo Association in 1891, except for two wartime hiatuses, club players have competed on summer Sundays on the original Gibney Field (named after what was Gibney Farm) since the first game in 1887.

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

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

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

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

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

Questions: Bill Seymour at [admin@porschenet.com](mailto:admin@porschenet.com)

# New Hampshire Motor Speedway!

August 12 and 13th

Join us at the Northeast and North Country Regions' home track in Loudon, NH for a two-day DE event. Barely an hour and a half from Boston, we're very fortunate to have a track to drive that's so convenient. This circuit was originally a road course called Bryar Motorpark. In the '80s it was sold and a NASCAR/Indy Car style oval was built directly on top of Bryar, but some of the course still exists... most notably the "Bowl," one of two diving, spiraling turns that reminds some of a working man's Laguna Seca. As such, today NHMS is a hybrid circuit, an oval with a road course (a 'roval?').

Pro-driver and coach Dennis Macchio, president of Bertil Roos Racing School, will be conducting classroom sessions for both full-time student and solo drivers. Dennis will also be available on both days to solo drivers interested in individual coaching sessions, for a very worthwhile fee. Contact Dennis at (484) 464-1644 or [dennismacchio@me.com](mailto:dennismacchio@me.com) if you would like to get on his dance card in advance.

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

Students: \$370

Signed-off Drivers: \$320

Instructors (registered before July 16th): No Charge

Instructors (registered July 16th and later): \$150

Garages are available on a first-paid basis: \$50 for the event.

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

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

**Registration Open NOW**



[Porschenet.com/DE](http://Porschenet.com/DE)



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# NER Summer BBQ



**If you are new to the club or just want to meet and mingle with fellow Porsche owners this is THE must-attend event of the Summer. Please join us for the NER Summer BBQ. The event will be held at Dani and Marcus's house in Lexington.**

**Where: 16 Meriam Street, Lexington MA 02420**

**When: August 17th, 2014 4:00-8:00pm**

**What to bring: Alcohol or Pot Luck/Meat for the BBQ**

**Register on [www.Porschenet.com](http://www.Porschenet.com)**

**We look forward to seeing you there—the pools open!**



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# Watkins Glen International

August 22-24th

**F**riday – Sunday, August 22rd – 24th, 2013 Registration opened in March. Many thanks to our long-time sponsor for this event European Performance Engineering! You can call them at (508) 651-1316 to arrange for your no-charge, pre- event tech inspection.

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

The 3.4 mi. circuit has been continually updated and driven by every iconic pro imaginable, not limited to Hill, Stewart, Clark, Lauda, Fittipaldi, Bordon, Dailey, Lally, Brensinger and Bell. Don’t miss your opportunity to join this list and drive “New York’s Thunder Road.” We’ll hold one of our signature 60-minute DE Enduros with a simulated race start for advanced Black and Red groups, emulated by some, duplicated by none. All drivers and guests are invited to a BBQ social Friday at immediately following our track driving. Garages will be available on a first registered, first served basis: \$60 for three days. Sign up now. Our events are open to current PCA, BMW and other recognized car club members. Registration for this event will be handled by NER through [www.clubregistration.net](http://www.clubregistration.net) and full DE info will be available at [www.porschenet.com](http://www.porschenet.com). Directions to the track and further details will be included in Track Rats messages and at [www.porschenet.com](http://www.porschenet.com). Please make sure your e-mail address is current in your clubregistration.net profile. Registration questions? Contact Mark Keefe, Registrar at [TCReg@PorscheNet.com](mailto:TCReg@PorscheNet.com) or (508) 529-6127 before 8:00 pm. Event questions? Contact Stan Corbett, Track Chair, [trackchair@porschenet.com](mailto:trackchair@porschenet.com) or (774) 275-1621 before 9:00 pm.

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# 2014 Drivers Education Schedule

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 12-13	Sat/Sun	New Hampshire	NCR	Feb 1	N/C	\$TBD	\$TBD
May 10-11	Sat/Sun	New Hampshire	NER	Mar 1	N/C	\$TBD	\$TBD
June 23-24	Mon/Tues	Limerock Park (LRP)	NCR	Feb 1	\$TBD	\$TBD	\$TBD
July 7-9	Mo/Tu/We	Mt Tremblant (LCMT)	NER	Mar 1	\$TBD	\$TBD	\$TBD
Aug 2-3	Sat/Sun	Thompson (TSMP)	NCR	Feb 1	\$TBD	\$TBD	\$TBD
Aug 12-13	Tues/Wed	New Hampshire	NER	Mar 1	N/C	\$TBD	\$TBD
Aug 22-24	Fri/Sat/Sun	Watkins Glen (WGI)	NER	Mar 1	\$TBD	\$TBD	\$TBD
Sep 9-10	Tues/Wed	New Hampshire	NCR	Feb 1	N/C	\$TBD	\$TBD
Sep 26-28	Fri/Sat/Sun	Thompson (TSMP)	NER	Mar 1	\$TBD	\$TBD	\$TBD
Oct 9-10	Thur/Fri	New Hampshire	NCR	Feb 1	N/C	\$TBD	\$TBD

\*Pricing has not been determined yet. Pricing will be posted on our web site as soon as available.

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  
TSMP – www.thompsons Speedway.com  
LCMT – www.lecircuit.com  
WGI – www.theglen.com  
LRP – www.limerock.com

Registrar  
Mark Keefe - 508-529-6127

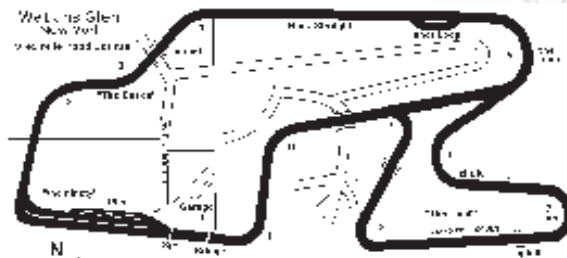
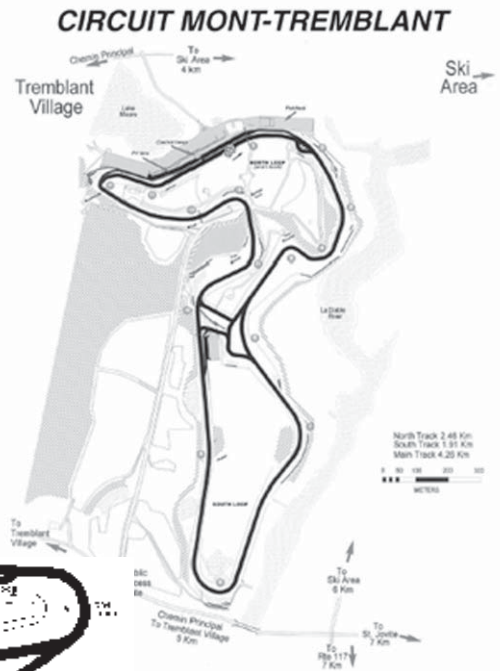
Registrar  
John Lussier - 802-728-4457  
cell 802-272-6770

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







# NER PHOTO CONTEST 2014

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 2014 Photo Contest. It's your chance to impress your fellow members and there will be \$\$ prizes for the best photos. This year we'd like you to capture photos of your car or a fellow NER member's car with the best photos to be included in the NER 2015 calendar.

We need photos to cover all the seasons so start snapping in the snow, on the Spring ramble, summer outings at DE and Autocross and with fall foliage.



