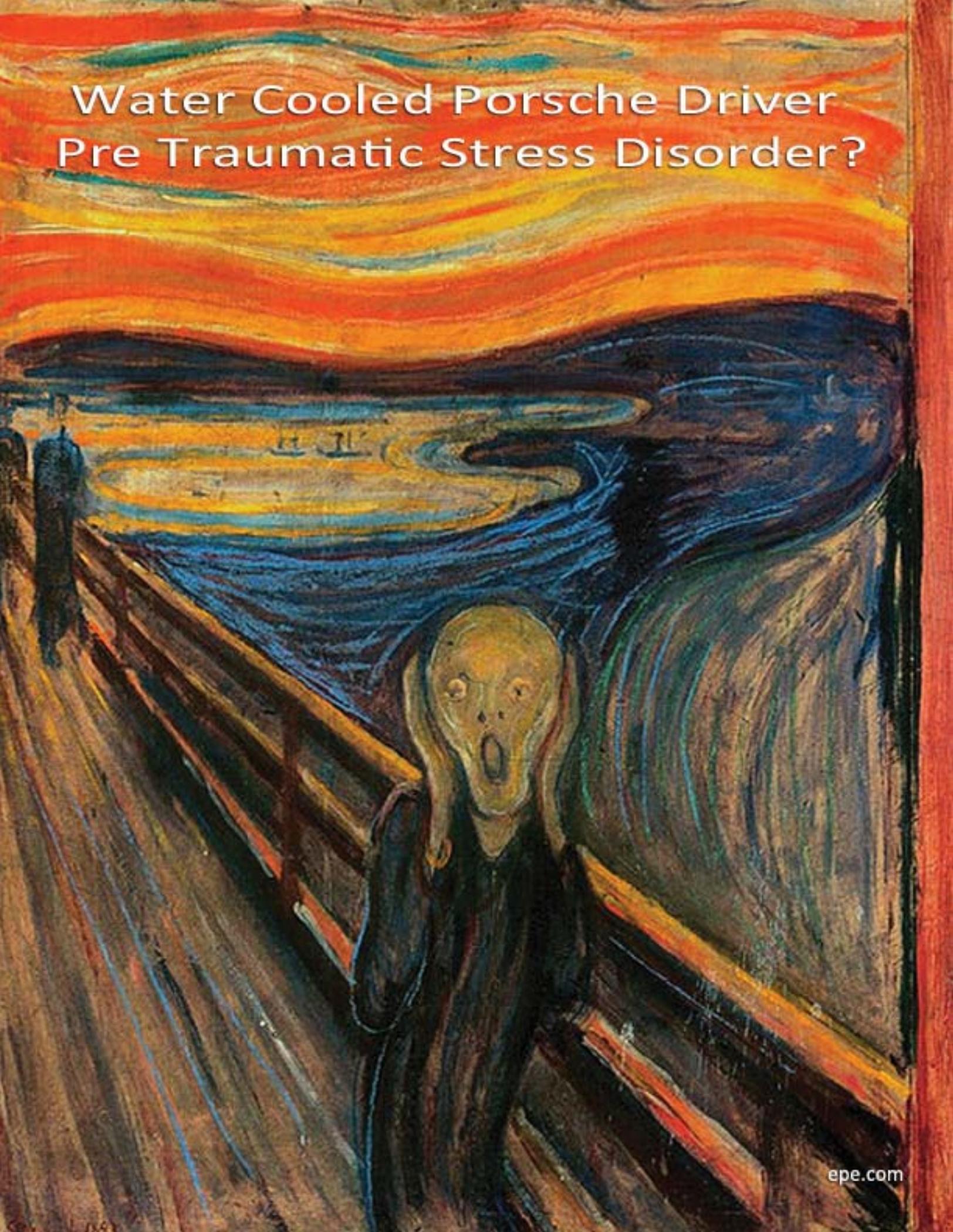




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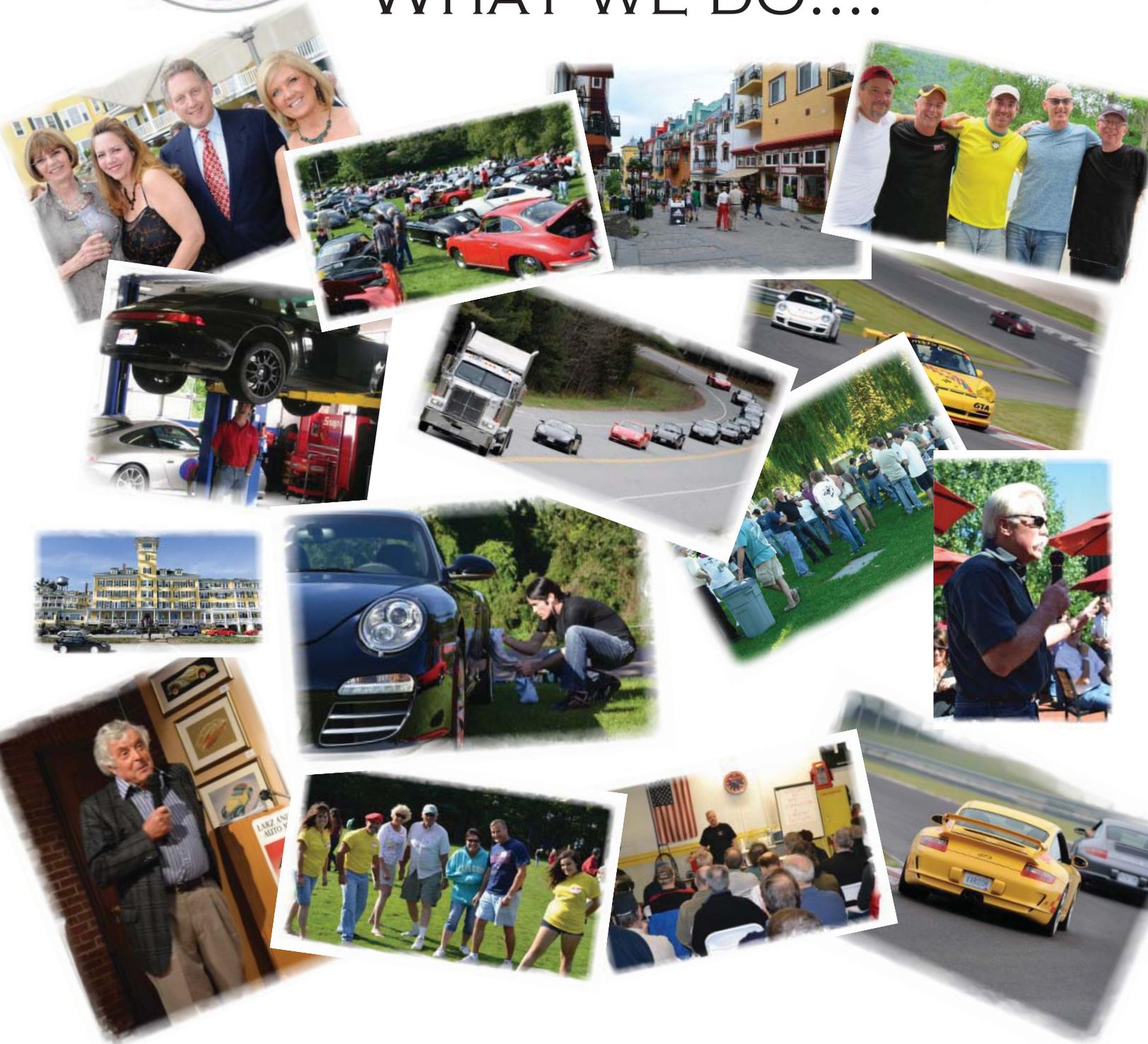
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# WHO WE ARE....

# PORSCHE



# WHAT WE DO....





# On the Edge

## of Diversity



Adrienne Ross

I've spent a fair number of years working on the forefront of social justice, and its ancillary causes. I know a great deal about every "-ism" you can imagine. I cringe at a lot of television ads, and I point out subtle injustices to my daughter, calmly explaining why what is being done is oppressive to whatever group is being oppressed at the time.

A few months ago, NASCAR posted a position available for a "diversity manager," and if any corporation in America needs to explore diversity, it's NASCAR.

I would have been perfect for the job, knowing what I did about all those traditionally marginalized groups, and racing... But the job was in Daytona, and well, it's a

### **Word on the street is that the 4-cylinder will produce up to 395hp...**

nice place to visit, but...

I like diversity, of all kinds. While I wasn't wild about the original design of the Cayenne, I applauded the family truckster that had 500 HP, and a mind blowing 0-60. (I also covet one these days as a tow vehicle/commuter.)

I could even get behind the Panamera. I like its shape, it looks like a big "Mommy" Porsche, and Porsche Mommies are OK with me! It's beautifully styled inside, drives like a cloud, and has a "sport" button. Seriously, it's like the perfect second car!

On April 23, 2009, the European Union (EU) passed a law requiring the motor vehicle fleet to average 120 g/km (or 45.6 mpg) by 2012. The law also sets a target of 95 g/km (or 57.6 mpg) for the vehicle fleet in 2020 and later model years.

Almost sixty miles per gallon average, across any car makers fleet by 2020. Bentley and Rolls Royce must be completely panicked. Porsche introduced diesels, and now hybrids to comply with the law. In 2015 – there will be a flat-four.

Four-cylinder Porsches.

I'm sorry, even I may not be open minded enough for THAT!

"We will continue with the downsizing strategy and develop a new four-cylinder boxer engine, which will see service in the next-generation Boxster and Cayman," said Porsche CEO Matthias Muller, in a recent interview with Auto Motor und Sport.

Word on the street is that the 4-cylinder will produce up to 395hp (with a turbo charger and other accessories). The current engines in the Cayman and Boxster GTS models produce 335hp and 325hp respectively.

Wolfgang Hatz, VW Group's engine/transmission boss and Porsche board member, said that they have tried the flat-four demo engines on the 981 (Boxster/Cayman) and 991 chassis—and that we would probably see the engine in the mid-engine models. Hatz didn't like the boxer-four in the 911; he said the personality wasn't a match.

Porsche has flirted with 4-cylinders in the past, it's not new, but it's obviously never stuck.

For now, the press is being pretty neutral on the subject, and I'm trying as hard as I can to keep an open mind. The truth is though, that when a friend of mine told me last month that this was in the works, I ranted for ½ an hour straight about the concept.

Porsche has to do what it has to do to continue to stay in business. I'm not against the EU standard coming out, and someday I hope the U.S. may follow suit, but I'm a-keepin my flat six. I'm keeping the noise, and the fun, and the fast. It gets SUV like fuel economy, and when I track it it's more like a 1975 Caddy... or worse, but it's so much fun to drive!

Fleet diversity is the new name-of-the-game, but in this case it may be very hard for me to embrace that particular diversity.

### **In This Issue...**

**W**ow! The season is roaring, and we've got the newsletter to prove it! Thrills, chills, and hopefully no spills...

Le Mans happens next month, and Mike wrote you a primer on Porsche's return to that historical race. Last year Porsche hung up a banner across from the Audi pits that read "Mission 2014. Our Return," and with the best drivers on the planet working for them, I'm sure they'll finish first, as in days of yore.

Your Porsche comes from racing stock. The engineering, and sound, the ignition switch and breaks, all engineered on a race track to be the best it can be. Every Porsche is a race car.

The trip to Autobahn Performance was a HUGE hit, it was SRO, and there was plenty to see and hear.

SoBo kicks off another season of Porsches and Coffee south of Boston, and their season opener looked fantastic!

It took me 4 years, but I finally got a chance to hang out with Chris Musante, a gentleman and Porsche Scholar, so why is he going all Lambo on us? Find out in the article.

Enjoy the issue, and the beautiful month of May!

# Up To Speed

## Getting the Cobwebs Out

Kristin Larson

It is Friday morning and I am looking at the weather forecast for NCR's opening weekend at New Hampshire Motor Speedway and it is perfect for April – mid 60s and dry. But I am not particularly looking forward to the drive up on Friday night. I have our Toureg which I need to drive south 30 minutes to pick up the trailer and the "guys" Lemons car and then drive 2 hours to the track.

I arrive at Bill Seymour's house and try to lower the trailer onto the car. No luck. The trailer winch won't budge. Quick thinking Bill brings out his jack and jack stand. He raises the trailer and Lemons car and then slowly lowers onto the trailer. This sounds

***We get to the hotel and I look for my cellphone. Nowhere to be found. I remember looking at and seeing 7:07PM and now it is nowhere to be found.***

easy but of course not; after lowering onto the Toureg, we can't get the jack stand out. After a few different maneuvers, we are all set to start the journey north. Bill and I decide Dave will likely have a solution on how to get the trailer off the Toureg for the weekend and hopefully figure out how to fix the winch.

After the uneventful trip north, Bill, Dennis Dave and I unload the Lemons car and get our Porsches ready for the track. After being late for dinner with friends, we settle into a comfortable evening and a fun weekend. But not yet. We get to the hotel and I look for my cellphone. Nowhere to be found. I remember looking at and seeing 7:07PM and now it is nowhere to be found. Dave and I determine it is likely on the bench in the garage and call it a night.

It is still not over. As we are getting ready Saturday morning, Dave says "Do you have the Porsche key, I can't find it." After searching the hotel room, we say it is likely on the bench in garage next to my cellphone and

head out for breakfast. When we arrive at the track, no key, no cellphone and the trailer is still broken after many efforts to fix the evening before. So after 15-20 minutes of searching, we decide I drive home to get the spare key. During those 15-20 minutes, Dave and I are beating ourselves up as we always have the spare key with us even though we have never needed it. So of course, the first time we need it, we don't have it. I drive just a bit over the speed limit, but make it home and back with 15 minutes to spare for my first run session. And Dave drove the Lemons car so he didn't miss any run sessions either.

We called Makris where we had dinner and they have neither key nor cellphone. Since the Toureg has Bluetooth and my cell is the primary, I drive through the paddock hoping to connect to the cell and minimize the search area. Still no luck. We have called the cell so many times, we know the

battery must not have much juice left. I finally decide I want to go to Makris and see for myself. As we pull into the parking lot, I walk to where we parked and there it is – the Porsche key. It was driven over, but since the car is an '85, only the key ring is damaged. One of three problems solved.

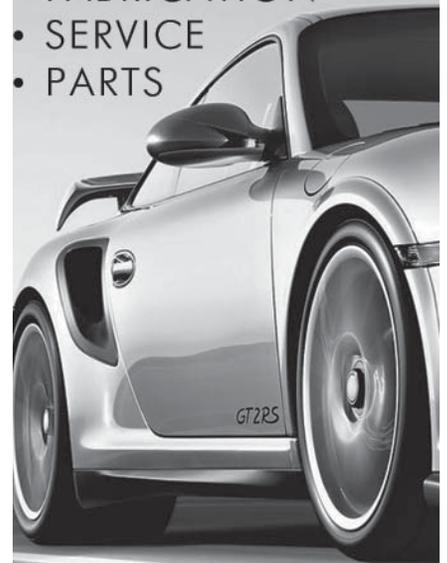
Sunday morning rained so there goes the beautiful weather forecast from Friday morning, so it is the time to focus on smooth driving. Dave is determined to fix the trailer and after cleaning the threads of the winch and a bit of filing, trailer is fixed. Two of three problems solved.

And this afternoon, I head off to Verizon Wireless to fix problem three. All things considered, it was a great weekend. We saw friends we hadn't seen in quite some time, the cars all ran well and there was a lot of smiles at the end of Sunday. The season has begun.

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# Apples & Oranges

## Jamaican Debut



Nick Shanny

People were awestruck as the Jamaican Bacon Car rolled into NHMS. Fingers pointing, jaws dropping, everything about the car: the paint job, the strategically placed brake lights, the weight saving holes, the roof line, all left people wondering why they did not have one of these proudly parked next to their Porsche.

Okay...maybe it did not happen quite like that.

Our Mazda Miata Lemons car made its track debut at the NCR opening DE event at NHMS. Dennis, Dave, Bill, and I had finally finished the Lemons project and were ready to see how the car made its way around the track. In prior weeks, we had tested the car at an autocross event, and all had gone well, but this was virgin territory for us.

The first day of the DE event had wonder-

Was it leaking? Nope! Did it still have oil in it? Yep! We decided to do a bit of maintenance by replacing the air filter, taping up some areas where metal and hoses were rubbing, and anything else we could futz with.

Bill was up next and his maiden drive went off without a hitch. I had a chance to drive behind him through turns 1, 2a, and 2b. It was fun to see him hanging the rear end out as he went out onto the back straight. He looked like he was having a ton of fun. With the car being so well balanced, as well as low horsepower, you can really thrash it around on the track with abandon.

Dennis was next and it was really a repeat of the prior runs. No drama, a good handling car, and a big grin when coming off the track.

With my turn, things did not turn out quite as well. First off, I tried driving with the padding removed from the seat. A bit more room and a bit lower in the car, but all in all a bad move. What I did not take into account was the simple fact that metal is slippery. As such, I spent way too much time preventing myself from moving around in the seat when driving. I would slide back and forth as well as sideways. It was not a fun drive from that perspective.

The second incident was far more embarrassing. As I was driving down the front straight, I shifted from 4th to 3rd. At that point the car lost all power. I first thought that I had blown a shift, but nothing was smoking and I was not leaving a trail of parts behind me. I coasted

*continued on page 50*

***The second incident was far more embarrassing. As I was driving down the front straight, I shifted from 4th to 3rd.***

ful weather. Cool, sunny, you could not ask for better weather. Given the open nature of the car, we were very lucky it was not raining. Yes, the car did have a roof, but a heavy rain was going to make for a damp driving experience.

We went through the normal pre-track preparations: figuring out the correct tire pressure as we really did not have a clue, making sure the car had oil and fuel in it, wheels torqued correctly, etc.

Dave was the first to drive the car and all went well. We were all driving in black, so we spent a fair amount of time giving passing signals, especially on the front straight. Dave was quite happy with the handling as the car is very neutral. Forth gear was a bit underwhelming down the front straight, but that was really the only negative.

After the first run, we spent time checking over the Miata like a bunch of old hens.

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# Four Speeds & Drum Brakes

## A New Guy in the Garage



Tom Tate

As I tell people all the time, the more cars are driven, the better they run. That has never been more true than when applied to the most recent addition to the garage, the '63 Volvo 544. It seems that many of the problems went away when I started driving the car to the train station every day.

Initially the brake lights worked but the turn signals didn't. That meant that the bulbs were good, at least the rears, but the power wasn't getting to them. Or as the Brits say, the smoke was going down the wire but wasn't getting to the end. The fuse was in place so that meant that the turn signal switch on the left side of the steering wheel was probably gummed

**Remember, I'm the guy that said that old car noises never go away on their own, maybe it's different with old Volvos.**

up. I really didn't want to pull the steering wheel to clean it so I just sprayed contact cleaner up inside from below the dash and let the liquid run out onto a rag. After a couple of tries, sure enough, the front left came to life. And then the right side woke up. It didn't work every time at first but the more I used them the more consistent they became until now they work every time.

The odometer doesn't work but the speedometer does so I know that the cable is good. EBay produced an entire instrument cluster with a working odometer for \$100 so I'll be swapping that in soon but guessing how much gas was in the 9 gallon tank was tough because the gas gauge didn't work either. Usually you can use either the gauge or the odometer to know when to stop and gas up but when both are down it's tough. As a test, I had pulled the wire that went to tank in the trunk and hooked it up

to a 356 gas sending unit that I had on the shelf. They look very similar and in fact are probably interchangeable. I turned the key on and moved the rod and the needle in the dash moved back and forth as it should. That told me that I needed a new sending unit but I went ahead and reattached the wire to the dead sending unit just so it wasn't floating around in the trunk. The next day as I was driving down Rt. 24 I saw the gas gauge move when I went over a bump. I wiggled the steering a little and the gauge that was pegged on full, dipped down to 1/4 of a tank. It had come to life on its own. Apparently the contact portion down in the 1/4 - 1/2 tank range would still make contact so there was some indication of what was left in the tank. These cars don't have a reserve switch for the fuel tank so I ordered a sending unit anyway.

There were some suspension noises in the rear of the car that I attributed to shock absorber movement, so I looked up the prices on those parts to get a very pleasant surprise. The fronts were \$13.95 and the rears were \$29. The fronts were only available in England so by the time I paid for shipping they were \$24 each but that still looked like 1963 prices to me. When was the last time you paid those kind of prices for shocks? Swap-



ping them out was easy, no nuts rounded off, no bolts broke, cars from the South really are in better shape than those driven in New England, even 51 years later. The car handled better and didn't lean over as much but the banging noises were still there, softer but there. I got under it again, checked the drive shaft universals and exhaust pipes but couldn't see a thing. It did seem to go away after I drove the car a while so I figured that the only thing that could be effected by warming up had to be exhaust related. I got under it again and pulled and tugged on all the pipes but couldn't create any noises. In the meantime the noise was getting fainter and fainter. I finally stopped looking and the noise went away on its own, go figure. Remember, I'm the guy that said that old car noises never go away on their own, maybe it's different with old Volvos.

One of the vendors supplied me with a new rubber boot for the center mounted hand-brake lever (\$23), throttle shaft bushings (\$4 ea) to tighten up the gas pedal and a new lock cylinder for the trunk (\$58). With these kind of prices I can practically restore the entire car for the cost of a tune up and valve adjustment on a 356. No wonder the prices on these cars haven't gone up to the price of a used Toyota Corolla yet.

Now that the mechanical bits were beginning to come to life, I looked around the garage to see what I had to dress up this Sport. Up on the shelf, I had mounted a pair of Carello driving lights some years ago because I didn't have a car that they looked good on due to their size. After ten years as a garage decoration it was time to decorate the front of a car again. I drove the 544 over to Bridgewater so that a friend could take a look at the front and I could show him how I wanted a bracket to come through the front grill. Rick at Rick's Custom Fabrication Shop can make anything and I figured that he

*continued on page 50*

# Minutes of the Board

## April Meeting



Marcus Collins

The April board of directors meeting was held on April 9th, it was hosted by Michael Orsini and their Dalmatian Cooper (number 102). After a tour of Michael's garage (aka shipping container) and a barbecue chicken and pasta dinner Kristin opened the meeting at 7:54pm.

Present were:  
Dani Fleming (Membership),  
Marcus Collins (Secretary),  
Stan Corbett (DE Chair),  
Chris Mongeon (Past President),  
Adrienne Ross (Nor'Easter Editor),  
Kristin Larson (President),  
Bill Seymour (Admin),  
Steve Ross,  
Mike Orsini (Treasurer)

Dani gave our membership report indicating we now have:

- \* 1,550 Primary members
- \* 1,017 Affiliates
- \* 2,567 Total Membership
- \* 25 New members
- \* 2 Transfers in
- \* 13 Transfers out

The email is to be sent out this month to "those who have not paid" before their 2014 subscriptions are cancelled. It was decided that in future board members will send an introduction email to all new members welcoming them into the club.

Stan reported about DE. All contracts for this year's DE events have been received except Mt. Tremblant (which is normal). New tech inspector stamps have been distributed - the website has been updated with the complete list of tech inspectors. Stan noted that we are still looking for instructors for the novice event in May at NHMS. Please let Stan know if you can instruct at the event even for one of the two days. More instructors will open up the possibility of DE to more club members.

Chris Mongeon mentioned that Angel Flight asked if they could attend NER events. Board members were positive about having them attend events.

Steve reported on the September Con-

course event - sponsorship is progressing well but any person (or organization) looking to sponsor the event should contact Steve Ross. This year's event will be held at The Elms Mansion in Newport RI.

Bill reported on the Autocross School was well received by all attendees. Bill ordered great weather and delivered! The attendee write-up for the event is in this copy of the Nor'Easter. The Autocross dates (NER and NCR) are in the Events section of the club website at porschenet.com

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

Bill reported on Activities. The Hack Mechanic event was a great event but unfortunately not well attended, the tech session at Autobahn was standing room only. The next event is the Newcomers meeting at Porsche at Danvers on Sunday April 27th at 12:00pm. The May event is the Spring tour (details on the website) - highlight of the tour is the new Smuttynose Brewery at Hampton NH. Bill outlined a number of events for later in the year - Bill will explore the viability of the various options and report at the next board meeting, so the board can make a decision. The board voted on whether we should promote "climb to the clouds" - the motion was declined.

Kristin reported that the street survival initiative was extensively discussed at the PCA president's meeting. Kristin pointed out that whilst we are very supportive of the initiative but cannot accept a large loss if we were to sponsor such an event.

Kristin has approached PCA National to see if they would subsidize the event. Kristin also reported that Zone one has a new website - well worth a look!

The next board meeting will be held at Bill Seymour and Rosemary Driscoll's home on Wednesday May 14th at 6:30pm.

With no further business proposed Kristin asked to close the meeting Marcus seconded the proposal and with no dissenting votes we adjourned at 9:45pm.

### Happy PCA Anniversary!

#### Thirty Years

Daniel Arimento  
Charles H. Bechtold  
Barbara A. Collazzo-  
Noonan

#### Twenty-five Years

Timothy S. Brown

#### Twenty Years

Kathleen Carchedi  
Laura Harrison  
Anne M. Leate

#### Fifteen Years

John S. Bentley  
Gary Gut  
Susana Weber  
Chris Woodward

#### Ten Years

Edward Dennison  
Daniel R. Finn  
John A. Fontaine  
Dickson B. Goon  
Tip Nar W. Goon  
Charlie D. Kanavas  
Kim Bailey Mathews  
Bill McCaughey  
Jack Miller  
Ronald J. Morgan  
David B. Page  
Joan Rivelli  
William J. Rivelli

#### Five

Bob Brooks  
Margaret Brooks  
Alan N. Donkin  
Nick Durham  
Ernesto Jurado  
Emma Kattman  
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# The Long and Winding Road

## Angles



Bill Seymour

Well, another driving season begins. It was quite a car filled winter – with almost every weekend including a day of working on the Lemons car – but I’m happy to be out of the garage and onto the track. (Note that Nick Shanny and I – half of the Lemons crew – have been taking turns using our column to describe that effort. And it’s his turn so see his column for the other half of my report.)

The Autocross School was a big success, aided in no small part by the best weather we have ever had (it was snowed out one year). You will find a loooooonnnngggg write-up of that in this issue as a conse-

***The school sold out and we had a nice turnout of instructors. Based on the feedback it was well received (despite a few, ahem, management mistakes...)***

quence of me offering two AX fun runs to volunteer writers and receiving 4 or 5 before I said “no more.” The school sold out and we had a nice turnout of instructors. Based on the feedback it was well received (despite a few, ahem, management mistakes such as forgetting to chalk the cones before the afternoon session started). Looks like we’ll see a good crop of newbies at the first AX on May 25th.

Then the following weekend it was up to NHMS for NCR’s season opener. We had spectacular weather on Saturday but then paid the price with a miserable cold and rainy Sunday morning. It cleared in the afternoon so we had two wet and two dry sessions. While I did two of the eight potential sessions in the Lemons car, I was eager to see how the Cayman would go as it now has Bilstein PSS9 coilovers. Getting them in was an adventure as at first I had visions of doing the work myself (with help from the Lemons team and with the use of Dennis Mascetta’s lift) but I ran out of time and enthusiasm so had someone put them in. What I didn’t know was that you have

to reset the steering angle sensor or you get a flashing dashboard telling you that PSM has failed. (It also triggered a fault that said “Drive Off Assist Failure.” It turns out that the car has a “hill holder” feature like in old Studebakers – who knew?) So the car had to go to a shop with the Bosch computer system to fix this.

The PSS9’s allow you to change the height of the car with the goal being to get more front negative camber by lowering the car from stock. At first I had it too low and it drove lousy and scraped. We settled on putting it at the bottom of the Cayman R range which resulted in negative camber between 1 and 1.5 (it was basically zero on the stock suspension). The PSS9’s also have a rotating knob at the bottom that allow you to change the stiffness: 1 is stiffest, 9 is softest. The PSS10 system – which is not yet available for Cayman/Boxsters – gives you one more level of adjustment (think Spinal Tap) but they reversed it so that 10 is stiffest – those Germans like to keep you on your toes! The adjustment can be done (with some difficulty and perhaps some lack of precision) with the tires on and no jack but it is easier to do with the car up in the air while changing to track tires.

So how is it? The first impression is that the car feels much nicer on the street – a little more taut but not jarring. And it actually seems to have tuned out some rattles (which are endemic to the Cayman hatch). I can’t say I noticed much driving difference in the two autocross runs I was able to sneak in at the School. On the track I started with it on full stiff then tried it backed off two notches.

I didn’t notice much difference between those two settings. The car was more neutral (less understeer) which was where I was trying to get. There was no improvement in my times but this was the first event of the year and I was using old tires that had spent the winter in an unheated barn.

As to the tires, I had tried a set of “take-off” (used) Hoosiers at the end of last season (I had been using Nittos which are not as sticky). I usually get about 12 days with the Nittos (flipping them halfway through) but with the Hoosiers I corded the right front (which takes the beating at NHMS) in 3 run sessions (not days, sessions – as in about 60 minutes of driving). This could have been a bad tire or the fact that with no negative camber the more aggressive tire is just running on the outside edge. So I bought one more used Hoosier (to replace the corded one) and was hoping for better results with the slightly increased negative camber. No luck! This time it took 5 sessions (one in the rain) to cord the right front. So back to Nittos.

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# Oil and Water

## Contemplation



Mike Kerouac

As I enter my early fifties, I find myself slowing down in many ways (but I keep getting faster on the track). When I search for the reasons behind my newfound patience, I can't point to anything specific other than planning better and managing my time better. By managing time better, I essentially have more time. I can slow down and enjoy the time I have, and even perform tasks more thoroughly. Does this mean I read directions? Nope still a guy in that regard. It does mean that I read a book vs. a magazine more often. It also means that I needed a new process for working on my cars. I

***If I only had 3 hands this would be easier. Oops! dropped the wrench. As I hear it hit the floor, I realize that I have to let the hoses, that I just... (moved)...***

needed to alter my actions in an attempt to do something right the first time vs. just plowing ahead with a car repair and fixing things a second time. Here is the story of my journey to a new chapter of being a car guy. Read it at your own risk.

If I look back on some of my car repair escapades over the years, there was zero patience and minimal forethought. I would head out to a given car to swap out an exhaust system, rewire a sound system, install new lights, install a carpet set, maybe swap out leather seat covers or add some chrome bits to an engine bay. Sometimes it would be something as simple as installing a new battery. In each case, I would grab a wrench or screwdriver and start removing parts that were in the way of me accomplishing my desired task. Why bother taking pictures of the current parts as they sit? Why bother placing hardware in little baggies with just a small hint of their origin written on the bag with Sharpie? I'm a car guy, I would remember where every wire connected and where every nut and bolt belonged. That's just the way it is with car guys, we have a gift - yeah that's it, a gift.

So sad to say, but so NOT true.

We actually have a curse. The curse that keeps making us do the same things over and over again. We just dive in and expect to figure it out because we are car guys. I know there are also car gals in this world, but I can't speak for them and I can't include them in my comments above. I don't know if they have the curse, maybe some do and maybe some don't. Feel free to drop me an email and clue me in.

Let me share some examples of what happens when you just plow into an automotive task. A 1965 Corvette needs a new battery. A simple task for a car guy, grab a 7/16 wrench and I'm good, but on the Corvette there is an auxiliary overflow tank for the radiator. Can't be that hard to take off. Hoses are in the way; just move them out of the way, while I slide the wrench in there. If I only had 3 hands this would be easier. Oops! dropped the wrench. As I hear it hit the floor, I realize that I have to let the hoses, that I just spent so much time carefully moving out of the way, go. I retrieve the wrench and start over. This time I'm careful; I slowly work the wrench onto the head of the bolt, and to my dismay it just spins. There is a nut on the other side of the bulkhead. I let go of the hose a second time and look for the offending nut. Now the tire is in the way. If my arm was just a little bit thinner I could get up in the wheel-well and hold the nut, but then who would hold the hoses and turn the head of the bolt? You are starting to get the idea. I eventually removed the bolt and got the tank out of the way. Battery cables off, the battery tie down bracket off, not too bad.

The battery in the car doesn't have a handle and the battery is tucked under the cowl. It needs to be rotated and tilted as it's removed. After a few pinched fingers, a couple of profanities and a wrenched back, I got the battery out of the car. Next a trip to Auto Zone got me a new battery. I even asked for

one with a built in grab strap. See? I can think ahead. I drop the new battery inside the engine bay, using that awesome grab strap, and start maneuvering it into place. It didn't fit. The battery grab strap caused interference. Thinking this was impossible, I twisted and pushed and wiggled that battery until my back couldn't handle anymore. Then I did what any good car guy would do. No, I didn't go back to Auto Zone - I grabbed a tool. I took my Dremel tool and cut off the grab strap and surrounding plastic tabs to create clearance in the battery box of the Corvette. Proud of all my MacGyver-like skills, I picked the battery up and ignored the pain in my back as I once again twisted and tilted and wiggled the new battery into place. After more pinched fingers and too many profanities to count, it fit, and I was happy. Now all I had to do was reconnect the battery cables and reattach the auxiliary tank. To make a long story short neither task was simple. The battery cable wouldn't clamp tightly enough to the negative post - I solved that with a hammer. I also think I dropped the nut for the auxiliary tank bolt 3 times before I got it to catch on the bolt. A job that normally takes 30 minutes took me 4 hours.

Its job's like this that make a car guy realize that we don't have a gift. Our desire to repair, fix, modify or restore a car as fast as we can is a curse. I could give you other examples of when I have been talking about multiple trips to Home Depot for tools, torches and cutting wheels. Then additional trips to the part store to replace the things I cut up. It had to end. But I didn't want to give up doing car guy things; I just wanted to not spend 4 hours swapping out a battery. Something had to change. I had to reverse the curse.

I contemplated my options. What was the secret cure? I kept contemplating potential solutions to my problem. Then it hit me. Contemplation. Is that the secret cure?

*continued on page 51*

# Don't Lift

*It's the People...*



**Stan Corbett**

This should show up in your (snail) mailbox at about the same time as our first event of the 2014 DE season, Novice Day plus regular DE days on May 10-11th. I would love to describe what a great event we are having. Clear skies... Warm temps... A fast track... Outstanding instructors... Enthusiastic students... But all that will have to wait for next month's column since the event is still most of a month away as I write this.

Though our first DE event is still a few weeks away the DE season has started for many dedicated Track Rats! A contingent of NER drivers attended the NCR "DE and Make-A-Wish Charity Event" at NHMS on April 12-13th. If you're a DE'er and you haven't been to one of NCR's MAW events I highly recommend it. In the spirit of "it's not just the cars, it's the people" what the DE'ers are doing for the MAW kids and

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

families will warm your heart. And, according to early reports from John Dunkle, even the weather responded with incredible warmth all day Saturday along with Sunday afternoon's sunshine. They did have just a bit of rain on Sunday morning to remind them of what could have been.

One more time since we're early in the DE season... Registration for NER DE events opened March 1st and we continue to see lots of drivers registering for our events. So, don't miss out on the events you're interested in – register and pay as early as possible. This is particularly important for drivers in our Green and Yellow (i.e., instructed) run groups. Since event entry for instructed drivers is contingent on having enough instructors, the earlier our Green and Yellow drivers register and pay (registering without paying does NOT secure

your place on the priority list) the higher on the list they will be and the more likely they are to be confirmed for the event. And please, if you are an instructor, particularly an instructor available for our remaining NHMS event in August, PLEASE register as early as possible. This will allow us to confirm Green and Yellow drivers into the event from the wait list, and significantly reduce their angst about getting into the event (Thanks!).

We have completed the process of distributing new tech inspection stamps to the NER-authorized tech inspection stations. In addition to distributing new stamps we continue to increase the number of tech inspection stations with the addition of an authorized inspection station in Connecticut. If your favorite Porsche dealer or shop is not on our list please suggest to them that they contact me at [trackchair@porschenet.com](mailto:trackchair@porschenet.com) or call me at 774-275-1621 to see about joining our list. You can find that list on our website broken down by state. Remember, tech forms with NER's old stamp will no longer be accepted at our events. We will, however, continue to accept tech forms with other, out-of-region authorized inspectors' stamps.

Random musings, subcategory "... it's the people." While I was distributing the new tech stamps I traveled to each location and visited with the folks there. I had the pleasure of spending time with Porsche enthusiasts several of whom are racers or ex-racers. With Thompson Speedway reopening their road course this year I invited these folks to join us there for our September DE. This led several times to stories of racing at Thompson 'back in the day.' Drivers, crews, cars, and races won and lost were recalled. Pictures, some badly faded with age, are still hanging on walls in the shops serving as reminders of past friends, both people and cars. With any luck some of these people will join us at Thompson and share their experiences with us.

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](mailto:trackchair@porschenet.com)) or call me (774-275-1621). I am also interested in any suggestions you might have for improving the DE section of the site.

Hope to see many of you over the next few months at our DE events.

Don't Lift! Stan

Save the Date!

September 6th!

*Save the date for the 2014*

*Concours at the Elms Mansion  
In Newport R.I., September 6th*

*Entry forms, rules & classes will be  
Posted on our website and in Nor'easter in June.*



## 2014 Calendar At-A-Glance

### May

- 10-11 - NER DE @ NHMS
- 14 - Board Meeting
- 18 - Spring Tour
- 25 - NER AX Event #1
- 31 - NCR AX Event#2

### June

- 6-7-8 - Zone 1 48-Hours at The Glen
- 11 - Board Meeting
- 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
- 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
- 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

# Spring Tour & Lunch!

**Sunday, May 18th!**

The start will be at the Friendly's, on route 20 in Sudbury MA. We will meet at 10:30 am for sign-in and be off shortly after 11:00. Our 50 mile tour will take us through the metro west area of beautiful homes and gardens. We have devised a new route which will take us through Southboro, Westboro, Hopkinton, Holliston and Dover. We will end up in Natick at the Panera bread shop at the intersection of route 9 and route 27 at about 1:00 pm. No need to register.



# Spontaneous Dinner!

**Tuesday May 6th!**

NER will be holding a spontaneous dinner at Panera Bread in Natick at the intersection of Rte 9 and Rte 27 on Tuesday May 6th beginning at 6:30pm. In order to assure enough table space we are asking everyone who plans on attending to RSVP to Steve at SLR944@aol.com by Monday evening the 5th.

## Porsche of Norwell

59 Pond Street  
Norwell MA 02061  
877-PORSCHE  
www.porschenorwell.com



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General Sales Manager

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## Any resemblance to the car of your dreams is purely intentional.

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Norwell MA 02061  
(877) PORSCHE  
[www.norwell.porschedealer.com](http://www.norwell.porschedealer.com)

Porsche recommends **Mobil 1**



**PORSCHE**

# AutoCross Season is Starting!

Sunday May 25th

AUTOCROSS #1 MAY 25TH, sponsored by...



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

**GERMAN MOTORS INC**



**R**egistration for AX #1 opens April 25th at <http://pcaner.motorsportreg.com/>. The cost for the day is \$40 for members, \$50 for non-members. You must register online by Wednesday May 21th at midnite. Or... members may sign up for all 5 NER Autocross Series events in advance for \$160 (a \$40 savings).

We had a good AX School and expect some new blood (some were very good so you regulars need to stay sharp!).

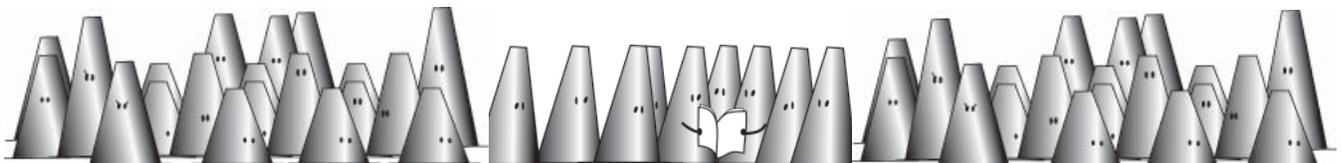
You will be required to perform a work function during the day as part of the event.

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

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



# Le Mans Gathering and Race (and Tech!)

Saturday, June 14th!

Porsche is returning to LeMans 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](mailto: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.



# 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

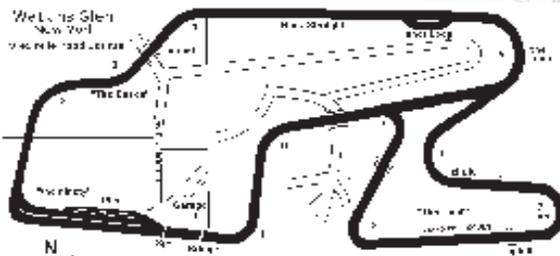
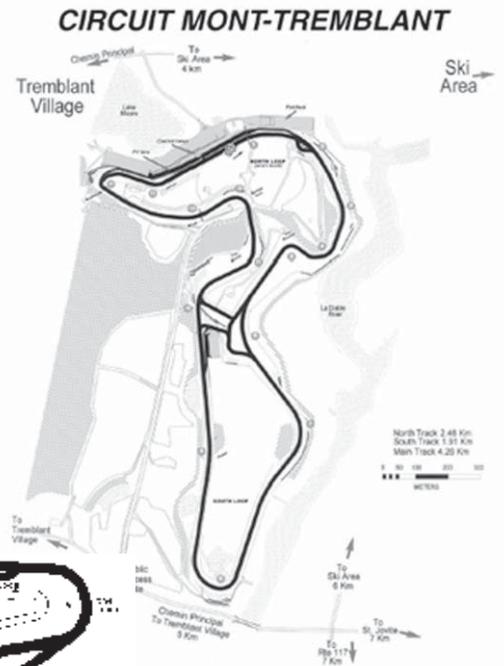
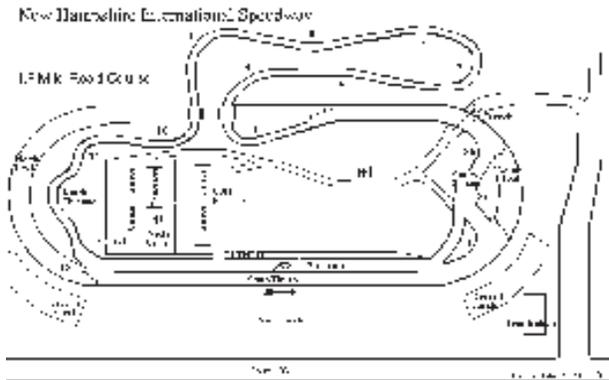
Registrar  
John Lussier - 802-728-4457  
cell 802-272-6770

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





190 Pond Road, Wellesley

\$5,595,000

Designed by renowned architect Guy Grassi, this magnificent 3-acre residence represents the elegance of a European Manor in its finest era. Approached by a winding drive, this phenomenal home is situated on coveted Pond Road, just one mile from Wellesley Center and across the street from acreage owned by Wellesley College. Upon entry the gracious 26 x 24 reception foyer with soaring ceilings leads to a spectacularly appointed front-to-back living room rich in exquisite detail. The adjoining sunroom offers walls of windows overlooking the verdant wooded grounds. A handsome mahogany library is the perfect haven, complete with pocket doors for privacy. The family room boasts a wet bar with barstool seating and French doors opening to the large private patio and access to separate guest quarters. Amenities of the home include a slate roof, 5 fireplaces, with 14 total rooms, 5 bedrooms, 6 full and 2 half baths and a 4-car heated garage. Well proportioned formal living and private spaces.



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PORSCHE

**CLASH**

**At The Glen**

## **May 30st - June 1st, 2014 Watkins Glen International, Watkins Glen, NY**

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

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

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

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

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

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

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

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

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

- Work any three shifts and receive a Zone 1 Club Race jacket or \$30 Gas Card.
- Work Thursday afternoon and receive a free ticket to dinner Thursday night.
- Work both sessions on Friday and receive a free ticket to dinner Friday night.
- Work both sessions on Saturday and receive a free ticket to dinner Saturday night.
- Work one session only on Sunday and receive a Zone 1 Club Race gift.
- Work both sessions on Sunday and receive a Zone 1 Gift Certificate and a Zone 1 Club Race gift.



Scan QR Code To Register

**To register online using Motorsportreg.com please visit <http://tinyurl.com/qamom9r>**

Please contact Jennifer Webb at [jenniferbischoff@hotmail.com](mailto:jenniferbischoff@hotmail.com) with any questions about volunteering.



PORSCHE

CLASH

At The Glen

# VOLUNTEER REGISTRATION FORM

May 30th - June 1st, 2014 Watkins Glen International, Watkins Glen, NY

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

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

\_\_\_\_\_ Phone: \_\_\_\_\_

City: \_\_\_\_\_

### Emergency Contact Information

State/Province: \_\_\_\_\_ Name: \_\_\_\_\_

Postal Code: \_\_\_\_\_ Phone: \_\_\_\_\_

Are they the track with you? Yes No

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

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

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

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

Thursday May 29th Afternoon/Evening	Friday May 30th Morning	Friday May 30th Afternoon	Saturday May 31st Morning	Saturday May 31st Afternoon	Sunday June 1st Morning	Sunday June 1st Afternoon
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If you selected three or more session please choose a jacket size or a \$30 gas card

S M L XL XXL or \$30 Gas Card

Please return the completed form before May 15, 2014 to

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



Scan QR Code To Register

To register online using Motorsportreg.com please visit <http://tinyurl.com/qamom9r>



# NER PHOTO CONTEST 2014

The NER event season is about to start and we'd like all the photographers out there to start snapping photos in preparation for the 2014 Photo Contest. It's your chance to impress your fellow members and there will be \$\$ prizes for the best photos. This year we'd like you to capture photos of your car or a fellow NER member's car with the best photos to be included in the NER 2015 calendar.

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



## Photo Type

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

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

## Awards

### Calendar

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

### Winners

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

### People's Choice

All the photos will be available on the NER website so the NER membership can vote. There will be a single people's choice award. The prize will be a \$100 voucher to redeem at any NER event.

## Rules and FAQ

1. **Entry Limit:** There is no limit on the number of photographs a NER member may submit.
2. **Entry Deadline:** By midnight on October 17, 2014 all photos must be emailed to [photo@porschenet.com](mailto:photo@porschenet.com)
3. **People's Choice:** The people's choice voting will be available on the NER Website on October 20, 2014 and close at midnight on November 14, 2014.
4. **Winner Announcement:** Will be made in the December issue of the Nor'Easter.
5. **Copyright and Content:** Photos that are deemed obscene, vulgar, or otherwise violate any laws are strictly prohibited. NER respects the rights related to copyright laws and intellectual property. All photos should be based on a NER member's original photograph taken by the NER member. Use of a photo from other sources/people without permission is not allowed. NER reserves the right to refuse inappropriate or unsuitable entries.
6. **Model and Property Releases:** Any NER member submitting a photograph acknowledges that they have sufficient permission of any recognizable locations, people or cars appearing in their photograph.
7. **Formatting your Photograph:** Each photograph must be formatted in a jpg. Each photograph will need to be clearly labeled with your first and last name.
8. **Judges:** The judging panel will consist of a selection of NER members with an interest in photography.
9. **Questions:** Questions about the contest should be emailed to [membership@porschenet.com](mailto:membership@porschenet.com)



## **PCA Zone One 48 Hours of Watkins Glen June 6, 7 & 8, 2014**

The Zone 1 48 Hours at Watkins Glen began in 1974. Continue the tradition and join us for the 40<sup>th</sup> consecutive year on June 6, 7 & 8. Watkins Glen International is the continuation of a road racing tradition dating back to 1948, when sports cars raced on the 6.6 mile course through the village of Watkins Glen. The permanent road course was built in 1956 and has remained the home of a great racing tradition for 55 years.

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

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

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

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

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

→A form of Zone 1 swag will be provided to all registrants who attend.

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

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

For more information regarding this and other Zone 1 PCA events, please visit <http://zone1.pca.org>. Registration for the event will open on April 15, 2014. To register for the event, log onto [www.clubregistration.net](http://www.clubregistration.net) For further information, contact your local track chair or email the registrar: Lou Dauerer at [Zone148Hoursreg@gmail.com](mailto:Zone148Hoursreg@gmail.com).

### **Pricing:**

Green & Yellow (Sat & Sunday): TBD

White & Black (Friday, Saturday and Sunday): TBD

Instructors & Instructor Candidates (Friday, Saturday and Sunday): TBD

# THE MUST-DO PORSCHE EVENT OF 2014!

## in beautiful Monterey, California

- Autocross
- Concours
- Rally
- Tours
- Tech Sessions
- Social Events
- More!



### Legendary Monterey!

Registration opens April 1, 2014 so start planning now!

**Learn more and register at [parade2014.pca.org](http://parade2014.pca.org)**

### **P**orsche Parade 2014: Monterey, California!

Monterey is the site of our 59th Porsche Parade, to be held this June 15 through 21, 2014. This is PCA's annual extravaganza of competitive and social events. Only minutes away from the beautiful Pacific Ocean, we'll be treated to drives on the famous Pacific Coastal Highway, to some of California's legendary vineyards, and through the hills and valleys of northern California. Of course, Parade has a long history of friendly competition and that will continue this year with the always challenging Concours d'Elegance, TSD rally, autocross, and the tech-quiz.

#### **Registration**

Registration will open on April 1st (new date!), and there will be a link to register on [pca.org](http://pca.org) and [parade2014.pca.org](http://parade2014.pca.org). This Parade will be very popular, but we will accept ALL entries. We can accommodate all entrants for each of the banquets and all competitive events, as well as most activities. Tours on some days will sell out, however.

Upon checking out of Parade registration, you will receive an email with the link to our host hotels and discount codes. We have blocked rooms at five area hotels, and we do expect hotel rooms to fill up quickly.

#### **Check In**

Parade entrants should check in for Parade on Sunday, June 15 between 9 am and 5 pm. This is the only time when all the event chair-people will be all together in one place to check you in, answer all your questions, and make sure you have the banquet seats you want, pick up your meal tickets and are classified properly for the competitive events you've entered. That is when you get your Parade goodie-bags and volunteer t-shirts. Late check-in is available throughout the week, but we recommend getting to Monterey on Sunday.

#### **Banquets**

We have five banquets, our Welcome Party on Sunday the 15th, the Concours banquet on Tuesday, TSD banquet on Wednesday, AX on Friday, and our Victory banquet on Saturday. You can sign up for all of them, or individually, through registration.

#### **Competitive Events**

The Porsche Concours d'Elegance is the showcase of the week's activities and gets started early on Monday, June 16th on the beautiful fairways of the Monterey Hyatt. We have classes for every Porsche and stage of preparation—from "Full" preparation to "Street" class where only the interior and exterior, including wheels and tires, are judged.

The Mobil TSD Rally on Tuesday June 17th takes us in and around the beautiful vineyards, hills, forests and beaches of the area in a

rally that's sure to become the stuff of legend. We'll be offering the TSD Rally School on Monday evening, June 16.

The Michelin Autocross is on Wednesday and Thursday, June 18 and 19 at nearby Marina airport.

Whether you study-up or just show up, the Technical/Historical Quiz on the morning of Friday, June 20 is always a great way to show what you know about our favorite cars... or to face what you don't.

### Events and Activities

#### Parade Kids

The Parade Kids program has become a favorite of our family of enthusiasts, with many of the kids forming enduring friendships and looking forward to Parade each year. The 2014 Parade Kids program will have plenty of fun and adventure, true to the California spirit of fun, adventure, and learning in Monterey.

#### Hospitality

The Hospitality area is always one of the best places to hang out at Parade, whether you're perusing the various vendors, partaking in the planned Beer or Wine tastings, or just looking to visit with friends before heading out to dinner.

#### Gimmick Rally

The Gimmick Rally will held Thursday, June 19th, and is designed to provide a scenic and entertaining outing for everyone, children included. The route showcases the 17-Mile Drive, the Lone Cypress, Carmel and its famous Mission, historic John Steinbeck sites and much, much more. The choice of this year's gimmick will be unique, and provide both fun and challenge, along with capturing the amazing scenery and character of the Monterey Bay area.

#### Tours

Throughout the week you will have an opportunity to go on a different driving tour each day. In addition, most driving tours will run more than once during the week in the event you commit to another activity on a particular day. All tours include a variety of points of interest and a destination.

### AND MORE!!!

#### Volunteering

For "normal" people, vacation is the time to relax and be served. Porsche Parade is 99% volunteer supported! That's how all of us from all over the country get to know each other, by working a couple of four hour shifts during the week with other PCA members. As a thank you, you will be eligible to attend the exclusive Volunteer Party Luncheon on Saturday, June 21st—there are numerous door prizes too!

#### Prior to Registering for Parade

Ensure you have an account for the member-only portion of [www.pca.org](http://www.pca.org). You will need to login to register for Parade. Check to see that all your information is up-to-date and current, especially your e-mail address. All pre-Parade materials are sent to you via e-mail, and are posted on the Parade website <http://parade2014.pca.org>.

#### Registration Fees

Everyone signing up for Parade must pay an entrant fee of \$169, which covers the entrant and co-entrant.

#### Fees for the four major competitive events are:

- Concours -- \$30 per car,
- Autocross -- \$30 per driver,
- TSD Rally -- \$15 per car, and
- Tech/Historical Quiz -- \$15 per person.

#### Entrant fees for guests are as follows:

- JPP/CAFP -- \$20,
- Child age 13-15 -- \$15,
- Child under age 13 -- \$10.
- Adult guests -- \$40.

Additional fees apply for banquets and for selected other activities.

Advance Registration is mandatory -- there is no on-site registration during Parade. Parade registrations are not transferable. Fifty percent of your registration fee and 100 percent of your banquet fees will be refunded if your e-mailed cancellation request is received on or before June 10. There is no refund for cancellations made after that time. You may make changes to your registration at any time before June 10.

#### Questions!

If you have questions regarding Parade, please consult the Parade website at [Parade2014.pca.org](http://Parade2014.pca.org). If you are unable to find your answer there, email Kathleen Behrens, Parade Registrar at [registrar@pcaparaade.org](mailto:registrar@pcaparaade.org) or call 503.579.3423 (please leave a message).

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*Take a Ride, (then) Have a Beer!*

*Saturday, June 22nd!*



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, 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](mailto: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](http://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/](http://www.shiptoshorefoodandspirits.com/)  
Seafood, American (traditional)

# My First Porsche

Copy by Ted Shaw

The late 60's / early 70's were the height of the Pony Car wars in the SCCA's Tran-Am Series and Golden era of the CAN-AM. As a typical College student, buying tickets to attend these events was way out of my budget. But there was a way to not only attend but be right in the center of all the action. As an SCCA corner worker, we not only got in for free but we always had the best and closest view (sometimes a little too close), of the race. (Remember this was back in dark ages when what racing that did get televised, was usually a short segment on Wide World of Sports several weeks after the fact.) So what does this have to do with my first Porsche? One of the regular group of corner workers was a Porsche salesman who was always offering rides in

his demo 911S.

The end result, of course, was a trip to the dealership after Graduation and joining my first Engineering Firm. I still couldn't afford a 911S, so I went with the brand new mid-engine 914 for my First Porsche - White with the premium trim package. A revolutionary design at the time and a natural choice for a freshly minted Mechanical Engineer. I had driven a 914/6, but that drive was enough to convince me that after a number of years in an Austin Healy Sprite and a TR-4, if I started out with the 6, I'd be a serious risk of losing my driver's license in short order. (and within 2 years I'd upgraded to that 6 - which then got upgraded with a 2.4 E engine - but that's a different story)

At that time, with every new Porsche,

Pioneer Porsche Audi threw in a PCA membership and a Christophorus Subscription.

The first event I attended was a King Ridge Hillclimb, and the second was one of Seymore Lisker's famous pentathlon events, so I was seriously hooked.

So now, after 5 Porsches, 2 regions, 7 Porsche Parades, well over 100 Track days, crewing on a 935 Team at Sebring and Daytona, 2 Heinmiller awards and an unknown number of other events, I'm still a PCA member.



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**T**he snow has melted and the Porsches have come out of hibernation. They've been uncovered, fluids and tires checked and a reason to hit the road again. What a turnout; 33 cars came to 2014's first South of Boston's (SoBo) coffee and Porsches meet. Fortunately, the Moose Café in Tiverton, RI offers great parking, along with

a clean facility serving various good coffees and tasty sandwiches, soups, as well as pastries.

Of the numerous first-timers, we were able to identify six: Mark Govoni in his 1989 911, Ken Nykiel and his wife in their 2002 Boxster, Lisa and Jay Roney driving a 2014 Boxster, Dan and Sue Mastro arriving in their 2013 911, Davis Pan sport-

ing a white 1995 993, Chuck Steinhauser- in his 2012 911, and Ron Carvalho, who drove there with his son in his 1984 944, might have been the most excited to attend the coffee because this is his first Porsche. Ron has become only the second owner of this well cared for car.

Of all the 33 Porsches, none were major works in progress; most were parade ready. One of the cars that caught my eye was Paul Whooton's high gloss 86 911 Turbo. Another Porsche that I thought was a standout was Mark Govoni's 89 velvet red 911, as well as Eric Archer's black 2002 GT2. Also, after three years our first Cayman appeared in the lot. Trading in a 2008 Boxster, the 2014 Cayman S was driven by Jill Makowski.

Looking at the signup sheets I find that half of Porsches reside in Massachusetts. At least three were on the road for an hour or more: Steve Ross, Davis Pan, and Richard Viard. And, isn't it all about the drive?

So far, the Moose is the only location we have found that offers such abundant parking and seems to encourage Massachusetts's drivers to come. If anyone has any ideas for an alternative location please email me, and my wife Rosemary and we will check it out.

The next SoBo is scheduled again at the Moose Café, 1160 Stafford Rd, Tiverton, RI, on 4 May (Sunday) at 10 AM. And, as always, email me at [rr356c@aol.com](mailto:rr356c@aol.com) for any SoBo related questions.

Copy by Roger Slocum, Photos by Richard Viard



**April  
SoBo**





Copy by Ashwin Narasimhan, Photos by Mike F @ Autobahn Performance

**A**s an ingrained, card-carrying member of the Ducati world, I appreciate the camaraderie among like-minded owners of a genre of vehicles. So, when I got my first Porsche last year and heard about PCA, I signed up hoping to meet several Porsche-philas and learn about the car, community and history.

My first event with PCA was “Understanding your Porsche’s Operation” at Autobahn Performance in Peabody, on March 22, 2014. I arrived, signed in and was greeted by the pleasant site of an immaculate shop floor. A 924 race car, 996 TT, Cayman S (my understanding of the different Porsches is still evolving), 2002 ti and an old muscle car all made great backdrops to a well laid out conference area. Rick and his team of techs at Autobahn were welcoming and knowledgeable. Everyone just seemed happy to be there and enjoying the atmosphere, which was a great sign for a first time attendee like me.

The “lectures” were divided into several distinct topics. The first topic was the history and evolution of Porsche fuel systems – from carbs in the 1960s, mechanical injection of the early 70s, continuous injection and eventually DME all the way into the 2000s. The next topic was emissions and covered the nuances and different treatments of hydrocarbons, CO, NO and CO<sub>2</sub>. It also included a very good tutorial on 2-way and 3-way catalytic converters, benefits of a reputable aftermarket upgrade and cat-back exhaust systems. The third topic was electronics/control modules that seem to have permeated all aspects of the modern automobile. It was staggering to hear that the modern Porsche can have up to 70 control modules and two or three interlinked fiber optic networks inside the car! The last topic on safety and was delivered by an enthusiastic 19 year old tech on Rick’s team. You would expect the typical 19 year



# ***Autobahn Performance Tech:***

A Ducatista among Porsche-philas

old to be excited about turbos and body kits, but this young man dutifully explained the history of seatbelts, high strength steel, airbag sensors and their operating range.

It was an enjoyable day filled with delicious homemade coffee cakes and cookies (thanks to Rick's wife), plenty of food and drink, good knowledgeable discussions and easy going people. The PCA North East calendar seems packed with very good events and I hope to attend many more this year and soak it all up! Thanks again to Rick Hetherington and the staff at Autobahn Performance.



*Bob and Don discuss. (right), Interesting lessons (below).*



**J**une is just around the corner. That can only mean two things; my birthday is coming up, and the 24 Hour of Le Mans is about to take center stage. Similar to the Rolex 24 in January, Le Mans is a huge checkered flag waving to all race fans. The Rolex 24 ushers in the beginning of race season and the 24 Hour of Le Mans signals that summer is finally here and that this business of racing is about to get serious. Let's take a walk through Le Mans' history first and then we can narrow our focus to Porsche and some very exciting plans they have for the 2014 event.

What comes to mind when you think of Le Mans? If it's a race series that you can enter with a \$500 car, that's LeMon's, and you need some serious race education reprogramming. If you think of Steve McQueen, Porsche, Audi, Mercedes, Ford, Chevy and Ferrari all running at speeds close to or over 200mph, on a historic road course in France, then you have Le Mans.

Any discussion of the 24 Hours of Le Mans (or the 24 Heures du Mans as the French say) has to begin with the Circuit de la Sarthe. The course itself is comprised of a combination of permanent race track segments as well as sections of public roads that are closed for the race. The race originated in 1923 and due to many deaths, the track has been extensively modified over the years to increase safety. Just to highlight the pace of change, the track average speed was 69mph in 1923 and today it often exceeds 150mph. You can imagine the safety challenges the organizers faced as speeds continued to increase. After all, this was a race course that originally wound through the town it is named after. The risks to car, driver, spectator and buildings were enormous.

The track, in its current configuration, is approximately 8.67 miles long with 21 corners, and aside from the Nurburgring, it is the longest race track on the professional circuit. Most epic race circuits have and equally epic corner. Eu Rouge at Spa, the Corkscrew at Leguna Seca and Turn 17 at Sebring to name a few. At Le Mans the epic segment of the track is the Mulsanne Straight. Originally over 3.7 miles long, the Mulsanne allowed cars such as the Porsche 917k of the 1970's, to reach speeds approaching 240mph. In 1988, a Peugeot exceeded 253mph. The toll these speeds took on the engine, tires, brakes and the driver were tremendous. After many tragic accidents, safety concerns prevailed and two chicanes were added to the straight

*continues page 36*

Copy by Mike Kerouac,  
Photos Courtesy Porsche, AG





*Mission 2014. Our Return.*



*continued from page 34*

in 1990 to reduce top speeds to the present day, 205mph. However, due to the continuous increase in the cornering speeds of the cars, the overall lap times today are roughly equivalent to the lap times on the circuit, when the Mulsanne was 100% straight; with average speeds of 140-150mph for the entire circuit.

Moving on to the race, its cars and its drivers, the history is long and equally epic. The first race was won in 1923 by a pair of French drivers racing a Chanard and Walker Sport. As it turned out, the Chenard and Walker was a one and done. The rest of the decade was dominated by Bentley, with other marques such as Alpha Romeo and Bugatti starting to emerge in the 1930's. There was an 8 year hiatus from 1940 to 1948 due to WWII. