

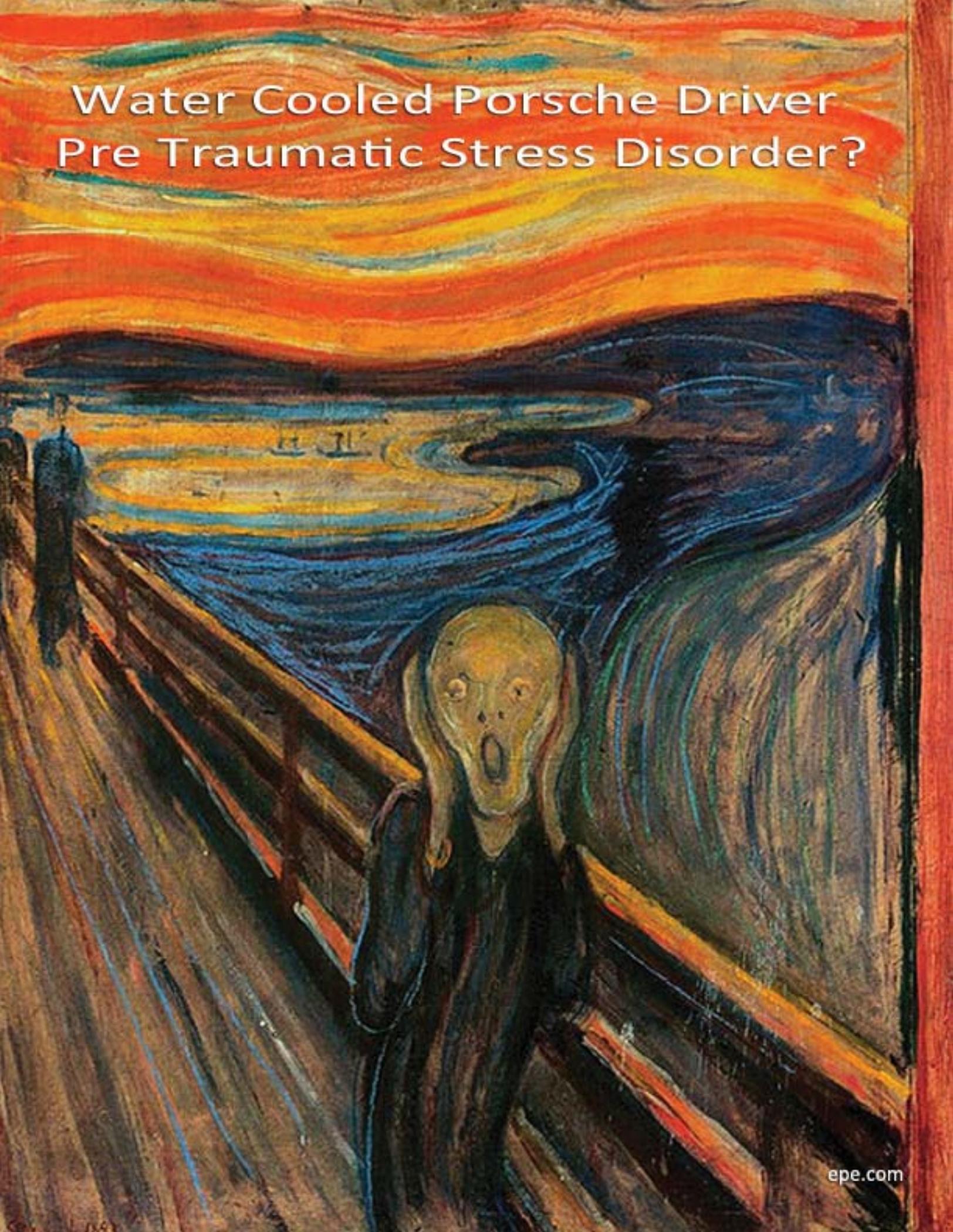


THE NOR'EASTER

JUNE 2014 JUNE 2014 JUNE 2014 JUNE 2014 JUNE 2014 JUNE 2014 JUN

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2014 Porsche Boxster GTS
Courtesy Porsche AG

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Editor Adrienne Ross

Contributing Editor Michael Kerouac

Graphic Designer Adrienne Ross

Copy Editor

Advertising Mgr. Adrienne Ross

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new features, updates and
changes in schedules.**

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On the Edge

of Deadlines



Adrienne Ross

Mark. That was his name, Mark. The best cabana boy (man?) ever.

A few more years then I care to recount, I started spending a lot of time in Vegas. I love Vegas, it suits me quite well. There's this completely fabricated sense of being plucked from reality on the Las Vegas strip. There are no banks, or grocery stores, or dry cleaners. No one reminds you to make your mortgage payment, or that you're running low on gas. There's just glitz, and glamour if you choose to put your Vegas goggles on, and go fourth into

My sister said I needed a pool boy, and I started to wonder what Mark's going rate was.

the fray.

It was on one of these trips that I met Mark. I'd hired a cabana for the day by the pool at Mandalay Bay, and he came as part of the package. His entire job was to make sure I was more than comfortable; intoxicated in rhapsody perhaps is a more apt description, for as long as I wanted him around.

I remember him more than others because he was a local kid from Somerville. He'd gotten a full ride at MIT, and quit in year-two to go to Vegas and... and I have no idea. "Do this." Was what he said. I had a hard time imagining the reasoning.

Anyway, I was thinking about Mark because I'm on my 10 trillionth skimming of my pool. I do it in the morning, in the evening, when I'm on the phone, before dinner, after lunch, during a commercial, and sometimes in my dreams.

OK that's not true. It feels true, but it's not true.

The pool takes time. It's not hard, but it needs love, and attention; brushing, skimming, chlorine, vacuuming... all of that takes time.

My sister said I needed a pool boy, and I started to wonder what Mark's going rate

was.

Then came the ducks. What is it with me and birds? It's like a sign or something.

Lately at 5AM-ish, a big (and I mean BIG) mallard or two come and land in my pool. One of them flew right over my head, and landed none too gracefully in the shallow end. A few days later a pair of them went in.

Needless to say, I'm not a fan, so I usually run out the back door shooping them away with some choice words (or expletives) letting them know how I feel. First pigeons, now ducks!

In between the skimming and shooping I've been searching for a new job (which I have now), touring colleges with my daughter (eek!), and cleaning up my slightly ginormous yard. I've managed to give myself Tennis Elbow, which is a lot nastier than that Gatsbian moniker would suggest. Sure, it sounds all glamorous, but what it is is tendonitis of the elbow. In both of my elbows...

But I digress... The theme of my column this month is... was... is... deadlines! Right deadlines.

Mike asked the other day about the newsletter. "Finished yet?" he quipped.

"No," I grumbled. "It's not done yet." Then I guiltily added "I haven't even started."

He asked all those good management questions, and I hemmed and hawed about the answers.

"Well," he relented, "It's not like you don't have anything else going on." And he proceeded, (bless him) to remind me that I did indeed have a few pressing matters happening in my life. I even managed to not be able to drive our opening event at NHMS.

...Sigh

There will be other track days, and more newsletters coming. This issue probably won't be late. I'll manage somehow to pull it together in time. I'll work on it in just a few minutes.

Right after I go and skim all of that pol-

len off my pool.

Does anyone have the number for Mandalay Bay?

In This Issue...

We were blessed this month with 2 reports, and 4 photographers from the Ramble this year. That's really wonderful, and I'm deeply appreciative of everyone's participation. Thank you.

Thanks also to European Performance Engineering (EPE) for sponsoring the event for us. It was another fantastic year, in part because of your generosity.

We have a newish contributor this month, Tom Letourneau. This month he regales us with tales from the darkside. The last place someone left their Porsche - 20 or more years ago.

There is so, so much going on this summer with the Club, that just about everyone should find something to suit their tastes. I'm personally over-the-moon excited to see David Hobbs on our calendar.

Next month we're off to Tremblant again, for what is sure to be the highlight of most people's DE year.

Autocross is in full and fantastic swing! If you're not sure about AX, you are welcome to hear up and observe and of the races, and decide for yourself if you'd like to drive your car the way it was meant to be driven, in a safe, and competitive atmosphere.

Concours is at the Elms this year. It is THE must do event of the season. Our volunteers are working very hard to make sure everyone has a great time. Come and see the best cars in New England compete for the best in class.

Come find me at an event and introduce yourself. I haven't met enough members lately!

Enjoy the issue!

Up To Speed

Busy, Busy, Busy

Kristin Larson

The past month has been busy for Dave and me with respect to PCA. We started with the Ramble in Cooperstown at the end of April. It is always good to have an excuse to leave work a bit early to get a head start on the weekend. We have driven past the exit for Cooperstown many times on the way to Watkins Glen and always wanted to stop by, so it worked well to have the Ramble at the place we always wanted to visit. After watching the weather reports and expecting rain most of Saturday for the drive, we were happy

My pit crew and usual co-driver, Dave Berman, was down at NJ Motorsports driving in the LeMons race, so I was on my own...

to only have a light rain here and there. Lunch was held at the Northeast Classic Car Museum in Norwich, NY. The cars were amazing, and so exceeded my expectations of both the number and quality of cars they had on display. With some spare time in the afternoon, Dave and I ventured to Ommegang Brewery for a tasting and tour, and then got ready for the cocktail hour and dinner Saturday night. Thanks to Bruce and Joyce for planning another fabulous weekend.

Fast-forward two weeks; it was Friday morning and I was again looking at the weather forecast, this time for NER's opening weekend at New Hampshire Motor Speedway. Saturday looked questionable and Sunday could not be better. I reviewed the confirmation list and found we had 104 drivers, which included 36 novices, so I was guessing the instructors would be busy.

As the rain came down on Saturday morning, we got the tech line going and all cars got through with moments to go for the drivers meeting. As I looked around the room at the drivers meeting, I have never seen as many hands go up confirming this

was their first time on track. To all of you — I hope you had a great weekend, and I hope to see you at the next event. I still remember my first event and how nervous I was before going on track that first time. Now it is an excited nervous about getting out there and having fun on-track.

We had just enough rain Saturday morning that I didn't want to change the tires. My pit crew and usual co-driver, Dave Berman, was down at NJ Motorsports driving in the LeMons race, so I was on my own to maintain the car. That is all I will say about LeMons, as you will likely hear from either Nick or Bill about their weekend. Between working at Control and getting tires off the trailer to change for one or two sessions, I took the easy way out and didn't drive. But it cleared up for the afternoon and we had a great time on track.

Sunday brought a perfect weather day and all was good. It was great catching up with friends I hadn't seen, and meeting new people. We had a special announcement at the driver's meeting on Sunday that five people have been promoted to Instructor, including our own Track Chair, Stan Corbett. The others were John Bergen, Greg Osche, Chip Wood and Greg Wood. Congrats to you all!

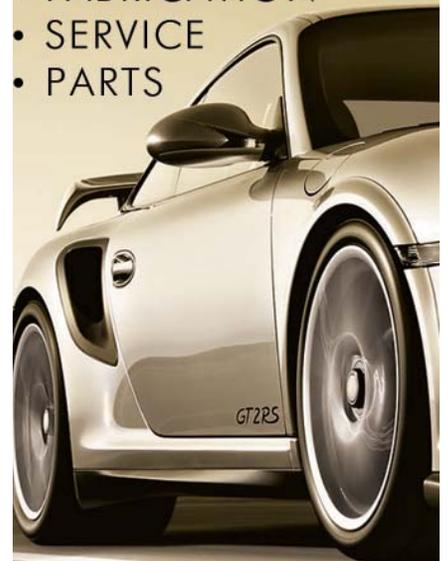
I want to send a special shout-out to the instructors at this event. Most of you had two students for both days, drove yourselves, and were still willing to hop into cars with the solo drivers. We couldn't hold a weekend event like this without all your work. Special thanks to Penn Young for being a passenger in my car on Sunday.

Hope to see everyone soon.

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Oil and Water

The Power of the Written Word



Mike Kerouac

I've always enjoyed reading. I read the Boston Globe Sports section cover to cover each morning. I read "Get Fuzzy" and "Dilbert" in the comics section after I get my fill of sports. Lastly, I skim the Business section and World News. I'm also a big fan of magazines. They provide a quick fix for my three favorite hobbies: racing, car collecting and photography. Over the winter, I even recharged my appetite for books. Maybe it was the unusually harsh weather or maybe it was just a big pile of good books that happened to fall into my lap that got me going. In either case, I think

You see your version of Santiago, of "The Old Man and the Sea," pulling in the nets with hard, calloused hands and a hopelessly weathered face.

a good read be it a magazine or book, is a great way to rediscover the power of the written word.

Think a little bit about how words can captivate us in ways that movies or images can't. When you read a book, your imagination paints the scene for you based on the interpretation of the author's words. With a movie you are dealing with the director's interpretation of that same scene. How many times have you watched a movie based on a book you loved and walked out of the theatre wondering how the movie could have been so far off from the way you pictured things while reading the book? The answer is simple: your imagination is simply different than the director's. I think the only movies I've seen that matched my imagination were those of the Lord of the Rings trilogy. Peter Jackson is a genius in my opinion, but many of you may not feel that way. Just differences in imagination.

For those of us old enough, think back to the years when there may have been only one TV in the house. There was no Inter-

net, and there were no iPads. News was delivered via radio, TV or the newspaper. A great story was told in print and then maybe a movie adaptation. We actually relied on the written word for a good portion of our entertainment and learning. No YouTube, no multi-media assembly instructions, no webcasts and digital magazines or e-books. I realize that reading a book in digital format is obviously, still 'reading' a book, but for me, it's different. I use my iPad for e-books and digital magazines when I travel, but I still very much appreciate the paper form of reading. I like being able to rip a photo out of a car magazine. I like seeing all the books lined up on a shelf, some of the titles calling me. I like the way one great book gets a little worn from a couple of good reads. I like seeing the piece of scrap paper stuck between the pages marking my progress and I like the thump a book makes as it hits the coffee table when I'm through reading for the day. For me, in terms of the power of the written word, paper books just fit.

Time moves on and technology continues to advance, so let's look at the content available to us in both digital and paper formats. The quantity and quality is staggering. If we just limit ourselves to the automotive hobby, the available material is still overwhelming. If we double click down another layer to a particular brand, let's say Porsche, there is still more content than we can consume. Just this month alone, "Excellence," "Panorama," "Grass Roots Motorsports" and "Sports Cars and Exotics" all showed up at my house with Porsches on the cover and great articles inside. I boot up my iPad and "Total 911," "Top Gear," "F1" and "Racer" are all downloaded monthly. "Top Gear" has an incredible multi-media piece on the Porsche 918. I want to read them all; I want more information; I want more knowledge. The power of the written word can be addictive. It can create a

voracious appetite.

Now lets get back to that stack of books. What have I latched onto in the past few months? Well, if you go back to my column a few months back, you know that I read "Memoirs of a Hack Mechanic" and loved it a must-read for any car enthusiast that likes do-it-yourself car repair. Next in line was "On the Edge" by "Top Gear's" Richard Hammond — another must-read book. A little choppy at times, but a great story about, life, love and overcoming tremendous odds to recover from a crash in a jet-engined car. After the Hammond book, I poured through "Rush to Glory." That book was the basis for the movie "Rush." As in most cases, the book was much better than the movie. There is just so much detail that the book can convey in terms of the activity in the pits, pre-race strategy and F1 politics that movies just can't replicate. Add to that stack two books on Porsche 356 restoration and two photography books and I had a pretty full winter of reading. Sadly, my magazines were casualties of my book binge. Issues that previously were read cover to cover now get quickly skimmed and placed in a pile for later. When later will come is anybody's guess, but I do intend to catch up.

In the end it's the words that matter. It's not the format. I'm continuously surprised, amazed and delighted at the power of the written word and mankind's ability to absorb book after book, magazine after magazine. Reading lets your mind create. You use your imagination and visualize. The movie visualizes for you. It is someone else's imagination. But when you read it is personal; you build the image; you interpret what the writer was saying. You see your version of Santiago, of "The Old Man and the Sea," pulling in the nets with hard, calloused hands and a hopelessly weathered face. You see Holden Caulfield defiantly pushing through puberty. You can instantly relate to his experiences in

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Four Speeds & Drum Brakes

Blue Skies in PA, and Ready for Rain in MA



Tom Tate

One of the events Porsche people look forward to every spring is the Hershey Swap Meet. Held in Hershey, PA, it's a chance to clean out the garage, buy parts you don't need, and see old friends. For years the plan was to pull out at midnight, drive all night, and arrive in Hershey in time to have breakfast before the gates opened. Then we'd stand around all day, load up at 3:00 pm for the return trip and be home by 10:00 pm, making it a 'one-day event.' I've been hearing complaints the last few years about the

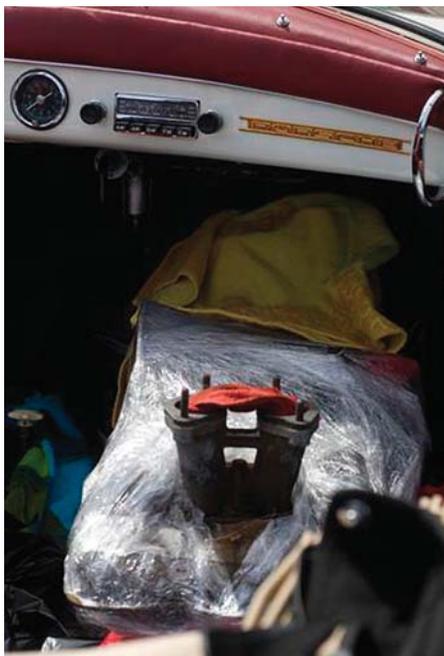
With the values up on almost every car, owners are eager to show everyone how smart they were to hold on to that old car.

schedule and how we're not getting any younger, but this was the first year that I couldn't find anyone who wanted to do the 'midnight run.' Bummer.

The decision was made to drive down the day before and since that was Good Friday and the stock market would be closed, no work time was lost.

Brother Bill was looking to build up a hot rod motor for his Speedster, and I had a 912 core that would make a good starting point, so we decided that I would get it to Hershey and he could pick it up there. He wanted to drive the Speedster up, so we measured the engine to make sure it would fit. Since his wife wasn't coming, we decided that the solution was to remove the passenger seat, turn it upside down and put it behind the drivers seat leaving room for the engine core to sit on the floor. With plenty of people around, getting the engine in the car was not a problem and, since Bill has an engine lift at home, it would be easy for him to remove it when he got home. This engine still had the lifting bracket in place that the factory used

40 years ago to place it in the 912.



Engine In Place For The Ride Home

Once in place, the bin with all the engine tin, heater boxes, carbs, etc, was placed on top of the case, the top was raised and he was all set for the two-hour ride home. As people gathered to watch us load the car, someone said that it was nice to see an old Tub being used the way they were intended, to haul stuff around.

I sold enough stuff to cover the trip and made some space in the garage in the process. I did have some things that I was looking for, but didn't really find much to cross off the list. Seems that everyone is bringing the same things, like heater boxes, engine tin, and generator stands. The hard to find items like date stamped rims, carbs and used mufflers are still at home in the vault.

The event was very well attended as the weather cooperated and we had

blue skies, which is very unusual for Hershey. The show itself has grown over the years and now Porsches from all years appear. Everything from old Tubs to 914s (all is forgiven) to a Carrera GT were on display. With the values up on almost every car, owners are eager to show everyone how smart they were to hold on to that old car.



356s on Display

Back at home the last few projects were finished up. A restored gas gauge sending unit went into the '57 Coupe (the Puddle Jumper) along with a refurbished radio. I had sent the original radio to a company in PA last fall to have them bring it up to date. The original radios in these Tubs had all the technology of 1950, which is to say none. We all forget that even with tall antennas (remember those?) sticking out of the fenders, radio signals faded in and out every time you drove behind a building or into a tunnel. Without disturbing the push button or the scale on the front, all the insides are replaced with digital components. They even include a plug on the side for an MP3 player. They could also include a Bluetooth feature but I figured that was getting way too modern for a 57-year-old car. Most owners say that the engine sound is the only music they need but after that drive to Georgia last year I'm going to try a little

continued on page 50

Minutes of the Board

May Meeting



Marcus Collins

The May NER Board of Directors meeting was held on May 14th, hosted by Bill Seymour and Rosemary Driscoll and assisted by Turbo (the very same Turbo that Bill wrote about putting in his Cayman in last month's "The NOR'EASTER") and Sudo (on an outing from Lexington). The evening was also a birthday celebration, not for Bill or Rosemary, but for Bill's Porsche 356 — the grand lady was born on May 14, 1960. It is also the date that she turned the 'clock' (odometer) past 100,000 miles. And, yes, we can confirm that in real cars it goes back to zero.



Bill and Nick enthralled us with stories from the recent LeMons event (the Jamaican Bacon team finished a very impressive 35th). After the celebration, LeMons stories and a German birthday dinner from the BBQ, Kristin opened the meeting at 8:26 pm.

Present were:

Marcus Collins (Secretary and Membership),
Stan Corbett (DE Chair),
Nick Shanny (Activities),
Adrienne Ross ("The Nor'Easter" Editor),
Kristin Larson (President),
Bill Seymour (Admin),
Steve Ross,
Mike Orsini (Treasurer)

Marcus gave our membership report, indicating we now have:

- * 1,542 primary members
- * 1,006 affiliates
- * 2,548 total membership
- * 14 new members
- * 3 transfers in



* 11 transfers out

As we discussed in last month's meeting, board members are now sending an introductory e-mail to all new members welcoming them into the club.

Stan reported on DE. There were 108 confirmed drivers (only four didn't turn up) at the last DE event at NHMS. Five new instructors were announced at the event, including Stan — well done Stan! We discussed the current configuration of the Thompson track — there is a YouTube video of a drive around the road circuit (http://youtu.be/cZZL_5qQsqc). The NER DE event at Thompson is scheduled for September and the board will ask the track officials what changes they are planning on making to the track. All the 2014 DE events (including NCR events) are listed in the "Events" section of the club website — www.porschenet.com.

Steve reported on the September Concours event — sponsorship is progressing well. The David Hobbs event is being organized for July 19th, and will be held at Lars Anderson Museum of Transportation. The cost of the event will be \$25 — a not-to-be-missed event for F1 fans!

Bill reported on Autocross. The first event is scheduled for May 21st, and planning is

progressing well. As in prior years, registration will close on the Wednesday before the event. Registration is progressing well with a large number of new members. The Autocross dates (NER and NCR) are listed in the "Events" section of the club website — www.porschenet.com.

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

Bill reported on Admin. Porsche of Stratham is hosting the start of the Le Mans 24-hour race on June 14th (Saturday). The Smuttynose Brewery event has been moved to a week later — June 15th. German car cruise night will be held on

continued on page 51

Happy PCA Anniversary!

Forty Years

Victor W. Zeller

Thirty-five Years

Philip J. Quish

Thirty Years

Michael E. Noonan

Twenty-five Years

H B. King

Dion Tsourides

Fifteen Years

Judy A. Bentley

Thomas N. Campbell

Paul J. Famico

Roger H. King

Weld S. Morse

Paul M. Vicario

Ten Years

Ramon Blanco

Donald E. Buchholtz

Thomas V. Daily

Stewart Ginsberg

Bob Graham

Penelope Steen

Robert G. Steen

Five

Kathleen Brady

Bill E. Finnegan

Christian M. Jackson

Nancy Lazgin

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The Long and Winding Road

Lemonade



Bill Seymour

As my loyal readers are well aware, I spent the winter with three fellow PCA-ers building a 1993 Miata to race in the 24 Hours of LeMons series. Nick Shanny, another NER columnist, is one of the four so you should read my column first, then Nick's, as we are writing a serial about our first race (the other two 'Lemonidiots' are Dave Berman — First Husband in our region — and Dennis Mascetta).

We may not be the best drivers and some of us may not be the best wrench-turners, but we did a bang-up job of getting our car ready. We didn't procrastinate. We

I got about five laps in and was starting to get a sense of the track when — BANG — I got whacked in the right rear wheel by a Mazda RX7.

made lists, checked them twice and didn't even break a sweat, let alone an all-nighter, in our preparations. We packed the car, spares and tools into Nick's trailer, and the four of us rode in style Thursday to New Jersey Motorsports Park in Nick's four-door Ford F-350 pickup (with monstrous diesel engine). Wives (not Ms. President, who was at our Novice Day DE at NHMS) followed on Friday in the support van.

The ride down was miserable but Thursday night saw beers, wings and a Bruins victory, which put us in good spirits for our Friday Test Day. We were eager to get some time on the track, as it was new to all of us. We also had to go through LeMons check-in and tech. Nick drove first but after only 15 minutes came back in with ominous news — temperature gauge in the red zone! But the problem was minor — a hose had come off — and, after a quick repair, the car ran well for Dave and Dennis.

Then it was my turn. Let me point out that this was an open track day with passing allowed everywhere and no required point-by's (unlike the DE events that we

normally do). I got about five laps in and was starting to get a sense of the track when — BANG — I got whacked in the right rear wheel by a Mazda RX7. Around I went (both feet in — good job, Bill!) and wound up in the grass (lots of runoff — good track for that). The car restarted right away and off I went but it was immediately obvious that something was wrong. It didn't track straight and went kind of goofy in a left-hand turn. I went in and we looked it over. The right rear wheel was bent but there was nothing obviously broken. However it looked like it had too much negative camber and toe out at the right rear. Nick went out but came right back in, confirming the problem.

As we were working on the car the RX7 owner came over to give me some s***. He had not been driving and said the guy who had been — allegedly an NJMP professional instructor — claimed that I had hit him. We were all way more polite than we might have been but took extreme delight whenever we passed them during the race.

So the scramble began to find an alignment shop. Plus Nick's trailer was boxed in. So we borrowed a U-Haul tow dolly from our garage neighbors and headed off with the poor wounded baby. The Miata gods were smiling because we found an NTB shop where we only had to wait half hour to get on the alignment rack (the store manager had been to NASCAR school to learn to set up race cars and was very sympathetic). But something was bent so much that we couldn't get the

right rear wheel straight. With the clock ticking (we had to get back to go through LeMons check-in by 5:00 pm) and all of us with visions of the weekend collapsing, Dave came up with a solution: lengthen the alignment bolt holes with a grinder on opposite sides, front and rear.

We rushed back and scrambled to get the car into the LeMons check-in line in time (Dave almost throwing away his clever solution by getting in trouble for driving too fast in the pits). The car easily passed the tech part and we proceeded to the "BS" inspection (which does not stand for "Bill Seymour") where you have to prove that you didn't spend too much on the car. Let me interject that LeMons rules require the car to have a theme and ours was "Jamaican Bacon" modeled after the Jamaican bobsled team. The car is painted in Jamaican colors and has a fake joint (it started its life as a church organ pipe but now has a working brake light as the tip) on the roof. We were ready with bribes for the judge consisting of Jamaican rum, Red Stripe beer and a baggie of rolled joints (catnip). In addition, one of us admitted to smoking catnip in his youth in an attempt to... well, you know. This worked pretty well as we were only assigned five BS laps despite the coilovers

continued on page 51

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Guest Columnist

Top Ten

Dick Badler

It seems like I'm being inundated, more and more, every day, by lists. Top ten lists. Lists of things I need to know, or should forget about. Lists of things I need to do, or shouldn't be caught dead doing. Lists of cars I should drive, or should never even sit in. Lists of where I should go, what I should say, how I should say it, to whom. Who are these people, who are creating these lists? I know, they're people with more time on their hands than they know what to do with. Or, they're writers, people with deadlines to meet and space to fill, both real and virtual. For which a top ten list is an easy way to get the monkey off their

The fact is, I don't have the time for that! But I do have a few thoughts, and I have indeed included them.

backs. Like me. You see, I'm pressed for time like everyone else. And, guess what, it's deadline time. So I'm joining the fray. Herewith are my own lists. But wait, you say, you don't have any actual lists in this column, just the names for the lists! Ahh, you're cheating. You're skipping ahead. That's not fair. Come back here. The fact is, I don't have the time for that! But I do have a few thoughts, and I have indeed included them. You can flesh them out yourself, if you're so inclined. So, now, consider these a starting point to how you, too, can play the lists game, like real writers.

The top ten reasons why Porsche should start making pick-up trucks. I'm sorry, it's not that farfetched. If you can make the Porsche of SUVs, how hard would it be to make the Porsche of dual-cab 4 x 4s? Isn't the architecture kind of, uh, the same? And then, Herr Piech, considering the sales volume of pick-ups, especially in the US, you would meet your volume projections in weeks, rather than years. Are you listening, VW and Audi? Can you say platform sharing? Can you say domination of the US market? At last?

The top ten reasons why Porsche won't build pick-up trucks. Its off-brand, stupid! There's a limit to how far afield from its core DNA the Porsche brand can go. Remember Porsche aircraft engines? The Porsche Indy car that went nowhere? Porsche tractors?

The top ten reasons why Porsche won't go rallying again, but it will sink millions into Le Mans prototypes that are little more than F1 cars with bodies stretched over them, and maybe some more reliability engineered in. If you lose at Le Mans, yes it's a big deal. Especially if you're Porsche, with a pedigree that goes back decades. But the loss probably won't affect showroom sales that much. I mean, who really equates winged contraptions hurtling down the Mulsanne Straight with road cars you can actu-

ally buy in a showroom? Unless you're a 919 shopper. In which case the entire discussion is irrelevant. Then there's the fact that today's rally cars are cheap little buzz boxes with big boost and sequential shifters. Porsche doesn't build buzz boxes. They build real sports cars, cars that can be modified into GT-3 Cup and RSR race machines, without breaking a sweat. So why ARE they building Le Mans prototypes?

Top ten reasons Porsche pockets \$23,000, on average, every time someone buys one of their vehicles. Yes, it's true. I read it. In an article listing the top ten most profitable cars on the road today. Don't believe me? Do a search. And I'll help you out; another member of the brand family, Bentley, is second, at

continued on page 49



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Don't Lift

Novice Days, and DE Event



Stan Corbett

The Novice Day and DE Event on 10-11 May was a great event. As promised last month: Clear skies (well, almost; we had showers Saturday morning but the track was dry around lunch)... Warm temps (except Saturday morning when it was wet)... A fast track... Outstanding instructors (thanks to the number that registered and several volunteering to take two students we almost cleared the student wait lists)... Enthusiastic students (I know they were enthusiastic because many took the time to thank their instructors and members of the track committee for a great event; and several have signed

Again, I can't stress enough how important it is for our DE'ers to read the information on the web site.

up for additional events)... Coordination with the track personnel went well, track radios arrived and got picked up as if by magic, the media center/classroom was open in time for the drivers' meeting and Novice classroom sessions, and the flaggers were in position. Betty 'Blue Nose', though incognito Saturday morning (no blue nose) did her usual fantastic job giving the corner worker speech at the morning drivers' meetings and making sure we were really ready to go out on track for every run group (her service in this position is why no one had to work staging at the event). All the members of your track committee, including a few alternates, were in place and did a fantastic job. A special thanks to those who came and instructed or worked but did not drive.

We had a well-attended event with 104 registered drivers, including 36 Novices, participating in the fun. Outstanding instructors... Enthusiastic students... Were both the order of the day. The novices had classroom sessions in the morning and after lunch on Saturday that were run

by Jeff Talling, our new Chief of Novice Development. The novice meeting on Sunday benefited from a talk by Dennis Macchio, president of Bertil Roos Racing School, who was also available to solo drivers for individual coaching sessions. All drivers, including novices, had the opportunity to go on track four times each day. There were five Instructor Candidates who completed the Instructor Development program at the event and were promoted to the Red run group as certified instructors on Sunday. Your new instructors include John Bergen, Greg Osche, Chip Wood (also our Track Ops), Greg Wood (yes, they're brothers), and I. Congratulate them, and take advantage of their new status!

Pictures from the Novice Day event are included in this issue. Look for a Novice Day event write-up from a Novice's point-of-view in a future issue.

I should point out that, while May 10th was our "Novice" day, there is no requirement that novice drivers have to attend the Novice Day event in order to join us at other DE events throughout the year. Every event offers the Beginner and Novice (aka, Green and Yellow) run groups and we provide instructors for every novice driver. So, even if you missed this event, don't miss out on the fun for the rest of the season. Sign up and join as at a future event.

For a wealth of information on the ongoing DE season see the Driver's Education pages on our website. I can't stress enough how important it is for our DE'ers to read the information on the web site. In addition to event 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.

The DE season is off to a great start and I'm not lifting! In addition to attending all of our events I'm planning to attend the NCR Lime Rock Fun Days 23-24 June. However, I'll probably miss the Zone 1 48-Hours at The Glen again this year.

Hope to see many of you over the next few months at our DE events. Don't forget our DE Rebate program described on our web site under "Driver Education" "FAQs for DE." Attend three or more of NER's DE Events and get a rebate at the end of the season – so, Don't Lift!

Stan

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2014 Calendar At-A-Glance

June

- 6-7-8 - Zone 1 48-Hours at The Glen
- 8 - SoBo at the Moose Cafe
- 11 - Board Meeting
- 14 - Le Mans Gathering
- 15 - Gernam Car Day @ Larz Anderson
- 23-24 - NCR DE @ LRP
- 28 - NCR AX Event#3
- 29 - NER AX Event #2

July

- 7-8-9 - NER DE @ LCMT
- 16 - Board Meeting
- 17 - German Car Night Stow
- 19 - David Hobbs @ Larz Anderson
- 26 - NCR AX Event#4

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
- 15 - Board Meeting
- 9-10 - NER DE @ NHMS

November

- 12 - Board Meeting

December

- 10 - Board Meeting

Le Mans Gathering and Race (and Tech!)

Saturday, June 14th!

Porsche is returning to Le Mans with the 919 after a long hiatus from prototype racing. Folks from North Country, Down East, and Northeast Region are getting together at Porsche of Stratham to watch the race and cheer the team on.

There will be breakfast and a pizza lunch provided by Porsche of Stratham. In addition there will be a tech session focused on the advanced electronics and engine management features of the modern Porsche. As these cars become more complex, it will be good to ground out our understanding of how the car's components work (and speak) together and see some of the tools Porsche-certified technicians use to diagnose and fix problems.

Bring your Porsche, too! Event is 8:30 to noon. The race starts at 9:00. Come join and be a part of the historic return of Porsche to Le Mans!

Please let NCR know if you are coming: RSVP@ncr-pca.org with the subject "Le Mans Gathering and Race".

Here are some websites to research prior to the event...

Porsche of Stratham: <http://www.porscheofstratham.com/>

Porsche's 919 program: <http://www.porsche.com/microsite/mission2014-resettozero/international.aspx>

Le Mans official site: <http://www.24h-lemans.com/en/>

Porsche of Stratham is at 58 Portsmouth Ave. in Stratham NH.



Take a Ride, (then) Have a Beer!

Sunday, June 15th!



Join your fellow PCA'ers for a tour of the Smuttynose Brewery followed by a nice lunch at a place of your choice. The tour is at Smuttynose's new brewery and, of course, includes sampling some of the product. (Your VP Admin can attest that it is excellent – particularly their Finestkind IPA which has been served in keg format at his summer parties.) We can accommodate up to 40 cars/70 people so please sign up on our website.

Meet at the Brewery at 11am. The address is 105 Towle Farm Rd. in Hampton NH. Then after the tour and tasting, we encourage you to form groups and head off to a restaurant. The obvious choice is a seaside lobster/clam joint – like Woodman's when we do the Paul Russell tour – but there are some other excellent looking choices nearby. Websites for some candidates are listed below – do some research before you come (these were supplied by the Smuttynose Tour guy). Petey's is like Woodman's and I cleared it with them – but they can't accommodate all of us at once.

Questions to Bill Seymour: admin@porschenet.com

The Community Oven
845 Lafayette Rd
Hampton, NH 03842
<http://www.thecommunityoven.com/>
Pizza and Beers

Ron Jillian's
853 Hampton Rd
Hampton, NH 03842
<http://www.ronjillians.com/>
Italian Bar and Grill

Bonta
287 Exeter Rd
Hampton, NH 03842
<http://www.bonta.net/>
modern classic Italian

Demeter's Steakhouse
3612 Lafayette Rd
Portsmouth NH 03801
<http://www.demeterssteakhouse.com/>
High-end Steakhouse

WHYM
3548 Lafayette Road
Portsmouth, NH 03801
<https://www.facebook.com/whymcraft-beer>
Craft Beer Cafe

Petey's Summertime Seafood and Bar
1323 Ocean Blvd
Route 1A
Rye, NH 03870
<http://www.petey.com/>
Seafood – nothing fancy, but very good

Latitudes Waterfront Dining at the Wentworth by the Sea
588 Wentworth Road
Portsmouth, NH 03854
www.wentworth.com/dining/latitudes-waterfront-dining
American – Seafood (I know nothing about this place... but it's at the Wentworth, so it's probably good, expensive, and has the nicest views)

Ship to Shore
70 Rt 108
Newfields, NH 03856
www.shiptoshorefoodandspirits.com/
Seafood, American (traditional)

German Car Cruise Night

Thursday June 19th



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THURSDAYS
5:00 PM–8:00 PM
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This happens every Thursday night of the summer but NER will focus on three nights: June 19th, July 17th (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 before going if the weather looks iffy by calling Nancy's at the Airfield at 978.897.3934

AutoCross Season is Heating Up!!

Sunday, June 29th

AUTOCROSS #2 JUNE 29 TH, sponsored by...

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



Sunday, August 3rd

AUTOCROSS #3 AUGUST 3rd, sponsored by...



MIKE'S
A U T O B O D Y

Registration for AX #2 opens May 29th at <http://pcaner.motorsportreg.com/>. The cost for the day is \$40 for members, \$50 for non-members. You must register online by Wednesday June 25th at midnite.. Autocross #3 is an event for typ356NE (the local Porsche 356 Club) so you'll see lots of lovely 356's if you come to that one.

Autocrossing is a safe and accessible introduction to motor sports and a fantastic way to improve on your driving skills. Also, unlike Driver Education, it is a competitive event: you compete against similar cars by individual timing. So the entrants at our autocross events are a dynamic mix of novices, possibly prepping for going to the track, and veterans who view autocross as their main motor sport. Note that novices can always count on help from the veterans and no one takes it so seriously that it breaks the spirit of camaraderie. (Well, OK, some people do take it pretty seriously – but they're still nice!)

Entrants will get as many as 10 or more individually timed runs and will be eligible for awards. The top three drivers in each class will be presented with an embossed beer stein suitable for micro-brews and bench-race-bragging (beer not included).

You will be required to perform a work function during the day as part of the event.

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

Directions to Fort Devens

The address in google maps is 90 Fitchburg Rd. Ayer MA. From I495 or Rt. 128 take Route 2 West. After you go under Route 495, travel another 3.6 miles. 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 will be on your left after crossing the railway lines. You'll pass a sentry gate at the entrance to the Moore Airfield. Take the left fork and go up the hill towards the airport tower.



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

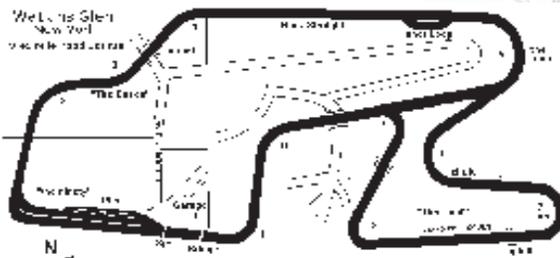
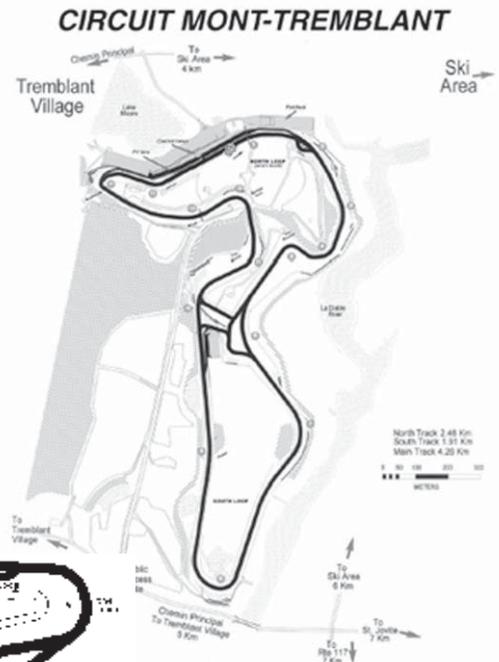
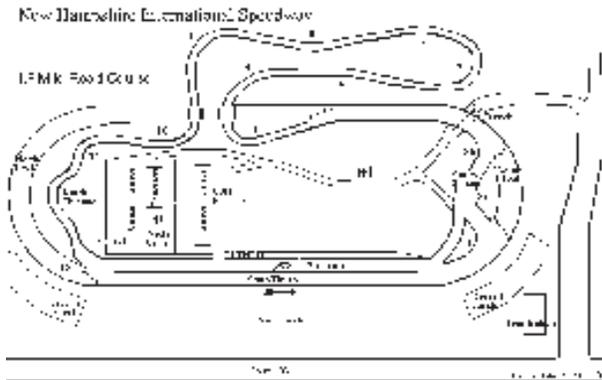
Registrar
John Lussier - 802-728-4457
cell 802-272-6770

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





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www.NewEnglandMoves.com





**CIRCUIT
MONT-TREMBLANT**

2014



Photo Courtesy Pierre Goyette

Le Circuit Mont-Tremblant DE

July 7-9th

The Northeast Region is returning to Mt. Tremblant for what has become an annual Canadian visit to this outstanding 2.65 mi. - or if you prefer 4.26 km. - track set in the heart of the beautiful Laurentian Mountains. With 15 turns anchored by famous Namerow and a great "pucker factor" up-hill, blind apex Turn 2 and major elevation changes, the circuit (LCMT) offers everything imaginable for every driver from beginner to advanced.

NER will hold one of our signature 60-minute DE Enduros with a simulated race start for advanced Black and Red Group drivers. There will be a beer, wine, soda and snacks social Monday at the track after the track goes cold for all drivers and guests.

This always popular event is limited to 150 drivers (5 run groups with a maximum of 30 cars per run group). As of this writing we have 83 paid registrations. I highly recommend that you register AND PAY immediately if you want to attend this event (remember, registering and NOT paying does not reserve your spot for the event). This year the event is listed in the latest (May) Panorama so we may see an uptick in registrations. If you have registered but not paid (and there are 17 drivers in this category) best get off the dime and pay up. If we have more registrants than we can let in decisions on who gets in will be based on the date the registration fee is paid.

Of prime importance to many, we're once again on schedule with the free Blues Festival in the village where most of us stay. Set on multiple stages, and continuing into the night clubs later on, the music is continuous for 14 hours a day. Details: www.tremblantblues.com.

For you first timers to LCMT, the area is a world-class resort destination, an ideal place to bring the family for their summer vacation while you play on the track. Most attractions are an easy walk from your hotel including golf, boating, swimming, hiking, biking, shopping and dining with many activities specifically aimed at kids. Check out www.tremblant.ca for details.

We've negotiated great hotel rates... details at <http://www.porschenet.com/mont-tremblant-hotel-information/>.

Le Circuit Mont-Tremblant has a storied history, hosting race winners like Mario Andretti, Dan Gurney, Jackie Stewart and more recently, Didier Theys. Several years ago the track was renovated, widened and repaved, and a much safer track evolved.

Crossing the US/CA border is simple and hassle free. For US and CA citizens 16 years and older, a passport is required cross the border. Those younger than 16 years may travel with a birth certificate.

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

Registration for this event will be handled by NER through:

www.clubregistration.net and full DE info is available at www.porschenet.com/activities/driver-education/

Students \$595

Signed off Drivers \$525

Instructors (before June 23) \$285

(June 23 and later) \$360

Directions to the track and further details will be included in Track Rats messages and at www.porschenet.com. Please make sure your email address is current in your [clubregistration.net](http://www.clubregistration.net) profile.

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

Event questions? Contact Stan Corbett, Track Chair, trackchair@porschenet.com; or 774-275-1621 before 9 PM.

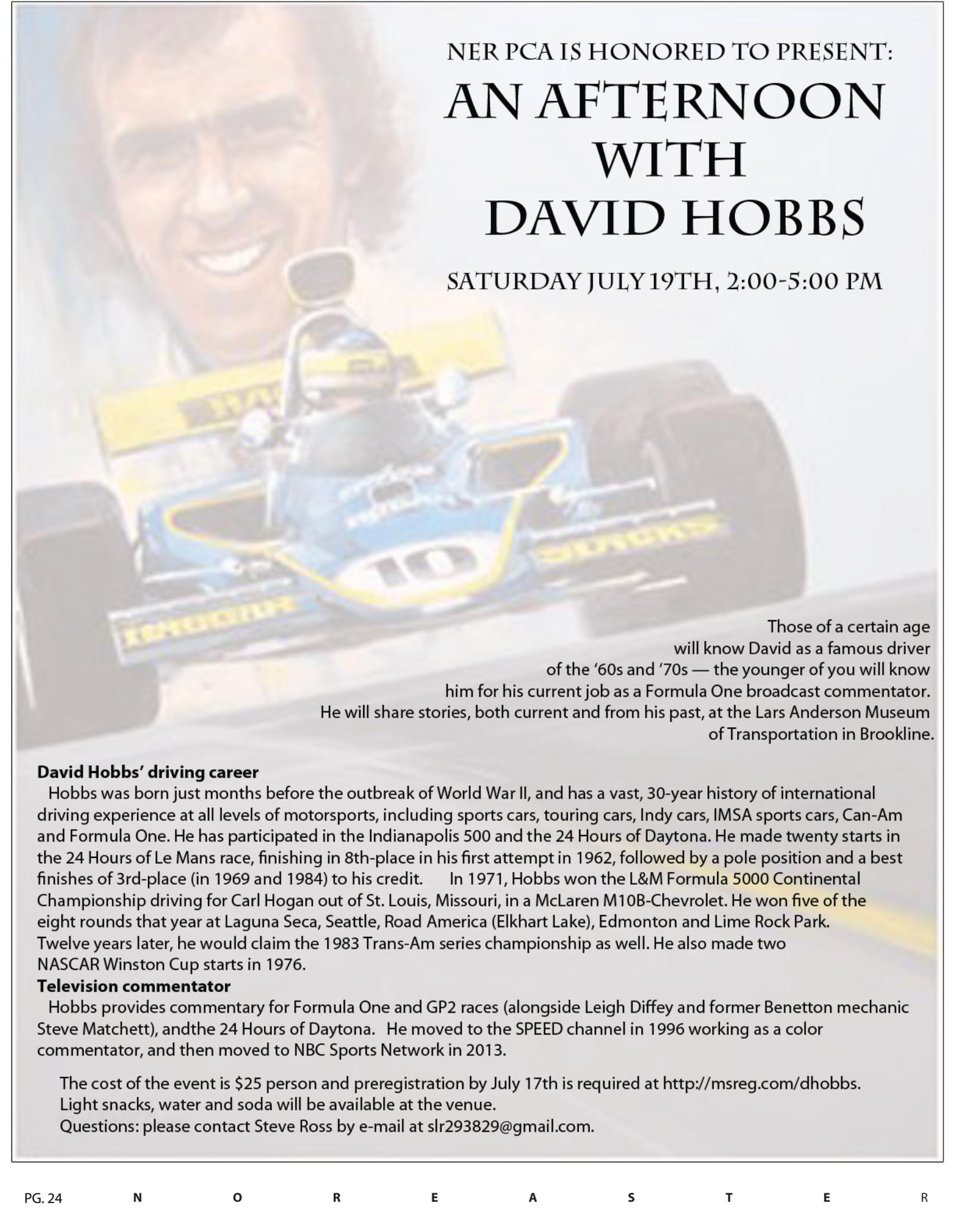
Registration Opened March 1, 2013



Hotel information can be found here:

<http://www.porschenet.com/mont-tremblant-hotel-information/>

or click QR code



NER PCA IS HONORED TO PRESENT:
**AN AFTERNOON
WITH
DAVID HOBBS**

SATURDAY JULY 19TH, 2:00-5:00 PM

Those of a certain age will know David as a famous driver of the '60s and '70s — the younger of you will know him for his current job as a Formula One broadcast commentator. He will share stories, both current and from his past, at the Lars Anderson Museum of Transportation in Brookline.

David Hobbs' driving career

Hobbs was born just months before the outbreak of World War II, and has a vast, 30-year history of international driving experience at all levels of motorsports, including sports cars, touring cars, Indy cars, IMSA sports cars, Can-Am and Formula One. He has participated in the Indianapolis 500 and the 24 Hours of Daytona. He made twenty starts in the 24 Hours of Le Mans race, finishing in 8th-place in his first attempt in 1962, followed by a pole position and a best finishes of 3rd-place (in 1969 and 1984) to his credit. In 1971, Hobbs won the L&M Formula 5000 Continental Championship driving for Carl Hogan out of St. Louis, Missouri, in a McLaren M10B-Chevrolet. He won five of the eight rounds that year at Laguna Seca, Seattle, Road America (Elkhart Lake), Edmonton and Lime Rock Park. Twelve years later, he would claim the 1983 Trans-Am series championship as well. He also made two NASCAR Winston Cup starts in 1976.

Television commentator

Hobbs provides commentary for Formula One and GP2 races (alongside Leigh Diffey and former Benetton mechanic Steve Matchett), and the 24 Hours of Daytona. He moved to the SPEED channel in 1996 working as a color commentator, and then moved to NBC Sports Network in 2013.

The cost of the event is \$25 person and preregistration by July 17th is required at <http://msreg.com/dhobbs>. Light snacks, water and soda will be available at the venue.

Questions: please contact Steve Ross by e-mail at slr293829@gmail.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
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

2014 NER Concours at the Elms

Newport, RI

SATURDAY SEPTEMBER 6th 2014



There will be NO best of show award.

The new classifications are;

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

There will be 3 groupings

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

Susana Weber artwork will be awarded.

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

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

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

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

Preregistration is now open. The cost is \$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

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. 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 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 Judged _____

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

Porsches and Polo

SPONSORED BY PORSCHE OF DANVERS

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



Zone 1 Concours and Rally Weekend & Zone 1 BBQ

Hosted by the Green Mountain Region PCA
At the Basin Harbor Club
Vergennes, VT



Come join your fellow Zone 1 Members at the Zone 1 Concours, Rally & BBQ Weekend



Where: Basin Harbor Club, Vergennes VT

When: September 12-14, 2014

Costs:

Concours Street Class: \$30

Concours People's Choice: \$10

Rally only: \$20

Rally & Concours Combo: \$40

Zone 1 BBQ: \$27

- Saturday will feature the Zone 1 Concours where there will be a Street Class and a People's Choice Class
- The Zone 1 BBQ will be at 5pm on Saturday evening
- Sunday morning come out and enjoy a TSD Rally departing from the Basin Harbor Club
- Sign up for the Concours, Rally & BBQ by going to www.clubregistration.net**

•The Basin Harbor Club is a beautiful property nestled along the shores of Lake Champlain. Choose a standard room, Studio or even a 1, 2 or 3 bedroom cottage to share with friends!

•**Reserve your room now at the Basin Harbor Club by calling 1-800-622-4000 and quoting the "Porsche Zone 1 Event" before September 1, 2014.**

All room reservations include breakfast.

- Contact Botho von Bose for any Concours & Rally questions at bvonbose@primus.ca
- Contact Jennifer Webb for any Zone 1 BBQ Questions at jenniferbischoff@hotmail.com



BASIN HARBOR CLUB
On Lake Champlain, Vermont

Newcomers! A Report

Copy by Bill Seymour

Northeast Region's annual Newcomers Meeting took place on Sunday April 27th. As usual, the event was hosted by Porsche of Danvers – this year in their new facility. Donald Awe, General Sales Manager and David Oliver, Parts Manager, welcomed us with a fancy lunch spread as we set up in the service bay (and admired the monstrous V-8 sitting on an engine rack beneath the Cayenne it came out of). We had an excellent turnout of about 40 newcomers.

Some of the Board members were missing as we were competing with the Ramble (and, in fact, one newcomer had been at the Ramble and had driven directly from Cooperstown to the Newcomers Meeting – that's loyalty!) but the club was well represented and we had someone to present each activity. VP Admin Bill Seymour opened the proceedings by having all the attendees introduce themselves by name

and type of Porsche owned. As at previous Newcomers meetings, the newly joined turned out to be a very diverse bunch of men and women with cars that ranged from a 356 to a 2014 Cayenne.

Presentations were then made about each of the major activities that the club offers...

- Track Chair Stan Corbett for Driver Education (track events)
- Cindy Markley for Concours
- VP Activities Nick Shanny for Tours
- Editor Adrienne Ross for NOR'EASTER
- Membership Chair Marcus Collins for Membership and social events
- Bill Seymour for Autocross and Tech sessions

With a brief pause to create some hand-made raffle tickets (some bonehead VP Admin had a huge roll of tickets at his house and forgot to bring them), our hosts then raffled off a bunch of great freebies: almost everyone went home with a hat, key fob, case of oil or calendar.

After the formal presentations the newcomers migrated to the areas of their interest to ask follow-up questions about DE, Autocross, Concours, etc. Based on the number of folks and the level of interest expressed we expect to see quite a few new faces at DE, Autocross and Concours.

Thanks again to Donald, David and the rest of the crew at Porsche of Danvers. And a final reminder to those newbies who did NOT come to the Newcomers Meeting: don't let that stop you from participating in our activities! For example, if you missed the DE Ground School you can still do DE. If you missed the Autocross School, that's no reason not to come to an Autocross! And of course the social events are always very welcoming and a good place to meet your fellow Porsche enthusiasts. See you there!

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My First Porsche

Copy by Marcus Collins

We're a three-Porsche family and NER is to blame! Dani drives a 911 C4 Cabriolet, I drive a Cayman S and the dog gets to travel Business Class in a Cayenne S. It wasn't always the case. Back in the dark days of 2010, the dog and I were happy traveling in 'Coach-class' in my 10-year-old Explorer. Dani has been driving Porsches for many years but I was definitely not a car guy. I had driven a sports car before — a 1972 MGB GT. I got seduced by the original advertising, "Psychologists say a saloon car is a wife and a sports car is a mistress"; I guess those adverts belong to the "Mad Men" era! But, it was also a practical sports car — I moved most of my bachelor stuff from London to Aberdeen in the car. I wasn't sure it would make the 600 miles

so I put it on the train — I guess the car train belongs to the "Mad Men" era as well. I had the last model with chrome bumpers before the draconian U.S. safety standards made MG replace them with ugly black ones — the MGB was never the same afterward.

Fast-forward to the present day — we decided to see what this Drivers Education thing was all about. Driving around a racetrack was a way to be 'Sebastian Vettel for a day' (I hear the state police take a dim view of drivers wearing helmets on I-95) in the controlled environment of instructor-led DE. We did the novice event at NHMS and decided it was okay, and that perhaps we should make a vacation of it and go to Mont-Tremblant. And that's when the trouble started!

NHMS is okay, but it just doesn't compare to Mont-Tremblant with its sweeping corners, long straights and the thrill/terror (I'll let you decide) of not lifting through the uphill/downhill that is Turn 2. We were a one Porsche family and we were sharing Dani's car, so I had lots of time to ponder what it would be like to drive my own car around the circuit. I canvassed just about everybody about which model was best and the mid-engined Cayman came out on top (by a wide margin I should add).

Within days of getting back I had a Cayman S with all the 'go faster' options on order, and it's given me two years of incredible driving both on and off the track. So, that's my story of how NER and DE forced me to get 'My First Porsche.'



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2014 Cooperstown Ramble

Copy and Photos by Mike Kerouac unless marked

For me, the NER Porsche Ramble kicks off the New England driving season just like the Rolex 24 in January kicks off the racing season. There is just something special about April signaling the first signs of spring at the same time that I'm getting my car Ramble ready.

The Led Zeppelin song "Ramble On" is based on "The Lord of The Rings," but there is a passage that fits the mood of being Ramble ready.

"Ramble On, the time is now, to sing my song.

I'm goin' round the world, I got to find my girl, on my way.

I've been this way ten years to the day, Ramble On, I've got to Ramble On."

That song always puts me in the mood to pack up the Porsche and head on out to whatever location the Ramble has landed for a given year. For those of you that may not know, the Ramble location rotates among a selection of superb hotels, among them the Otesaga in Cooperstown, the Mountain View Grand in New Hampshire, and the Equinox in Vermont.

This year was the 29th Ramble. As always, Bruce Hauben and Joyce Brinton did an incredible job of organizing this event. They spend days, if not weeks, developing the routes and working with the hotel to make sure every detail is taken care of. My personal thanks to Bruce and Joyce for another job well done.

Cooperstown is my favorite Ramble location. After missing the last two years, I was very much itching to attend another Ramble. As I said, it's basically a right of passage as spring arrives. The Ramble to me is the start of the driving season, it's a great road trip and it's also a chance to reacquaint myself to friends that you only seem to see on a Ramble. I opened the car barn doors and grabbed the keys for my wife, Ann's, Speed Yellow 996 Turbo. I disconnected the bat-

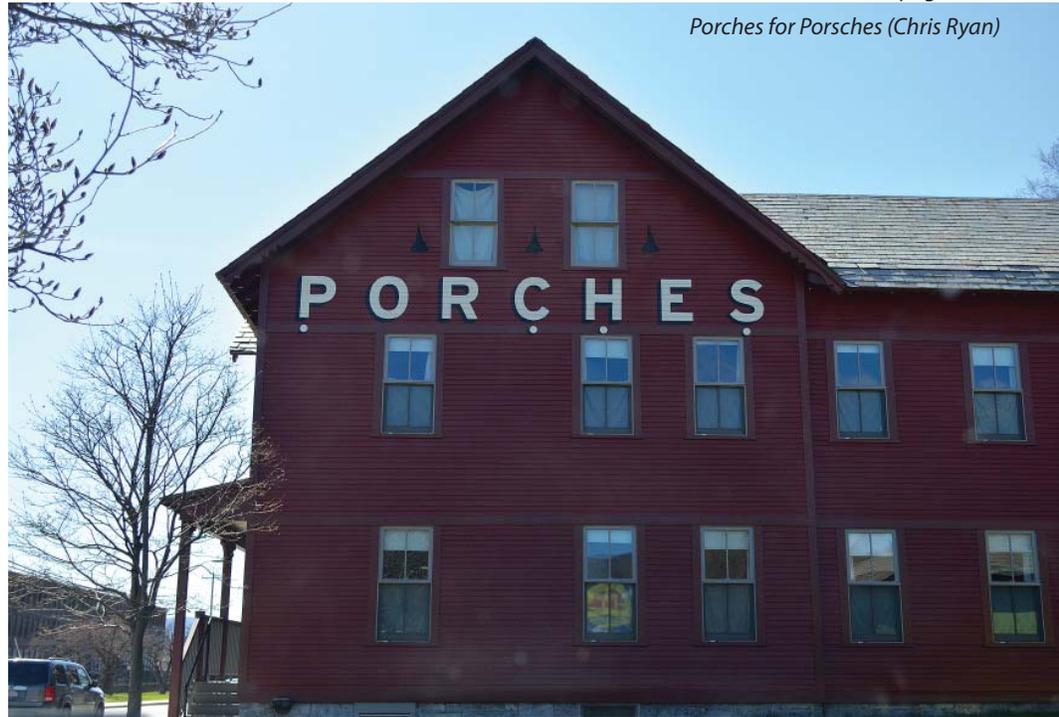
tery tender and turned the key. She started right up and I could hear that familiar clatter of an air-cooled 911. As I pulled out of the garage, I could see a cloud of smoke in the rear view mirror. The smoke wasn't initially alarming, air-cooled Turbos that have been sitting often throw smoke for a few minutes and then the oil that accumulated in the Turbos tends to burn off. But, not this time, as the car heated up, the smoke grew worse and I had a very large cloud forming behind the car. A quick look at the rear indicated that the smoke was only coming from one exhaust. I quickly turned off the key and called Jerry at EPE.

Not sure why I felt compelled to hear Jerry tell me that the car needed to be towed to his shop, I already knew the obvious. But as expected, Jerry, listened to my description and said to send the car over and he would take care of it. So about 30 minutes after our intended departure,

Ramble ready we were NOT! But, no worries, I had a backup. Over the winter I found a Black 993 Turbo, so I could have my own version of the "Best Turbo Evah" (How many of you read my article last fall?). There were still a couple of minor details to take care of before we could leave. This 993 wasn't inspected yet and it didn't have a front plate mount. So back to the yellow 993 with screwdriver in hand, I removed the plate mount and, of course, one of the little plastic blocks (that snaps into the body so you can use a screw) broke in half. But now the really bad news, in the process of being MacGyver I noticed an oily fluid dripping out of the drain hole in the front trunk area. I dipped my finger in the fluid and rubbed it between two fingertips. With common sense I resisted the urge to do what every good car guy wants to do — rub a little bit on my tongue to see it was mo-

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Porches for Porsches (Chris Ryan)



(Below) Giddy up! (Chris Ryan)



(Below) Otesaga Group Therapy. (Chris Ryan)



tor oil or hydraulic fluid. We can't really tell what type of oil it is by taste, but damn it looks good to the casual observer. Back to the car, this was a new one on me. I couldn't think of any reason for oil to be in the nose. Another call to Jerry and he walked me through a diagnosis. After I found the little fluid reservoir with the green cover hidden behind the carpet, we determined the oil was hydraulic fluid and I had a bad clutch slave cylinder. This 993 Turbo also had to go to EPE. I was crushed. The backup plan had also failed. This wasn't supposed to happen. What are the odds of two of the "best Porsche Turbos Evah" both having a problem the day we were leaving for the Ramble? To me this should have been statistically impossible.

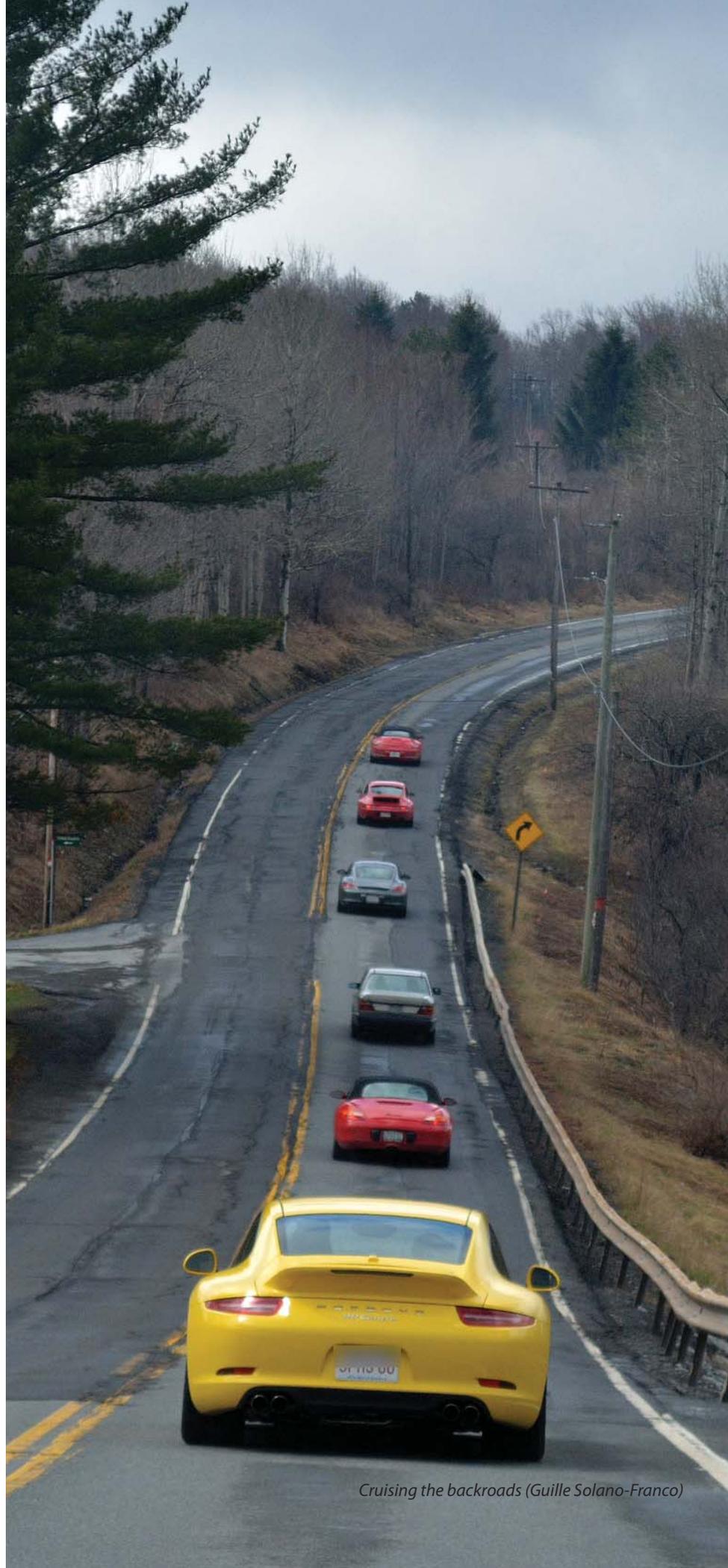
As I tried to come up with plan three, I continued to be frustrated that Ann and I were not Ramble ready for a second time. Rob Siegel writes about making a car dependable and how to prepare for a trip in "The Memoirs of a Hack Mechanic." I obviously hadn't paid enough attention when I read the book. I should have tested the cars out the weekend before, but life got in the way and I didn't get to it. So the price to pay was no Porsche for the Ramble.

I know that by now the suspense is killing you all. What cars did we have left, what would we bring to the Ramble? Those of you that have seen my car barn know that we had other sports car choices, but aside from my '87 Turbo Slantnose there were no other Porsche's road-worthy enough to make the trip. The Slantnose is collector quality, so I just couldn't pull the trigger on that ride. Plus it also wasn't inspected and we were now almost two hours past our planned departure time. Semi-defeated, we ultimately just decided to take my Jeep Cherokee. Plenty of cargo space, it was full of gas and yes it was inspected. So I hit that button on the key fob that popped the back hatch open, threw in our two suitcases, loaded my camera bags into the back seat and we headed to Cooperstown.

After a longer than planned four-hour drive (thanks to a 20-mile traffic jam caused by some State Police escorting a wide load on the Mass Pike), we arrived at the Otesaga. I was beginning to think it was just going to be one of those weekends where nothing went right. A deep breath and one mental recalibration later, we were in our room. The Otesaga has great accommodations that immediately brightened the mood. Then, I looked out the window at a warm and sunny Friday afternoon. There was no reason to dwell on our weekend without a Porsche. Life was still good and it was time to act that way. So we unpacked and decided to make the best of it.

I took a few pictures out in the parking lot and then we made the short, eight-minute walk to the Baseball Hall of Fame. In the late afternoon, the crowds are light and we were able to quickly tour the three floors of the hall to check out the

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Cruising the backroads (Guille Solano-Franco)



Orange Crush 911.

new exhibits. I was especially interested in the Red Sox World Series exhibit. I was initially, very disappointed in the size of the display. To me the display was very small and not worthy of the accomplishments of my beloved Red Sox. But I guess in New York, I can't expect much more. If the Yankees had won, an entire floor would have been dedicated to the event, but with the Red Sox, they get a 4x6 display. Sour grapes aside, it was still a thrill to see the Sox recognized as 2013 World Champions. I also love the statue of Ted Williams as well as all of the inductee plaques. Just very cool stuff for a lifelong baseball fans. I still remember going to Fenway for the first time with my grandfather as an eight-year-old. The smell of the grass and the crack of the baseball hitting the bat is an indelible memory. The hot dogs and Hoods Ice Cream bars weren't too bad either. Baseball as a young kid in the Boston area is just magical. Hard to explain, but those of you that have experienced Fenway as a child, know what I mean. Finished with the tour, I took some more pictures as we reluctantly we made our way back outside and completed a little shopping.

We returned back to the Otesaga and dropped our shopping bags in the room. Over 125 Porsches slowly filled the parking lot as the sun started to set over the lake. There were two cars that stood out — a Guards Red 993 Porsche Turbo and an early '70s 911S coupe in Tangerine. They were

The 2014 Cooperstown Ramble was sponsored by:

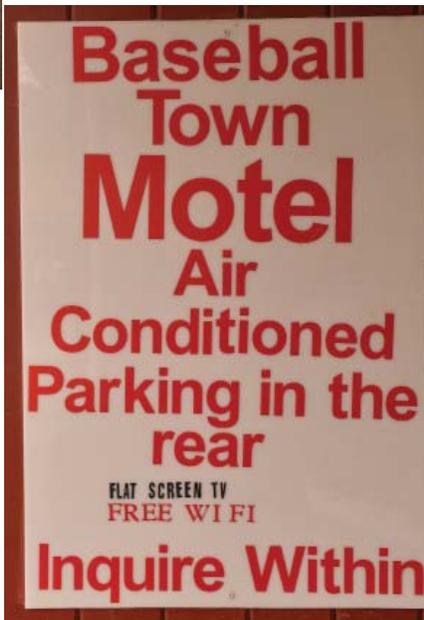


both stunning cars that elicited a little 'woosh' out of me as I paused to look at them (to better understand my woosh comment, pull out some back issues of "The NOR'EASTER" and read my columns!). The shapes and colors in the parking lot rivaled the hues of the sky and the shapes of the clouds as the sun set over the lake. It was really great to be at another Ramble.

soon as you walk through the door. I could taste the Chicken Parmigian and linguini before my butt hit the chair. After a great meal with great friends, we returned to the Otesaga full and ready for bed. Saturday is always a long day at the Ramble.

We woke up and looked out the window to see a very wet parking lot and an even wetter group of Porsches. There were already some people milling about the cars, so we showered and headed down to register, eat breakfast and hear what Bruce had to say at the driver's meeting. More good food and catching up with friends from prior Rambles led to the drivers meeting. Bruce highlighted a couple of changes to the 132-mile route and then closed the meeting with a stern warning to drive safely and avoid speeding tickets. Bruce has repeated that warning at every Ramble we've attended. Sometimes it works and sometimes it doesn't. On this day, only time would tell. Soon after the close of the

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Air-Conditioned Parking! Perfect!

We worked our way to the lounge and ordered some refreshments from a great bartender named Jim. I raised my glass to Ann and we both knew that once again life is good.

The patio behind the Otesaga started to fill with people at about the same rate as the parking lot. Soon there were dozens of Porsche NER members sitting around the fire pit enjoying an evening beverage or occupying the massive balcony above. As the temperature quickly cooled we proceeded inside to get ready for dinner at Nicoletta's, one of the best restaurants in Cooperstown. It's the type of Italian the makes you hungry as



Red Sox Series Display.



Downtown Cooperstown.

also saw multiple deserted cars on the roadside. The pictures of the '50s Chevy with a tree across its roof and the abandoned truck (sorry, I don't know the year) are two examples. The dreariness of the weather may also have added to the sense of loss. It would be an interesting comparison to repeat the route in sunny weather. But, moving back to the positive, the roads were good and there was plenty of great scenery to help brighten our moods.

We completed the trip to the museum

in a little over an hour. At this point we were very early relative to the packs arrival time, so we gassed up and then decided to tour Norwich a little bit. The town was quaint and diverse with a very cool blend of old and new. It was well worth exploring and we were able to kill a little bit of time. After reversing our direction through some neighborhoods we made our way back to the car museum. We had left plenty of time to tour the museum and take pictures before the crowd arrived.

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meeting, the drivers began leaving the parking lot in small packs, all enroute to our lunchtime destination, the Northeast Classic Car Museum in Norwich, NY.

Overall, Saturday was wet but manageable. The rain tapered off and the roads even developed some dry spots. Ann and I decided to skip the long route to the museum, it just wouldn't be any fun in the Jeep amongst the Porsches and we knew from past Rambles that all the police activity would quickly focus on the miles of Porsches. Right we were, even with Bruce's tongue in cheek warning, several Porsches got pulled over on their way to the museum, with the majority receiving tickets. I think it's that Yankees vs. Red Sox thing again. The last thing a Massachusetts driver will get in NY is sympathy for doing 65 in a 45 mph zone. Luckily, Ann and I opted for a 50-mile route along some winding roads and we quickly found ourselves totally alone as we soaked in the scenery. At one point we didn't see another car for over 12 miles, and we didn't see any of New York's finest the entire day.

The Cooperstown area is very scenic. Rolling hills, many farms and some breathtaking scenic views into deep valleys. The views are often heartwarming as you see evidence of America's roots in agriculture. But all too frequently the views are also heartbreaking. There is significant poverty in the area too. Multiple farms have been abandoned, their barns and other structures collapsing onto the foundations. We



The collection in the museum is stunning: over 150 cars from a 1904 Franklin to a 1969 Camaro. They were all American made, not a Porsche in the lot. There were several favorites, but I really liked the blue Stanley Steamer and the blue '55 Buick Woody Wagon. The gift shop at the museum is also well stocked with all kinds of automotive collectibles. I was able to buy some Ferrari die-cast models at very reasonable prices and Ann picked up some goodies for a project she is working on. She also purchased raffle tickets for a '65 Mustang — a car like one that she drove through high school. I hope she wins. If not, I know what she's getting for her next birthday!

The pack began to roll into the parking lot and our friends Sully and Sally were in the first wave. We met them at the door and then worked our way through the rows of cars back to the lunch area. After stuffing ourselves once again, (are you sensing a Ramble theme here?) with very full stomachs, the drivers and navigators made their way back to the Porsches for the journey back to the Otesaga.

Bruce provided two return routes, one 70 miles and the other 42 miles long. Sully and Sally took the long route while Ann and I opted for our original 50-mile route in reverse. There were a few photo opportunities that I wanted to take advantage of on the way back to the hotel.

Many people took the free time in the afternoon to wash their cars, visit the Hall of Fame or shop in the village. There was just enough time to walk off lunch before we headed to the cocktail reception. The cocktail hour prior to dinner is great way to mingle and meet new people. I met three very cool guys (I will withhold their names to protect the innocent) that grew up together went to college together and were now going to the Ramble together. They looked at my nametag and thought the name was familiar. Once they connected me to my articles in "The NOR'EASTER," we had some great conversation and some laughs. One of the guys asked about my car collection and then quickly asked to be adopted. It's always great to meet new people that share your passions. In this case, the three amigos loved Porsches, photography and Harleys. I could relate to all of them.

Stuffed with cheese, crackers and veggies (there's that Ramble theme again),

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Dinner for 8. (Chris Ryan)



1926 Ford. (Chris Ryan)



1932 Franklin.



Registration Desk. (Bob Canter)



Boxster in the twists. (Chris Ryan)



Old Rusty Truck.

we moved on to dinner. The dinner gala was well attended. Another round of great food (surprised?) and some robust bidding at the silent auction, held for the benefit of Angel Flight New England, led to a good night's sleep in preparation for the drive home.

Sunday morning wraps up with a full buffet breakfast that includes pancakes, waffles, eggs, omelets and almost any other breakfast food you could imagine. For some reason, Bruce thought we still had room to eat some more. Actually, he's right, because eat we did, along with a couple of hundred other Porsche fanatics. Stuffed for one last time, we pulled ourselves into the Jeep for the 3.5-hour ride home. It was an uneventful trip home with little traffic. Overall we had a phenomenally good time. The Jeep altered our approach a little bit, but we adapted well and even got to poke a little bit of fun at ourselves for bringing it to Cooperstown. If only the Macan Ann wants had been available a couple months sooner, we could have hung with all the GT3s in the twisties.

Once we unpacked, I walked out to the barn and looked at the yellow and the black 993s sitting where I left them. A small puddle of oil had accumulated under the exhaust tip of the yellow car. I just sighed and shut off the light. This year, 'Ramble ready' hadn't really been achieved. But next year, for the 30th Ramble at Mountain View Grand, the cars will be tested long before travel day and I will be more than Ramble ready. Just like Zep, I will be ready to Ramble On.

(By the time you read this both 993's have been fixed by EPE, thanks to Jerry, I am now Ramble Ready for 2015...)

(Editor's note) A special and warm thanks once again to our sponsor for the Ramble - European Performance Engineering (EPE). EPE has always been so generous to the Club, and it's events, and this year has been no different. We appreciate all Jerry and his staff do for us. Thanks guys!



2014 Ramble

My Black C4 Among Friends.

Much applause is due for Joyce and Bruce Hauben's work efforts for another enjoyable gathering of Porsches.

Rosemary and I arrived on Thursday afternoon, the day before the schedule of events, along with about 20 Porsches trickling in throughout the day.

Our "to do" list included another visit to the Baseball Hall of Fame (had to see last year's ring), and The Farmers' Museum. If you are interested in old trucks and seemingly every conceivable hand tool for making stuff ranging from barrels to gloves, as well as farm implements, then you need at least three hours to tour this charming reconstructed village that also, on a small scale, is a working farm.

Friday morning after a robust and tasty buffet at the Glimmerglass restaurant located in the Otesaga, I noticed a white SUV clearly marked as a police unit parked at the front of The Otesaga Resort Hotel. It appeared to me that the police were querying the hotel personnel attending the front entrance as to why so

many Porsches were arriving. As a "heads up" I passed my information to others and drove around Cooperstown that Friday at reasonable speeds.

Strolling through the parking lot, admiring lines of Porsches I greeted Joe and Donna Mancuso as they were exiting their 1995 white 911 cabriolet. Joe had recently installed a new top and has this pristine roadster for sale. Joe needs to make room for his next Porsche.

Later that Friday morning Rosemary and I drove a short distance to the Farmers' Museum, returning to the hotel around noon. A few of us, including Sally and Dan Sullivan, as well as Phyllis and Steve Anderson, had decided earlier to meet at the Ommegang Brewery. Located in Cooperstown, we were told that the brewery was just a short distance away. With verbal instructions and a marked map of Cooperstown provided by the hotel's concierge we exited the hotel's parking lot, returning to the rural roads skirting Cooperstown.

Our instructions had us turning right after we passed over a bridge. However, a large sign saying "bridge closed" greeted us; the

bridge was damaged from a winter storm. I retreated back to a convenience store we passed just moments before. At the store I asked a young male employee for an alternate route to the brewery; unfortunately he was unfamiliar with the neighborhood. As I exited the store an older local guy was just stepping out of his pickup truck. Although this key bridge was just a block or two away, he was unaware that it was closed and had some difficulty explaining an alternate route to the brewery, but he did provide us with a new direction to the brewery. Additional driving instructions were obtained as follows: intercepting a mailman walking back to his truck, then a male pedestrian, followed by a woman on a walk.

Rosemary and I were actually surprised when we came upon the entrance to the Ommegang Brewery; from the hotel it had been nearly an hour's drive and about thirty miles. The real kicker to this story is that the GPS had us only 5.4 miles from our hotel. Finding the Ommegang Brewery was worth the effort. In addition to the expansive beer tastings and cheese, they

continues next page

also offered a Belgian themed menu. The enjoyable day ended with a delicious dinner (this was our fourth time to eat there) at Nicoletta's with Dan and Sally Sullivan and Mike and Ann Kerouac.

Saturday morning, after our breakfast and driving instructions from Bruce, 138 Porsches began exiting the parking lot. Shortly after leaving the center of Cooperstown I had a patrol car come up behind me. I had been doing about 45 in a 35 mph zone. I slowed down and maintained a speed of 41 mph for probably the next ten miles with the patrol car staying close, just a car length behind. When the police finally turned off to a side road, I could see three or four Porsches behind us.

Because of the strong police presence and my radar detector's chirp from time to time, we took our time and enjoyed more opportunity to take in the scenery. After three hours, including a pit stop and fuel reload, we arrived at the North-east Classic Car Museum for lunch.

During our hearty lunch provided by the museum, we sat with James and Sally Koury. James was driving his low mileage black 96 993 C4 cabriolet that I had admired the first time I saw it. This was the first time we had met Sally because

continues next page



Breakfast.



By The Fire Pit.



Lunch at Northeast Car Museum.

continued from previous page

James had always come with his son, Michael. We had always enjoyed seeing how tall Michael was becoming; however, we were pleased to finally meet Sally.

Arriving back at the hotel, Rosemary and I walked to the Baseball Hall of Fame and went directly to the third floor that houses last year's World Series memorabilia. In addition to seeing the "ring" Rosemary and I saw Koji Uehara's glove; his glove was confiscated (could not be used during official games) because a small Japanese flag was embossed on the glove.

Walking back to the hotel, we cleaned up and donned our party clothes, joining the 6 PM cocktail party that was already in progress. Drinks were embellished with tastes from the buffet tables teeming with finger food. Time passed quickly meeting familiar faces and talking about the drive; after all, it is all about the Porsche driving experience.

The Porsche party began moving into the main dining room (Glimmerglass) at the scheduled time of 7:15 PM, all of us anticipating an enjoyable meal. Rosemary and I were not the only ones

that used up their free drink tickets while waiting to be served dinner's main course. However, our waitress Caitlin offered us free wine refills. Her simple act of thoughtfulness added to a most enjoyable evening.

Sunday Rosemary and I got an early start, had breakfast, checked out and were on the road before 9 AM. As we left the hotel we stopped and took some pictures of Cooperstown's outskirts, the rural settings we had passed on Thursday when driving to the hotel.

During our four days, a common comment of discussion was the apparent economic disparity of the farming community surrounding Cooperstown. Well-attended farms often straddled collapsed barns and vacant homes. It appeared that many homeowners just walked away from their property, leaving cars, equipment, and personal effects strewn around the property. For an in-depth study of the history, growth and economics of Cooperstown, you might find the following website informative (The Case of Cooperstown, New York: The Makings of a Perfect Village in an Urbanizing

World by Gregory Fulkerson and Elizabeth Seale, State University of New York): <http://www.socresonline.org.uk/17/4/9.html>.

As always, we are looking forward to next year's Porsche Ramble.



Farmer's Museum.

Spring Fling: Where Is Hopkinton?

Copy by Martha Dow

Setting up a good old-fashioned Spring Tour every year becomes more and more of a challenge, what with bicycle races, road flooding, global warming, and giant sink holes. Not to mention the closing of our favorite restaurants, and the understandable increased vigilance of our local police. Still Charlie and I persevere, buoyed by the addition of the title "Tour Meister" to our name tags.

The day before the tour we went over the route, fortunately, because I had left out the correction of the most problematic clue. Why are there two Woodland Streets within a mile of each other, but in different towns? I blame the Computer Elf who is sure that he knows more than I do.

Sunday, May 18th, was for a change

bright and sunny. North East folks in droves began arriving at Friendly's parking lot in Sudbury. I thought Charlie had provided way too many sets of clues, 50! But as usual he was right, Porsches kept coming and coming, maneuvering around the Sunday shoppers and coffee drinkers. 43 cars set off on our tour. While we were having the driver's meeting, a police car circled the parking lot, but he asked no questions. We ignored the two helicopters flying over, and a couple of guys in dark glasses.

The tour itself included Longfellow's Wayside Inn where they were demonstrating sheep shearing, spinning and weaving, Eastleigh Farm, source of raw milk and ice cream, which is under the developers gun, various giant buildings which are available for your next com-

puter start-up and the Westborough State Mental Hospital which is either empty, or harboring some super-secret government research. We also passed through Hopkinton Center, which is the starting point of the Boston Marathon. The excitement was over, but I hope people noticed the statue of the race starter with his starting pistol. Then on through South Natick to the finish in the PANERA parking lot. Yes, we were a bit of a tight fit. Our gracious host and Porsche driver suggested that if we arrived an hour before twelve noon, (for brunch) we might find a bit more space, but I heard no complaints about the accommodations, or about the Panera food. The very best lobster rolls, and also try the Thai wrap and the Mango Smoothie.

If you have any thoughts for a Fall Tour, drop us a line at crd968@verizon.net.

Brand New Instructor!

The Board, as well as the Track Committee would like to extend a very warm congratulations to Stan Corbett on his promotion to Instructor.

Way to go Stan!!!





Copy and Photos by Tom Letourneau

Ran When Parked

As mentioned in the article about me and my career in the automotive industry that appeared in the April issue, my many years on the road as a factory field rep, starting with Porsche in 1970, culminating in selling automotive industry computer systems (hardware and software) required my traveling, every day, throughout New England!

About ten years ago, while reading an issue of "Classic MotorSports" magazine, I was captivated by their three-page section called, "Ran When Parked." I'm sure many members have seen this magazine, and that section of it wherein abandoned vehicles — usually, almost always, European sports cars and sedans — are pictured found in, shall we say, unique locations... and often have been left there under unique circumstances.

As the years went by other magazines,

especially out of the UK, began doing similar sections within their magazines. Hemmings has one also. And while these publications publish your photos and give you photo credit(s), it's all done in the name of 'glory and recognition.' Not penny #1 is paid for them.

Not so in the UK... they pay. The problem is that they send you a check in Pounds Sterling. I remember going to my bank with my first check... it was going to cost me more in fees than what the amount of the check, converted to U.S. currency, was worth. I then contacted the editor(s) and we worked a deal whereby every time a photo was published, my photo payment would be applied as a credit against a subscription... resulting in my, now, getting these publications for free, the best being "Classic and Thoroughbred."

Having on many occasions seen

cars, especially here in southern New England, such as those depicted in the "Ran When Parked" features, and being a photographer of sorts (trained in the U.S. Air Force, where I was assigned to the 837th Support and 363rd Recon groups at Shaw AFB in Sumter, SC — the outfit that found the missiles in Cuba), I began keeping my eyes open for those kinds of opportunities.

Long story short... it didn't take long to find them, and find them I did, hundreds of them over the years, all makes and models.

As I began getting my finds published, I also found myself being tipped off about where some of these vehicles could be found!

I found a Maserati Quattroporte in a farmer's field outside Norwich, CT. It turned out that the car caught on fire right in front of the farmer's house and

burned to, just about, ashes. He proposed to the police that he would tow it off the highway and store it on his property. When the insurance company representatives came, he presented them with a rather substantial bill for storage, whereupon it was agreed, in return, that he could keep the remains. The Maserati then became a decoration in the middle of his field!

On another occasion, in Tiverton, RI, I found a guy that had his entire lawn (it was a rather huge lawn) decorated with all makes and models of British sports cars, a few Jaguar sedans And, strangest of all, a Formula Vee racecar.

While riding through Western MA, I came across a guy that had an SCCA Renault Sports Racer on his front lawn being used as a humongous flowerpot (?). I guess he didn't want to spend the money to convert it over, when SCCA dictated the change, to a 2.0-liter Ford engine set-up.

My most recent find was one of my better ones — especially because of the way I found it, which is the most fun of all. As a matter of fact, David Wallens, the editor of "Classic MotorSports" magazine now calls me "Indy!"

As you may know, I am retired, and while I am not broke by any means, I also

ain't rich, and I also ain't as well off as I had planned to be.

As I have some plans of grandeur that will involve Porsches, which is why I rejoined PCA after an almost 40-year absence, I needed to make some extra money, so I took a position as a parts delivery driver for one of the NAPA stores here in Rogues Island.

On my second day on the job I went out into the rear yard of the store to start my vehicle. For whatever reason I glanced off to my right and there, high up on a hill, I saw a vehicle that looked like an abandoned sports car. I could not determine the make or the model. I filed it under 'later.'

Later, when I got off work, I drove up to where I thought I might be able to walk in to the location where the vehicle was located. It turned out to be at the end of a long dirt driveway. The vehicle turned out to be a "Ran When Parked" from about 20 to 30-years ago — 1961 Mercedes 190SL.

It just blows my mind to find these abandoned cars knowing what they would be worth today if restored — that is if they could be restored cost-effectively. Unfortunately, most cannot. As a matter of fact, I forwarded photos of the 190SL to Alex, up at Paul Russell's shop,

but even on a rare find such as this, and 190s going for well into the low six-figure range, Alex said it was beyond restoration. So there it will sit! "From dust/rust into dust/rust!"

Needless to say, among my many finds were Porsches, many of which are still where I originally found them. Just waiting?

I found the 928 and 911, with a Healey 3000 in the middle of them, on a trip to the Cape. I fly (try to fly) radio-controlled model airplanes and was visiting a doctor, in Falmouth. He was helping me finish up a WWI Sopwith P'up I had started to build and got in over my head. Somehow the conversation migrated to sports cars (doesn't it always?) and the doctor mentioned a shop a few blocks from him that had for years specialized in repairing sports cars, and that there were a large number of unique, abandoned cars, in the field behind the shop!

The white 924 (I think it's a Turbo) is in Mendon, MA. I was on my way to Upton Foreign Motors, primarily a Jaguar shop, when I caught it out of the corner of my eye. The car still sits there today. I see it all the time, now almost completely covered with vines. (You have no idea how many of these finds, over the years, came about from my looking out of the corner of my

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eye! Try it sometime... it's amazing what is out there!

The red 944 was another of those out-of-the-corner-of-my-eye finds. I was riding through the little village of Manville, in Lincoln, RI, when I had to make a U-turn. I took a left, took another left, and just before the next left, sitting there in a garage that was falling down on top of it, was the 944.

The 928 find came about as a result of the 190SL find mentioned above. Located in Woonsocket, RI, there is a 'so-called' Porsche repair shop that was a short distance from the 190, on the main drag. There was nothing obvious to draw my attention, but, from experience, especially at any kind of an imported car repair shop, I know that more often than not there are "Ran When Parked" finds just waiting to the rear. That is where I found the 928.

My best friend lives in the village of Hope, Rogues Island. Hope being located in the

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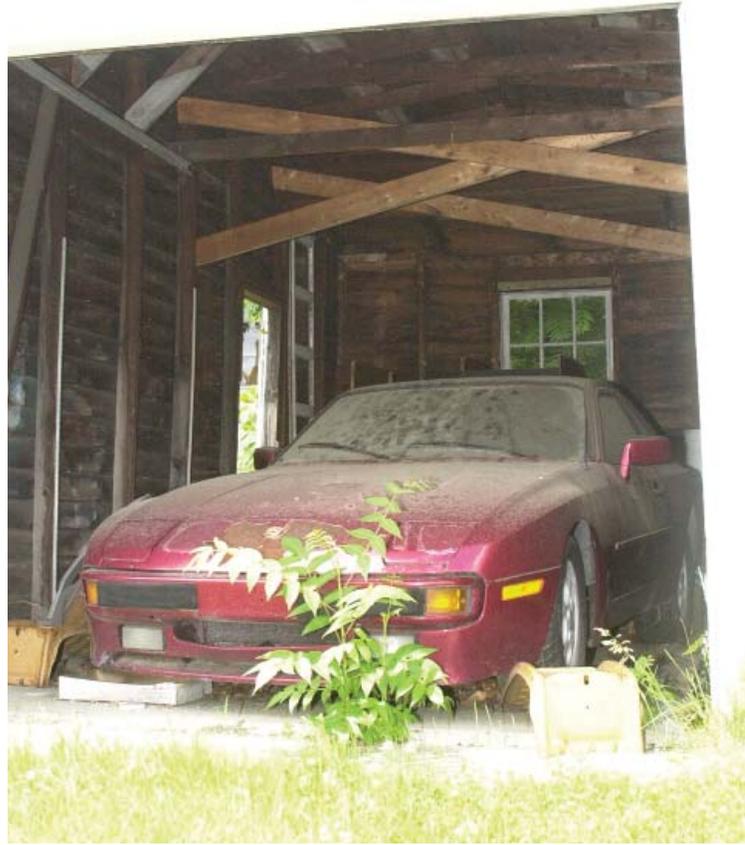


town of Scituate. After leaving John's house one day I had to go to Coventry, RI as I was trying to find a slot car racing venue that was supposed to be located in an old mill building. I wound up taking a road I had never traveled before (kind of like in the Robert Frost poem of a similar name), and there it was — a silver 911 Targa, just sitting there, abandoned! And, before you ask — yes, I found it looking out of the corner of my eye!

In closing — always save the best for last! — a lot of my finds came from referrals. The 356 (Pre-A) with the tree growing through it was one such find. In this case person from whom the referral came joined me for the photo shoot. It was Dennis Moreau, who, along with his brother Gerry, owns German Motors in Providence, RI. German Motors, as many members know, is also a sponsor of our autocross series.

As I understand it, a person Dennis knew told him about a Porsche 356 that had been abandoned back in the '70s. The Porsche was deep in the woods on property that the gentleman's father owned in Burrillville, RI. As it could best be determined the car had been used in 1974, as there was a parking permit sticker for Harvard University still attached to the windshield. The car was in tough shape, and that is being kind, very kind. The engine

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and transmission had been removed and were known to have been used in a dune buggy!

As famed, now deceased, radio commentator Paul Harvey used to end his radio broadcasts, here is "The Rest of the Story!"

Dennis decided to buy the Porsche. Then, again, maybe it was given to him to just get it the hell out of there... I'm not sure. Ask him at the next auto-cross. He came back, chainsaw in hand, cut down the tree(s) growing through the 356, and made a path to get into the woods and retrieve it.

The Porsche now sits in Dennis' garage at his home in Smithfield, RI. It can be had for the right offer!

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The ten most cost-effective things you do with your Porsche. This should be easy. You decant a good Pinot, let it breathe, pour yourself a glass, take a sip and saunter over to the garage to... stare. Hey, as Blondie sang, dreaming is free. Or you can take it out, go find a tunnel, park it and... gun the motor, again and again. No mileage build-up, no tire wear, no depreciation. You're just letting the fluids come up to full operating temperature. Yeah, that's the ticket!

Top ten ways to make your Porsche more utilitarian. Yes, yes, I know, every once in a while Porsche tries to promote how utilitarian its sports cars actually are. Especially in the winter. Ever wonder why they continue to do this? Could it have something to do with the fact that the factory's view of reality still hasn't sunk in with us consumers? We've all seen the ads, for the gum ball winter tire-wheel sets. And the ski racks. Who buys these things? Nobody I know. Most of the Porsche owners I know who ski have another vehicle, often a Porsche SUV, to get them there. No, the real play is to promote sunroofs, which come as, yes, think about it, it's hard to believe, standard equipment on most 911 models. Yeah, really. Porsche should talk about how sunroofs, which, unlike, say, floor mats, are not extra-cost options, are just the thing to stick your 2 x 4s through, on your way home from The Home Depot. Ok, that's enough. I'm out of time. And space. Please feel free to go ahead and add your own items to the categories I started here. Just fill them in. And, if you're really inspired, create some new categories of your own! Then, send them to your friends. Who knows, they might think you're moonlighting as an actual working journalist!

Next Month: Novice Day at NHMS 2014!



Photo by Adrian Flatgard

country this year, as the East Coast Holiday is in North Carolina in September.

The last item on the to do list in the garage was to get the wipers going. Most times I avoid bad weather driving but sometimes I don't have a choice. The original owner of the '57 had installed a rheostat on the dash to control the wiper speed, an up date from the '60s since these cars only had one speed: slow. It looked like a large oven knob and was mounted on the dash next to the ignition switch. When I restored the car I left it out, substituting a small wiper switch that looked correct. I had changed the system from 6-volt to 12-volt, and since the wiper motor was still 6V, I hadn't hooked it up because I figured it would run much too fast. I had ordered a dropping resistor to reduce the voltage but hadn't installed it. A rainstorm in Helen, GA last year made me put the fix on the list. Rain-X can only do so much in a real frog strangler.

Trying 12V first confirmed my suspicions: the wipers were moving so fast the speed carried them past the stop point so the "park" feature wouldn't work and I couldn't shut them off. I had to jump out of the car and disconnect the battery. When I installed the dropping resistor they ran like 57-year-old wipers, way too slow. That's when I thought about the original rheostat. I went to the shelf and grabbed one of the headlight switches that I didn't sell at Hershey, as they have a built-in dimmer for the dash lights that I could turn to slow down the wipers when wired to 12V. I hooked it up to test my theory and it worked like a charm. It only took a minute to fabricate a bracket to hold the switch up under the dash out of sight but within reach from the driver's seat. I'll replace it with a variable speed wiper switch. I don't have one, but in discussing my solution with Bill he said that he had one that he got in a box of parts from a guy in VA. A wiper switch for an engine — not a bad swap.

After all that, the Puddle Jumper was again equipped with variable-speed wipers just as the original owner intended. I figure that he was watching all this activity from up above and just shaking his head. Strange how things work out. Now I'm finally ready for any kind of weather.
KTF



parallel with your own. A connection is established. "The Catcher in the Rye" was very similar. My reaction to Holden Caulfield was similar to my quote about the read of "Memoirs of a Hack Mechanic" — "I get this guy and I think he get's me too."

I can vividly remember hunkering down in my living room to read Stephen King's "Salem's Lot" in just one weekend. Scared to death of the image of a vampire clinging to a window and asking permission to come in. No movie could reproduce the images I had in my head that weekend. I even warned my younger brother not to invite anyone in the house that weekend, no matter how normal they looked.

The power of the written word has always been there; sometimes we just get too busy to remember how satisfying it is to read. Grab something to read. Prove my point. Actually, if you are reading this column, you just did.

Until next time, drive safely!
Mkerouac.pca@gmail.com

July 17th at Stow Airport. "Porsches and Polo" will be held on August 10th — come along and "stamp the divots" at half time. The newcomers party will be held at Dani and Marcus's on July 17th — look for the details in "The NOR'EASTER."

Kristin reported on the spring Ramble. There was some brisk driving. The board strongly recommended that at future Ramble events there be an increased emphasis on safety, speed and driving rules at the morning driver's meeting. As the Ramble is a driving event, the board noted that club safety chair will outline the rules at the morning driver's meeting.

The next board meeting will be held at Adrienne Ross's home on Wednesday June 11th at 6:30 pm.

With no further business proposed, Kristin asked to close the meeting, Adrienne seconded the proposal, and with no dissenting votes we adjourned at 9:40 pm.

and cheater radiator. (The judge only took the rum and beer.) I also note that we got a lot of positive feedback on our theme and paint job. One of the flaggers told us it was her favorite car so we gave her a "Jamaican Bacon" T-shirt, hoping it would reduce our black flag potential!

So, after quite a scare, we were ready to race. We returned to the hotel and the ladies arrived just in time to have dinner with us at the Cosmopolitan restaurant (#10 of 108 on Tripadvisor — have I mentioned that there isn't a lot going on in the greater Millville/Vineland NJ area? Good racetrack, great NTB shop. The rest? Not so much). The restaurant featured Bud Light on draft and the autocross Lunch Lady was not too happy after a seven-hour drive. But the martinis were killer.

The next morning, fortified by a bacon and eggs breakfast at a typical diner, we were raring to go. We had eight hours of racing to do and had agreed to do one-hour shifts — the more serious teams do at least two-hour turns to reduce the time spent in the pits at driver changes. As penance for my crash (not my fault!) and since Dave and I had LeMons experience, we were assigned to drive first and second, followed by Nick, then Dennis. It takes a long time to get 160 cars out onto the track so I circled slowly around in a big line for quite a while until everyone was on track, then they dropped the green and off we went. The first shift is usually marred by lots of yellow flags since the track is so crowded (at the end of each day I counted only 80 cars on track) but it wasn't too bad, we had no drama, and I came in to hand it over to Dave. We were in 88th place after the first hour which was pretty disappointing until we realized that our five penalty laps were being figured in and we were in about 45th place without them. Dave also had an uneventful drive and turned it over to Nick. Next Month Nick's column will tell the rest of the story...

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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.

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Membership

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16 Meriam Street, Lexington, MA 02420
617 997 9145; membership@PorscheNet.com

NOR'EASTER Editor

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

Past President

Chris Mongeon
147 Fire Rd. #12, Lancaster, MA 01523
508-439-2315; c_mongeon1@hotmail.com

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Chair - Autocross

Bill Seymour
Admin@PorscheNet.com

Chair - Concours d'Elegance

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

Registration - Autocross

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

Chair - Driver Education

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

Registration - Driver Education

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

DE Tech

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

Chief Driving Instructor - Driver Education

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

Instructor Development - Driver Education

Bob Kelliher

Zone 1 Representative

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

Steve Abrams
Johnston, RI
2012 Panamera 4 blue

Erick Aubin
Norton, MA
2006 Cayman s black

Edwin Brohm
Hopkinton, MA
2004 911

David Campbell
Boston, MA
2008 Cayman s blue

Michael Crossman
Worcester, MA
1986 944 red

Mark Cummings
Stow, MA
1995 993 silver

Dennis Klesel
Sandown, NH
1981 930 silver

Keith Leamy
Salem, NH
2008 cayenne silver

Norbert Martel
Foxboro, MA
1984 911 purple

Amne Parsons
Stoughton, MA
2000 Boxster white

Larry Raymond
Winthrop, MA
1999 Boxster blue

Bill Stella
Rockport, MA
2014 Boxster silver

Jaime Van Biljon
Raynham, MA
1974 911 purple

Michael Wesson
Hollis, NH
2004 Carrera 4s silver

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