## Photo Type

This year we're looking for the 12 best photos of members cars to include in the 2015 NER calendar - so submit photos of your, or a fellow NER member's, car. The photo can be taken at a NER driving event, at a Porsche Club event, a cool holiday snap on the winding roads of the Alps or just in your driveway or garage.

We are looking for photos from all the seasons so photos taken in winter, spring, summer and fall shots are ideal.

## Awards

### Calendar

The 12 best photos will be included in the calendar and the winners will each receive a free copy of the 2015 NER calendar.

### Winners

Two "best in show" awards will also be assigned and they will each receive a \$100 voucher to redeem at any NER event and a framed copy of the photo.

### People's Choice

All the photos will be available on the NER website so the NER membership can vote. There will be a single people's choice award. 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 17, 2014 all photos must be emailed to [photo@porschenet.com](mailto:photo@porschenet.com)
3. **People's Choice:** The people's choice voting will be available on the NER Website on October 20, 2014 and close at midnight on November 14, 2014.
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, people or cars 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 your first and last 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](mailto:membership@porschenet.com)

# 2014 NER Concours at the Elms

Newport, RI  
SATURDAY SEPTEMBER 6th 2014



## Sponsored by Porsche of Warwick!

There will be NO best of show award.

The new classifications are;

1. 356 (All),
2. 924/928/944/968,
3. Cayenne/Panamera,
4. Cayman/Boxster/991 and newer,
5. 911 '64-'73
6. 911 '74-89 (non 964),
7. 964/993,
8. 996/997,
9. 914 (All)

There will be 3 groupings

1. Judged will have a crew of trained judges who will be looking for cleanliness (not originality) within the above listed classes. The new score sheets are modeled after the Zone 1 ones with a few changes.

Susana Weber artwork will be awarded.

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

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

4. There will be a display only (no judging) race car, "outlaw," special interest section set aside, same pricing for entry. The intent at this event is to have fun, appreciate the Porsche marque and individual cars and although we are looking for harmony among the entrants we will have a protest committee which will consist of the Head Judge (Dave Melchar), the lead judge for the team of the protested Porsche and the concours Chair as a tie breaker (Steve Ross).

We ask that cars arrive by 9am we hope to commence full concours judging by 11am (**Trailers follow signs.**) (So those folks in that class please be on time) and hopefully give out trophies between 1-2pm.

Preregistration is now open. The cost is \$30 in advance and \$40 the day of the event. Deadline is receipt by registrar by August 31st. Questions please email Steve Ross at [slr944@aol.com](mailto:slr944@aol.com)

Parking is not allowed on the streets surrounding the mansion. If you wish to view only, we will provide on-grass parking for \$20 per car. **However, if you volunteer, in advance, to work, there is no charge.**

**Please email registrar to volunteer to work.**

An excellent source of information on cleaning your Porsche and judging tips are found at the Zone 8 (Northern California) website. [http://zone8.pca.org/events\\_concours.php](http://zone8.pca.org/events_concours.php). Any comments made in these articles about judging only apply to their (Zone 8) events.

**Event is Rain or Shine. In the case of extreme weather - please check [www.porschenet.com](http://www.porschenet.com) for information.**

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

Entrant Name: \_\_\_\_\_

Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

Phone (day): \_\_\_\_\_

(evening): \_\_\_\_\_

E-mail address (PRINT): \_\_\_\_\_

Porsche (year /model/color): \_\_\_\_\_

PCA Region: \_\_\_\_\_

Full Judging \_\_\_\_\_

Top Only - People's Choice \_\_\_\_\_

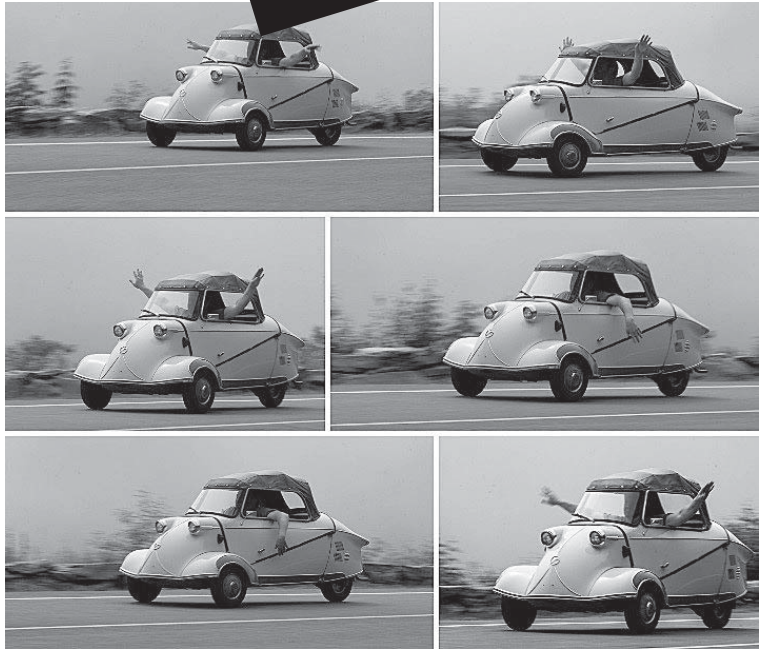
Display - People's Choice \_\_\_\_\_

Please send your check for \$30 (\$40 day of event) per car entered (payable to NER/PCA) along with this form to:  
Steve Ross  
49 Village Brook Lane  
Natick, MA 01760  
Preregistration Deadline is Aug. 31st. Questions? Contact Steve Ross at [slr944@aol.com](mailto:slr944@aol.com)

# Visit the Bubbledrome

Sunday, September 7th!

**S**unday, September 7th  
11am and then lunch at Nancy's at Stow Minuteman Airport  
Take a private Tour of Charles Gould's MicroCar collection in Hudson. You've probably seen a BMW Isetta or a Messerschmitt (they were at the Collings Museum) but that's only scratching the surface of this fascinating period in automotive evolution. Microcars sprung from the austerity of post WWII Europe and flourished until the original Mini put them out to pasture. Learn about the history of this interesting automotive detour and see many (hundreds?) of examples, with interesting commentary by Mr. Gould. Get a preview at <http://www.bubbledrome.org/index2.html>.  
Cost is \$15. Signup will be available soon – watch the website.



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# Thompson Speedway

September 26-28th

Join us at the newly reopened road course at Thompson Speedway Motorsports Park in Thompson, CT for a three-day DE event. About an hour from Boston, this track is even closer than NHMS for many of us. This road course was in use in various configurations on and off for many years starting in the '50s and running through the early '70s. It lives again as a 1.7-mile road course with a long, fast front straight and a set of more technical sections, including portions of the NASCAR oval.

Pro-driver and coach Dennis Macchio, president of Bertil Roos Racing School, is planning to join us and will be conducting classroom sessions for both full-time student and solo drivers. Dennis will also be available to solo drivers interested in individual coaching sessions, for a very worthwhile fee. Contact Dennis at (484) 464-1644 or [dennismacchio@me.com](mailto:dennismacchio@me.com) if you would like to get on his dance card.

Registration for this event will be handled by NER through [www.clubregistration.net](http://www.clubregistration.net) and full DE info is available at [www.porschenet.com](http://www.porschenet.com). Since this is NER's first DE event at Thompson, and in order to ensure our instructors have sufficient time to learn the track, Friday will be for advanced drivers and instructors only (White, Black and Red run groups). Saturday and Sunday will be open to all drivers. Future NER DE events at Thompson will be open to all drivers on all days. Pricing for our initial event will be as follows:

Students (Green & Yellow run groups): \$447 (Saturday & Sunday only)

Solo Drivers (Blue run group): \$400 (Saturday & Sunday only)

Solo Drivers (White & Black run groups): \$400 (any two days); \$525 (all three days)

Instructors (Red run group): \$240 (any two days); \$285 (all three days)

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

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

**Registration Open NOW**



[Porschenet.com/DE](http://Porschenet.com/DE)

# NER AX Series Event #4!

Saturday, September 20th

SPONSORED BY Autobahn Performance

**AUTOBAHN PERFORMANCE, INC.**



**N**ER's next autocross is SATURDAY (don't come on Sunday!!) September 20th. We are promising plenty of nice hot asphalt so you can get ferocious grip and work on your tan! We'll supply some water but it's a good idea to bring your own along with a hat and sunscreen.

Novices are encouraged and will be warmly supported — there will be a special gift for first timers! If you haven't been doing driving events with your Porsche, what are you waiting for? It will be a long, cold winter, so take advantage of the good weather now!

The cost per event is \$40 for members or \$50 for non-members driving a Porsche. Registration opens a month before each event — sign up online at [www.pcaner.motorsportreg.com](http://www.pcaner.motorsportreg.com). You must register by midnight on Wednesday, September 17th.

Teenage children of PCA members 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 at least one parent must attend the event. Contact the Registrar for further details.

General questions: contact Autocross Co-Chair Bill Seymour at [autocrosschair@porschenet.com](mailto:autocrosschair@porschenet.com). For registration information, contact Autocross Registrar Dave Berman at [autocrossreg@porschenet.com](mailto: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, then take Route 111 North for 2 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.





# The Porsche in Winter

Saturday, October 18th

PRESENTED BY Auto Engineering



When we surveyed people two years ago, we asked what people wanted in a tech session. One clear request, particularly by recent Porsche buyers, was, "What do I do to put my car away for the winter?" Maybe there are also some people whose idea of a winter project is, "What can I do over the winter to make my car go faster at DE or autocross?" Well, we listen to our members, and Justin Becker and the rest of the folks at Auto Engineering of Lexington will be putting on a tech session that will have something for everyone. There will be some simple explanations of how to keep your car in good health over the winter, and there will be some show-and-tell (with products on display) for go-faster goodies (like camber plates, race seats, etc.).

We will have coffee and a light lunch. Please go to the website and sign up so that we can plan supplies... <http://www.porschenet.com/events/the-porsche-in-winter/>

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

Questions: contact Bill Seymour at [admin@porschenet.com](mailto:admin@porschenet.com).





# The Porsche Parade: Monterey 2014

Copy by and Photos by Roger Slocum

**D**uring the seemingly endless winter, my younger brother Lou began to discuss the 2014 Porsche Parade in Monterey, California. Lou has purchased a new 2008 Cayman S and become a very enthusiastic PCA member. Sometime in early spring, after discussing this proposed west coast trip with my wife Rosemary, I informed my brother that the trip was a "go."

Lou lives in Vista, California, just north of San Diego. The plan was to fly out on June 12th, participate in the full week of Porsche activities, and fly back to Rhode Island on June 24th. I gave short thought to driving my Carrera 4 across country, although I had done this myself four times during my Navy career. These days I try to limit my drive time to five hours per day.

I arrived in San Diego in the afternoon and waited for my brother; heavy traffic delayed his arrival by nearly 30 minutes. Arriving at his place, in his very durable PT Cruiser, I offloaded my stuff in his spare bedroom. A short time later, beers in hand, we were out in his garage where I viewed his Cayman S for the first time. The chrome rims enhance the

Cayman's Arctic Silver exterior.

That evening while eating at one of his favorite Oceanside haunts (Flying Pig Pub & Kitchen) we reviewed the drive to Monterey. The plan was leave the next day (Friday), driving on a portion of the scenic coastal highway and staying that night in Lompoc, arriving a day early (Saturday) in Monterey.

Heavy coastal traffic made for a five-hour-plus drive to Lompoc, canceling the option of getting on scenic Route 1. We arrived at a Holiday Inn Express around 5:00 pm. With the hotel's recommendation, we had supper close by at the El Toro Bronco. My brother said it was the best Mexican rice ever. I had Modelo Especial and Lou drank Negra Modelo.

A personal observation: unlike those on the east coast, California gas stations have not defeated the locking mechanism on their pump fill handles. I saw most customers setting the pump filler's latch, and then washing their windows (a lot of bugs in the agricultural farming areas).

Departing Lompoc around 9:30 am and rolling into Monterey before 1:00 pm, we were able to check in early. Note: to obtain lodging at the Hyatt

Regency, the primary location of Porsche Parade activities, my brother had, months earlier, logged onto the website as soon as registration was open shortly after midnight, obtaining the low entry number 166.

We took the hotel concierge's recommendation and had lunch on Cass Street, at the Lopez Restaurant in Monterey's downtown. Returning to the hotel after a late lunch we found the Parade check in had just closed (shortly after 4:00 pm); another day to wait before receiving our 'goodie bag' and detailed instructions.

We finished off that day at the hotel's Knuckles Sports Bar (very noisy) with beer and calamari, followed by dinner at the hotel's Tusca restaurant.

After breakfast Sunday morning, Lou spent much of the morning registering for all the events we had previously selected, while I went to the goodie store. Later in the morning I signed up as a volunteer, getting selected to work the concours the next day, while my brother began to prepare his car for the "street" class.

Late Sunday afternoon began the Pirelli Welcome Banquet at the Cus-



Hyatt's entrance.



Lou, 17 mile drive.



Gimmick rally lunch area.

tom House Plaza, located close to Monterey's harbor. The food was tasty but the temperature was in the breezy 50s, requiring a bit of anti-freeze to ward off any chills. At this event Porsche unveiled the Boxster GTS.

After Monday's breakfast, Lou and I drove on the hotel's golf green, parking his Cayman in his designated spot shortly prior to his staging time of 8:00 am (some cars had to stage as early as 5:30 am). With Lou putting the final touches on his Cayman, I found my group of volunteers. I was chosen as the timer for the group and was very elated that our team would be assessing 356 restorations.

I liked the way judging was conducted. Starting off, the team leader, identifying the owner of the car, would introduce himself, followed in kind by the rest of our group. Then he would ask, "How did you meet?" Asking that question would place the car owner more at ease as they told their Porsche story.

In the concours, Lou would come in sixth out of twelve (138.8 points vs. 139.6), with only 0.8 points between 6th and 1st place. During the 356 judging, I would see points lost on, for example, incorrect engine wiring colors, gloss (rather than flat) black paint on the fan shroud, and Porsche wheel emblems not pointing down to the valve stems (as they were installed at the factory).

An interesting story ensued when our team approached a 1955 Porsche. That year Porsche decided to Americanize by assigning a name rather than model number, resulting in the Continental (appearing on both sides of car between the front wheelwell and the door. The Ford Motor Company sued on name infringement and that ended that.

Tuesday, and it is the James Dean's Last Drive event: 287 miles beginning a short distance from the hotel, at Peninsula College, and running to the town of Cholame and back. The area of rolling hills is heavily agricultural. A market has replaced the gas station in the famous photo of James Dean filling up his Porsche.

At Jack's Café, about ½ mile from where James and his 550 died (intersection of CA-46 and CA-41), there is a small memorial under a tree where Lou and I got to pose with a James Dean cardboard cutout.

Before our return to the hotel we had a great lunch at Hunter's Ranch Golf Club. Lou had their DaVinci sandwich and I had a Cobb salad. Later that night was the Concours Banquet under a large tent at the Hyatt; it was a very (too) long affair.

Wednesday, the 18th, was a day to relax and enjoy a winery tour of Carmel Valley; no driving the Cayman today. We grabbed the bus at the hotel about 9:30 am and visited one winery, Chateau Julien, and three tasting rooms: Robert Talbot (who collects and displays pedal cars and motorcycles), Cima Collita (where we had a nice garden lunch), and the Heller Estate (Lou and I judged Heller's organic Malbec the best of the day).

*continues page 37*



Lou's Cayman at Cooper Tire.

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Northeast Region Members.



At the lunch table we were seated with Ted and Ingrid French, from Danville, California. Ted drove his stunning pale yellow 356C with period-correct luggage on the rack. The 356C was one of their four Porsches. The bus returned us to the hotel late in the afternoon.

Thursday was the gimmick car rally, an inland and a coastal route. We did the inland route first (out time around 10:30 am), stopping at a charming place in Moss Landing for lunch, the Haute Enchilada (also being on the list of things to find). Both Lou and I had the chile relleno, a house specialty. The chili was stuffed with plantains, topped with a mole sauce and melted Mexican cheese; it was hearty and delicious. Next was the coastal route, taking us on the famous 17-mile drive, which was very scenic, we found only three from our long list of clues. At the end, my brother's comment was, "What a mess" (it was his first time for this kind of drive). However, I learned later that a woman set up the course and therefore we were handicapped with two pair of male eyes. Overall, we were pleased that we did not come in last but, proudly, third from the bottom.

Friday, June 20th, was an easy day. After breakfast the only thing scheduled was a mid-afternoon cooking class. After walking around the parking lot checking out Porsches (we would do this every day), we drove into town and had lunch at the Mucky Duck. At 3:00 pm we met Chef Dale Presson and his class: preparing gnocchi, including one made with ricotta cheese, along with three sauces.

After the cooking class I joined my brother at the car washing station where we met Arthur Woo and wife Karen (Golden Gate Region). Arthur and his wife were washing his very nice '74 Targa, which he purchased new upon graduating from college. A Boxster is his daily driver. Arthur asked my brother and I to join him and his wife Karen to have dinner at the Sandbar & Grill located on Monterey's wharf.

That evening, unfamiliar with Monterey's wharf area, we found a good spot on the street to park and walked down to the waterfront to find the Sandbar, which was located at the fringe of the marina plaza's shopping area. The Sandbar is on a pier and you walk down steps to enter the place. At the bar Lou and I found Arthur and Karen.

Because it was a half-hour wait to be seated for dinner, my brother decided to move his Cayman closer and park right on the pier. After about 10 minutes I took out my cell phone and said to Arthur, "My brother should be calling shortly asking for help to navigate through the waterfront to find this place." Then the phone rang, and I asked, "Where are you?" The reply

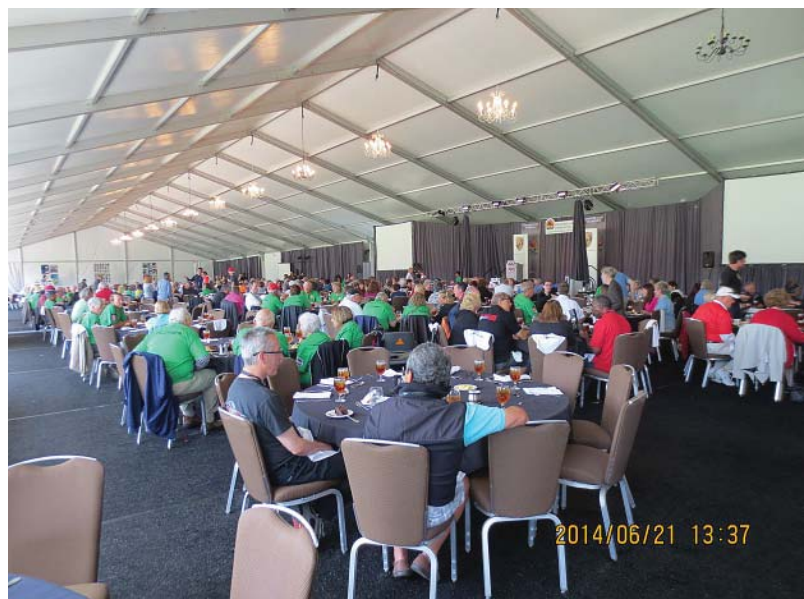
*continued on page 38*



*Staging at Laguna Seca.*



*Welcome Banquet.*



*Volunteer free lunch and gifts.*

*continued from previous page*

was, "Shanghai." "What?" I replied; "I'm in a noisy bar, I need to go outside and talk." Outside, I realized that I was talking with my oldest son Joshua who works in China. While I was speaking with Josh, Lou approached the steps where I was on the cell phone.

I struck up numerous conversations at the car wash station and, like Arthur, I enjoyed speaking with Marty McGowan (Pacific Northwest Region). Marty was driving his first Porsche, a Boxster. Like Lou and I, he came with his brother who left mid-week replaced by Marty's wife Marsha. Marsha is an interior decorator and had to finish up work before joining mid-week. It seemed no matter what their age, people washed their Porsches (again and again throughout the week); I saw an elderly guy wearing kneepads so he could be more comfortable detailing his wheels.

Saturday was another easy day with only the Parade of Porsches scheduled. Shortly before 3:00 pm we drove a short distance to Laguna Seca to stage the Porsches for a photo shoot; cars were grouped by type and year. This was followed by the opportunity to take two laps on the track, one of the highlights of the week.

My brother had me drive while he used his new GoPro camera to record the runs around the track. I was already familiar with his car because at the beginning of the trip he offered to let me drive his Cayman. I found the car much more nimble than my Carrera 4; now I understand why it is such a desirable track car. The six-speed manual transmission seemed a bit tighter than my C4's, and the Cayman's horsepower difference was only evident during long hard pulls. With the engine just behind me and the windows fully raised, I liked the muffled buzz from the valvetrain.

I am quite certain because of my excitement and anticipation of passing through the track's corkscrew, I failed to change the suspension option from Normal to Track. The PCA used pace

cars to lead each group on the track, restricting our exuberance. However, I did manage to blip above 80 mph a couple of times. Late that afternoon, I briefly met some other Northeast Regions members (Leeds and Dow), while walking back to my hotel room. The Victory Dinner capped the evening. Also, in the audience that evening was one of this year's raffle winners, taking home a vivid sapphire blue Targa (first time a raffle winner was in attendance at a Porsche Parade).

Saying goodbye to new friends, we left the Hyatt Regency Sunday at 10:00 am, heading south and passing once again Dean's crash site. After a hard seven hours (two pit stops), we arrived back at Lou's place in Vista. After a beer or two, Lou prepared a pesto pasta dish with sweet sausages.

Monday was a spin down day, ending with dinner at Miguel's in Coronado, San Diego, (across from the Hotel del Coronado) with Lou and his girlfriend Michelle. The next day at 11:06 I departed San Diego and arrived back in Rhode Island around 1:00 am, tired but happy.



*Concours staging.*



*Table at welcome banquet.*



Lou and Porsche.



Packing in Lou's Cayman.



# 2014 LeCircuit Mont Tremblant

Copy by Stan Corbett, photos by Brooks Juhring

*Down the front straight.*

**W**ow! Time to head for Canada again! Bad weather predicted for July 4th caused many celebrations to be re-scheduled, including the nationally televised Boston Pops performance, which was moved to the 3rd. But, we lucked out in North Grafton. The family get-together on the Fourth was great, with lobster, corn-on-the-cob and all the fixins' outside (where else can one truly enjoy demolishing a lobster?). Saturday was used to finish packing the car and trailer, and then off Sunday morning at 6:30 to meet the rest of the caravan at the Hooksett rest area at about 8:00. Everyone arrived 'on time' and the caravan consisting of Ray Bahr and Beth, Peter Tracy and Terry, John Fortier and Joyce, and Carie and I was underway by about 8:30. This plan would put us at the track with daylight left to unload and get ready for the event to start Monday morning. Once again the drive was uneventful, with maybe 15 minutes spent at the border crossing again this year, and the usual traffic around Montreal. We arrived at the track in late afternoon, got straight into the paddock, found a parking spot near the

control tower, and unloaded in a leisurely manner (I'm sure I spent more time talking with folks than actually unloading).

Monday morning the paddock was busy. Mark Keefe set up registration out of the back of his truck and Ann Anderson and the tech crew set up a tech line by the tower. The driver and instructor meetings scheduled for 8:00 started a few minutes late (local rule — we can't use the PA system to announce anything until 8:00 am, and we wanted to get tech finished before the meetings started). As Track Chair, I handled the drivers meeting, with assistance from Marcus Collins, filling in with Track Operations again this year, providing worker assignments. The instructors meeting was run by the Northeast Region's Chief Instructor, Jerry Pellegrino. These were followed by the Novice Meeting for Green and Yellow run group drivers run by Jeff Talling, our Chief of Novice Development.

Monday was a wet to very wet track day, with the temperatures a little cooler than last year. In spite of the rain dampening the enthusiasm of those of us who prefer to run slicks (and are not too crazy about swapping tires even if we bring rain tires!) it was not necessarily a bad thing. We had a decent turnout of Green and Yellow run

group drivers again this year, and they benefitted from the wet track to run a little slower and really learn the line in preparation for better weather and faster times on Tuesday and Wednesday.

Tuesday was a great day on track (I set a personal best for LCMT, probably thanks to the seats and harnesses added for this year) and the weather was perfect. Tuesday afternoon we had our traditional beer/wine/soda and snacks social (postponed from Monday due to the rain), which everyone enjoyed while replaying events of the past two days. Thanks go to Michelle Wang who volunteered to take care of the logistics of procuring the drinks and snacks and getting everything to the track and set up for all to enjoy at the end of the day. Thanks Michelle!

Wednesday, our last of three days, was dampened somewhat but the planned Red and Black Enduros went off without a hitch and all run groups had two full hours of track time. Wednesday we ran parade laps at lunchtime, with 23 riders who donated \$460 for our charity, Angel Flight NE. I think that's the most riders we've had for parade laps in a very long time.

The mix of driver home areas at LCMT was widely distributed with NCR the second





*Driver's Meeting.*



*Kristin Staging.*

largest group, followed by CVR and Rennsport, then onesy-twosies from Allegheny, Downeast, Everglades, NNJR, UCR, Northern Ohio, St. Louis and Hudson Champlain regions. Almost everyone drove their favorite Porsche for the event with a handful of other marques joining in the fun.

The story of our event is best told in pictures so enjoy those that are included in this issue. Outside the track there was also plenty going on. Our July event again coincided with the Blues Festival. The village in Mont-Tremblant and surrounding area is a great destination, even without hitting the track. There are activities for everyone.

Hope to see many of you at NHMS on August 12th-13th, WGI on August 22nd-24th and our inaugural event at Thompson September 26th-28th!



*The Art of Racing in the Rain.*



*Porsche in the Box.*

# July 2014 SoBo

Copy by and Photos by Roger Slocum

**W**hen the weather is great the cars come out, and once again the South of Boston (SoBo) Porsches and Coffee was held at the Moose Cafe'. The Porsche count hit 31, with 14 new attendees (6 from Ma. and 8 from RI).

First timer, Hans Maritschnik who has owned Porsches in the past, drove his recently purchased 2011 grey Cayman S from Dedham, MA. One of the many new attendees that caught my eye was Bob Anastasi's metallic oak green 91 911 SC and Pete Fuller's blue 85 930. Michael Pereira from Fall River, MA drove in his Lapis Blue 2002 Boxster S to the Moose Cafe for a bite to eat and was very excited to see so many parked Porsches. He intends to come next month.

It was good to see Bob Schooaover for a second visit this year in his black 87 924 S. Because so many people don't recognize his car, Bob placed a Porsche decal across the top of his windshield.

It is always good to catch up with some of the regulars. Walt Cronin in his black 03 Boxster S is recovering from a recent heart attack and we wish him well. Two father/son Porsche stories also were discussed. Paul Soares in his 03 red Boxster rambled to the Moose Cafe with his son, Austin driving his red 87 944. Pat and David Collins in their 2002 blue 911 described how their son surprised them recently by driving up in his newly purchased 2002 Boxster.

Today I was able to speak a bit more with Diane Spaziani, currently driving her 99 gray Boxster. The Boxster is her

forth Porsche, maybe more of her story will follow when we meet again. Because there were so many new Porsches I spent most of my time passing around my clipboard, inhibiting any lengthy conversations and curbing my note taking.

From my recent experience attending the Porsche Parade in Monterey, CA. I did manage to find time to share a couple of the concourse's show criteria: the first being that the bottom of the Porsche wheel crest points to the valve stem (as installed at the factory). The second item concerned the lug nuts; they should all appear to be similar (all clean or all at the same blemish level). An alternative is to spend about eight hundred dollars and replace the them with non-rusting titanium nuts.

The next SoBo event is scheduled for 10 August, 10 AM, at the Moose Cafe', Tiverton, RI. E-mail me at [rr356c@aol.com](mailto:rr356c@aol.com) for any SoBo related questions



July Sobo photo by Austin Soares



07/13/2014 11:57

Bob and his black '87 924S



07/13/2014 11:57

Porsches.



07/13/2014 10:52

Don Plans' '79 911SC



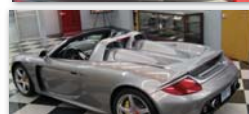
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Rear View

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# *The Most Fun I've Ever Had in 2nd Gear: NER AutoCross #2*

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**G E R M A N M O T O R S I N C**



Copy by Robert and Camille Galejs

**T**his was our very first autocross ever and we really didn't know what to expect, but we had a perfect day: sunny with temps in the upper 80s. We first heard of PCA and all of the various activities through Porsche Nashua where my wife, Denise, bought her Cayman S. At the NER newcomers meeting, autocross caught my eye and I thought I'd give it a try. My daughter Camille wanted to go out as well, so we made her the associate PCA member so she could drive her Mazda 3. I had two main goals for the day: don't go off course too often, and don't get bested by Camille. She drove a 2006 Mazda 3 with all-season tires (treadwear 460) and Denise let me drive her 2014 Cayman S with stickier tires (treadwear 140). Here's how a first autocross looks from a very novice perspective...

We showed up right at 7:00 am to make sure that we'd have time to go through the various autocross prep activities. We beat

Dave Berman at the waiver signing station and had to loop back around and make things all legal. The cars were unloaded, marked with numbers, and lined up for tech inspection. Some folks made this into an autocross weekend: there was an NCR autocross the day before that some had attended. Bill Seymour led the drivers meeting and said that we were going to try to get 13 runs in for everybody. It sounded like we would get plenty of time behind the wheel. When Bill asked for a volunteer to write up the day's event for "The Nor'easter" you could hear the crickets chirping so I figured, "what the heck, I have no idea of what is going on, but I can write," so I volunteered. I tried to take some notes about the various people we met during the day, but autocrosses are quite busy with little down time. I think I got the names

right.

Ollie led the novice course walk and gave us plenty of useful tips that we would try to remember during our runs: which cones were actually important, how to set up for the next turn, etc. The course was the same one that was set for the NCR autocross but run clockwise rather than counterclockwise the day before. Apparently it was a bit easier in this direction, which was great for Camille and me. We really appreciated the multiple pointer cones to accentuate the required turns making it easier for novices to navigate.

Camille's group ran first so I headed out to station three with Arthur Bryant and Mark Lim. I wasn't sure where a safe place would be to park to avoid potential spinouts, so I just tucked my car in front of Arthur's 911. Not knowing what to expect, this was all pretty exciting. I was in charge of the last two cones of the

offset slalom and the following six-pack. Mostly I just watched the cars whiz by (I just love the sound that the GT3s make) but once in a while a car would clip a cone and I would sprint out to see if there was a cone penalty or not and sprint back before the next car came by. The first few runs seemed pretty clean, but we saw lots of cones down in runs three through six, as drivers tried different strategies. Mark had a tougher job because sometimes a car would wipe out one whole side of a six-pack and there wasn't enough time for him to replace all of the cones. I saw lots of impressive driving and hoped I wouldn't look like too much of a beginner when it was my turn. Camille was really flinging her Mazda around with Ollie in the passenger seat as an instructor and looked like she was taking it to the edge. She felt like her car was up on two wheels at times, but I can attest to the fact that this never happened (at least near my cones), although her car certainly had a lot more sway than the Porsches. She didn't like her automatic transmission since it took some time for the car to process the fact that she had floored it. Braking was a minimal but necessary evil. Her best time for the morning was 82.043 sec. Yes, they measure to the thousandth of a second. Ollie mentioned to me that

he was pretty sure that Camille would get into the 70s in the afternoon.

Then it was my turn in the driver's seat. I was pretty nervous. I put my flashers on to get an instructor and Dave Berman climbed into the car. His initial advice was spot-on: just drive fast and have fun, don't worry about hitting or missing cones. Those cones are much more difficult to decipher at speed, even with the multiple pointers! I missed the sharp jog right on the first part of the course, but managed to stay on course for the rest of it. I almost forgot the first slalom, but managed to muscle the car through it at what I thought was too high a speed. That sure was an exciting run. I was determined to not go off course again. Scruffy was my instructor for the next couple of runs. He gave me pointers on hand position, where to go all-out and key places to set up for the next turn. My best time for the morning was 76.679 sec. The Cayman has a cool g-meter that said I was pulling over 1.1 g in the corners, braking around 1 g and accelerating around 0.7 g. Camille was at the exact same cone station as I was earlier and had an exciting moment when her instructor, Ollie, spun out going right at her, but stopped well short.

The afternoon was more of the same

fun as the morning but now with seven runs. Scruffy kept telling me to "drive angry," but that's hard to do when you're having so much fun. I focused on keeping my speed up after the first hard right jog and keeping the car tight to the cones in the final stretch. I managed to get down to 75.924 sec. but I am certain that I can get more out of the car in future autocrosses. At the end of the day Camille ended up with a very respectable 79.090 sec. It looks like Ollie was spot-on in his prediction for Camille. I'm sure she would have out done me if she drove the Cayman. It looks like we'll have to have a head-to-head competition next time.

At home later that day, we were describing our day to my wife and Camille casually told us that she had wrangled a ride with Scruffy in his GT3. Holy Cow! I wish that could have been me! She thought that it was a monster of a car and Scruffy had her pull the seat way forward so that she could brace herself for what must have been one wild ride.

All in all, that was quite a day. The most fun I've ever had in 2nd gear. We will certainly be back again. Everyone was quite friendly and helpful, even for us total novices. Give autocross a try; you won't regret it!



# NER AutoCross #2 Results

Class	Pos.	Driver	#	Total	Class	Pos.	Driver	#	Total	Class	Pos	Driver	#	Total
1	1	Tom Tate	3	69.74	6s	1	Alan Davis	360	68.36	8r	1	Susan Kelley	104	67.557
2s	1	Adam Blauer	2	68.43		2	Brian Cooner	230	69.793	9	1	Stephen Lefebvre	887	62.109
	2	Neil Halbert	58	68.52		3	Lev Tabenkin	31	70.619		2	David Berman	41	66.092
	3	Georges Rouhart	69	68.53		4	Ted Shaw	235	70.638		3	Kristin Larson	41b	68.594
	4	Brian Halbert	58b	71		5	Richard Viard	993	72.803		4	James Wisley	218	74.556
2r	1	Bill Aubin	61	67.35		6	Ronnie Doire	177	76.065		5	James Wisley Jr	218	83.686
3s	1	Reid Van Gorder	451	69.25	7s	1	Ed Moschella	10	65.892	10	1	Jonathan Malcolmson	5b	68.416
	2	Arthur Bryant	12	73.56		2	David LaPrade	444b	67.857	12	1	Rob MacAlpine	55	64.62
3r	1	Chris Ryan	156	69.53		3	Brian LaPrade	444	73.272		2	Justin Chen	173	64.769
	2	Robert Canter	22	70.08		4	Joe Migliore	6	74.157		3	Aaron Petrovsky	171	72.292
4s	1	Oliver Lucier	1	66.79		5	Robert Galejs	809	75.924		4	Grant Kaiser	443	73.833
	2	Grant Zimmermann	8	70.96		6	Mark Lim	62	79.825		5	Alex Petrovsky	171	74.579
	3	Alan Donkin	60	73.46	7r	1	Ernest Grasso	54	66.938		6	Camille Galejs	611	79.09
	4	Vincent Troisi	513	75.82		2	Chris O'Hare	78	67.597		7	George Flessas	86	85.106
	5	Peter Migdal	886	78.8	8s	1	Michael Bickford	412	67.369		8	Dimitri Flessas	86b	89.385
5s	1	Jeremy Mazzariello	25	66.61		2	Aaron Walker	563	67.457					
	2	Jody Podpora	113	66.76		3	Ryan Kaiser	71b	71.146			Top Time Of Day		
	3	Bill Seymour	20	67.38		4	Grant Barron	108b	71.381			Raw time: 62.109 Stephen Lefebvre		
	4	Jeff Johnson	49	69.92		5	Andrey Petrovsky	117	71.687					
	5	Steve Ross	66b	71.57		6	David Barron	108	73.064					
	6	Rosemary Driscoll	20b	73.33		7	Peter Zagel	120	74.103					
	7	Bill Stella	94	97.95		8	Lance Nelson	400	74.747					
						9	Jerry Kaiser	71	76.826					
						10	Peter Grittner	121	76.894					
						11	Janine Zagel	120b	78.916					

# Concours Judging Sheets

In order for you to understand a bit more about what you will be judged on in the 2014 Concours event, we're putting the sheets into the Nor'Easter. These are for your information only, and are subject to change at any time.

2014 Northeast Region PCA Concours d'Elegance				Sponsored by	
Master Score Sheets Class – Full				Porsche of Warwick	
NAME			ENTRY NO.		
REGION			CLASS		
YEAR	MILEAGE	MODEL	BODY STYLE		
MILES DRIVEN TO EVENT	SPECIAL FEATURES				
<b>DO NOT WRITE BELOW THIS LINE</b>					
#	JUDGING RESULTS		MAXIMUM POINTS	POINTS SCORED	
1	Interior		75		
2	Storage		50		
3	Exterior		100		
4	Engine <small>(No engine judging for 991, Cayman or Boxster; total possible points for those Porsches will be 225)</small>		75		
			<b>GRAND TOTAL</b>	300	

Sponsored by			Northeast Region Porsche Club of America		Score Sheet #1
Porsche of Warwick			Concours D'Elegance Class - Full		Interior
NAME		JUDGE	ENTRY NO.		
ITEM	MAX PTS	COMMENTS		PTS SCORED	
1. Upholstery of front seats, jump seats, condition, cleanliness	20				
2. Door panels, side pockets, glove box, Owner's manual	8				
3. Condition of headliner, visors	7				
4. Floor covering: carpet, mat, tunnel cover, seat rails	18				
5. Hinges, door jambs, latch areas	5				
6. Interior glass and mirror	10				
7. Instrument panel, steering wheel, gauges	7				
<b>TOTAL</b>	75			<b>TOTAL INTERIOR POINTS</b>	

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**Northeast Region Porsche Club of America**  
*Concours D'Elegance*

Score Sheet #2

**Storage**

NAME		JUDGE	ENTRY NO.
ITEM	MAX PTS	COMMENTS	PTS SCORED
1. Underside of lid	10		
2. Upper and lower latches	5		
3. Condition of carpet, liner, mat, etc. (depending on model)	10		
4. Overall condition of trunk, tire well, washer unit Spare tire, if equipped	12		
5. Battery, cables, clamps	5		
6. Tool kit, Compressor	8		
<b>TOTAL</b>	<b>50</b>		

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**Northeast Region Porsche Club of America**  
*Concours D'Elegance* **Class - Full**

Score Sheet #3

**Exterior**

NAME		JUDGE	ENTRY NO.
ITEM	MAX PTS	COMMENTS	PTS SCORED
1. Condition of body, fit of panels, no rust, dents	25		
2. Condition and preparation of paint, deduct for chips, wax build up on edges	25		
3. Wiper arms and blades, air grills, antenna	10		
4. Front and rear bumpers, deduct for bugs, chips, damage	18		
5. Condition of lenses, lamps	5		
6. Outer surface of glass	5		
7. Outer wheels and tires (brake dust, condition of wheels)	12		

**TOTAL EXTERIOR POINTS**

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*Concours D'Elegance* **Class - Full**

Score Sheet #4

**Engine, Wheels, Tires, etc.**

NAME		JUDGE	ENTRY NO.
ITEM	MAX PTS	COMMENTS	PTS SCORED
1. Condition of engine case, sheet metal, plastic, etc	20		
2. Engine bay, proper finish, cleanliness	10		
3. Fanbelt, hoses, wiring	10		
4. Condition of plated hardware (pulleys, bolts, screws, clamps)	10		
5. Underside of lid	6		
6. Latches (upper & lower)	2		
7. Fenderwell area, (4 wells)	12		
8. Inner wheel and tire (brake dust, grease)	5		
<b>TOTAL</b>	<b>75</b>	<b>TOTAL ENG., WHLS., TIRES, FENDERWELLS POINTS</b>	



ing history, let's get back to the biological clock. The next coming of age was 50 years old. But isn't 50 the new 40? Okay, what does that mean? My knee and back doesn't really creak? I can still do shots of Tequila before a Sox game at Fenway? It's Okay for me to still be seen driving a GT3 with a big wing? In most cases, the answer is likely yes. It is okay to do those things. I'm sure a few people would think, "act your age" if I cruised by in a GT3 but, and this is a big "but," even though you can do those things at 50 do you still want to?

For some of us yes, others no, and for others still there is "maybe." In my humble opinion, I think we all in some way fight 50. Some may fight it by finding a younger life partner, some may cope by finally taking that exciting and physically demanding 'bucket list' vacation while you still can. Some fight by entering their first real sports car race, and for others it may be time to buy their first dream car. The point is that we all handle it differently, but we all handle it in some way. I don't know anyone that just crossed over that 50 line as if it were irrelevant. In terms of life, it is a coming of age event.

What happens post 50? Lines set in, hair sets back, gray more than creeps in. I already mentioned the creaky knee and back. Things don't all work as well as they used too. That's all physical. What happens mentally? For me, I think my appreciation level changed. I've talked to other friends that say the same. The word vintage or classic actually takes on a new significance. Maybe it's to validate ourselves in some way. I'm sure my son thinks I'm vintage and classic so as long as vintage is cool, then I'm cool.

So now at 53 I like vintage and I like classic. Somehow it doesn't make me feel as old. It's classic, it's iconic, it's epic, it's just frickin' cool. I now have cars older than me! Air-cooled is in. Low horsepower cars that handle superbly on back roads are in. The logic is flawless. Old stuff doesn't depreciate; old stuff just continues to be more cool. You don't need to worry about the latest and greatest updates. A couple of small rock chips on faded paint is okay. Worn leather is okay. Letting the car get wet and muddy is okay. A new word sneaks

into your vocabulary... "patina."

Sometimes coming of age means coming full circle. As I've moved into my early '50s, my affinity has moved from new Corvettes, new Porsches and new Ferraris to air-cooled Porsches, '60s roadsters and '70s BMWs. My collection now includes 356s, 930s and 993s. I now have a '67 Alfa Duetto and a '72 Alfa Veloce. I own a BMW 2002Tii and I just completed the purchase of a rust-free Triumph TR6 in British Racing Green. Is there such a thing as a rust-free Triumph?

These cars are vintage, classic and in some cases epic. Some have faded paint, stone chips and cracked leather. Others are still shiny and show quality. But, I can drive all of them in the sunshine and in the rain. Some are getting a bit grey around the edges. Some are even leaking a bit. But they all make you stop and turn for one more look before I close the garage and I never think about trading them in for a younger version.

I now get these cars and they get me too. Like me they have creaky joints and a few wrinkles. Like me they have patina. Like me they have come of age.

As always, drive safe!

Mkerouac.pca@gmail.com

have seen the large amount of brake fluid dripping out of the overflow tubing. I was concentrating so much on the bleeding unit itself, along with the rear-right brake, that I totally missed the puddle forming underneath the car.

Finally, I noticed the puddle and was shocked. My first inclination was that I broke something or when I put the lines back into the calipers, I screwed it up. After checking the actual brake assemblies, I finally noticed the overflow tubing. Boy, did I feel like an idiot.

I reached out to Dave Berman and he indicated that, "Yes Nick, you need to clamp off the overflow hose near the reservoir, and oh by the way, most people do this the first time." He suggested using a Vice Grip with tape around the jaws to prevent marring. My brother had also told me that there exist these nice hose-pinching clamps so, enter Amazon and they were on the way. You do have to love Amazon Prime shipping.

At this point, I believe I had made all of the possible mistakes one could make when changing the brakes. My final test was to get in the car and actually test them out, which proceeded with little or no drama. I learned a tremendous amount undertaking this job, found a ton of great resources, both online as well as through my more knowledgeable friends, and ended up with something that I could point to and say, "I did that."

breaker bar. Most garages have the last two but few if any have a socket that big. Good call on my part.



It took almost 1-1/2 hours in the heat to remove the generator finding no damage, just loose parts. I put them all back together as tight as I could and walked down the road looking for an air gun.

As I walked up to an open bay with a plow truck on the lift, a mechanic looked at the fan assembly I was carrying and said, "Got yourself a broken VW, do you?" Not bad recognition skills for the woods of Vermont, I must say. There was no sense starting an automotive class standing in the dirt driveway but I did say that it was a Porsche and I needed an air gun to tighten the nut. He couldn't have been nicer. An air hose with a 1/2-in. drive gun on it appeared, and I had it tightened down in less than a minute.

The mechanic asked me where the car was and I pointed down the road with the car sitting in the abandoned gas station with the hood up. He immediately recognized it as a 356 and said that he had a customer with one, and that he wanted to sell. Really?

I asked him what model it was and he said it was a '58 Cab that the old timer had been driving every summer for the last 40 years. He further said that he was going to buy it, fix it up and sell it for a big profit.

I explained that whatever money he spend on the car restoring it would certainly add a similar value to the car but it would probably earn him the same amount if he just bought the car and sold it to me. He said that it would be pretty expensive so I asked him for a number. The figure he gave was very reasonable for a running, driving cab so I told him I'd take it. I figured that my son Rob would enjoy an open car in Arizona and he was getting to where he liked 356s. We exchanged cards, shook

hands and I was off to reassemble the coupe.

After another 1-1/2 hours of working with beat up tools and listening to an assisting member tell me he could do it faster (he probably could but he was busy taking the attached photos; thanks Dick), we were off to enjoy the weekend with no further delay.

I thought about the car in VT on the ride home and decided that I'd better call the seller on Monday to make sure that he knew I was serious. I didn't reach him until late in the day and was sure to thank him for saving my weekend because I was over the 100-mile limit for a AAA tow and it would've been expensive.

He said he was glad to help but added that he was not a real fan of early Porsches because he thought they were a little too basic for him to own. I asked what he meant and he said that the Cab that he was selling me didn't even have windows. I asked if he meant that the windshield was missing and he said no, it was there but there weren't any roll up windows in the doors, the car had side curtains like an old MG.

I replied that I thought my son would rather have the model with roll up windows but that he would settle for the more basic version. Rob always wanted a Speedster anyway.

The owner is away on vacation but will be back soon. I'll drive back out to have another Tub follow me home, but I have to wonder. What are the chances that my car would break down in the woods of Vermont across the street from fellow who knew a guy that has a car that ...

KTF

information (including schedules, run groups and work assignments) the website includes hotel deals, fuel and tire availability, and anything else I think might be of interest to us as Track Rats. Most of the answers to your questions can be found there and, if you can't find the answer on the site, please feel free to email (trackchair@porschenet.com) or call me (774-275-1621). I am also interested in any suggestions you might have for improving the DE section of the site. Hope to see many of you over the next couple months at our DE events. Don't forget our DE Rebate program. Attend three or more of NER's DE Events and get a rebate at the end of the season - so, Don't Lift!

Stan

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aunt and uncle also wanted to take with us. It was roomy. End of positive review.

Beginning of bad review: Really Cadillac? This was the best you could do?

It's a little luggy, the "Cue" interface is unworkable, and the chrome everywhere, in the showroom may be great. But you get the damn thing into the sun, and you're blinded at every angle. Who puts this much chrome inside a car at those ridiculous angles? (Don't write me letters, I'm entitled to my opinion.)

Did I say the Cue thing was impossible? No I said unworkable, that's right. Useless also comes to mind. You have to pet, and cajole, and stare at the thing (distracted driving!) just to adjust the volume.

Yes eventually I figured it out on the steering wheel, but let me give you a hint GM - get a contract with Apple. Touch interfaces are not your thing.

I did have a little (forced) chat with one of Oregon's finest. He very kindly reminded me that speed kills, and to SLOW DOWN! He actually was pretty kind. Didn't I tell you that you can meet the nicest people when you like to play fast?

Anyway the coast was beautiful, my family amazing, and the trip a good one.

Am I slacking? I dunno I tried to cover that in the last issue. Maybe I could be more succinct about my slack, and at the same time more long winded with the stories.

One fairly good slack reason is that I have a new job. It's pretty cool, I'm managing about 100 developers on a new K-12 interactive curriculum. I'll try not to be biased, but this thing ROCKS! It's got National Geographic like, ummm graphics. Stunning pictures, big pretty buttons, story books, video, audio, quizzes, homework, grade books, auto scoring, auto essay analysis, it's just amazing! I like the job a lot, and the people I work with are great!

Another is that it's driving season, 'nuff said.

I hope to get caught up everywhere, settle down, and shape up. The contributors continue to bring me great stuff, and I'm very, very appreciative. If you have an adventure you'd like to share, drop me a line. This is your magazine, I just keep a somewhat slacked eye on it.



My left coast family.



The Cape: I climbed that.



A beautiful piece of pillow lava - named Haystack Rock.



2014 Panamera 4

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# Marketplace For Sale

**996 Hood**, currently arena red: The bad news, it has a slight dent. The good news; it's free. You want it? Come get it. vhy4167@hotmail.com or 508.823.7614 (Ginny) (8/14)

**Porsche wheels.** Two sets of wheels with tires. 19" Boster S wheels off my 2014 car. The wheels are the standard ones offered with the car. They have a little over 3000 mile and cannot be told from new. The tires have had easy use. Asking. \$1,995.00 (TPM at added cost). The second set are 18" Cayman wheels with Pirelli snow tires. The wheels are in excellent condition, no curb rash. Front tires are very, rears have a season remaining. Asking \$850.00 Call 617-333-6901 or email rjuvello@aol.com.

**1995 Carrera Cabriolet**, have owned car for 17 years, always maintained. White with new blue top, 3 piece turbo wheels, sets up beautifully, exhaust system, 81k miles, must see pictures available, \$38,000. Joe Mancuso, Shrewsbury MA. jmancuso@mancuso-nowak.com. (6/14)

**2004 Boxster for sale;** Lapis Blue with grey top and interior, PSM, Bose sound system, 17" wheel and painted center caps. Second owner, has complete maintenance records, everything works.

Pictures available on request. Asking \$17,900 Email to slr944@aol.com (6/14)

**Tire Trailer for sale.** Can be towed behind late model Boxster, 911 and Caymans. Holds 4 mounted 17" wheels and tires, also has large lockable steel box, spare tire, third wheel for easy maneuvering and ability to lock tires in place. Includes custom hitch that fits on early model Boxsters and 996's, and with modification can adapt to newer model cars. Recent rewiring of trailer lighting system and repacking of wheel bearings. Asking \$399 Email slr944@aol.com (6/14)

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Deadline for submitting ads for MARKETPLACE to the editor is no later than the 15th of each month to appear in the next issue of the magazine. Advertising Porsches or Porsche parts or to solicit materials is free to members in this section of the publication. Ads will run for two months unless the editor is formally notified. To place your want ad send a note to the editor containing your copy. Please limit copy to a maximum of six lines.

Ads can be emailed to: aross@porschenet.com.



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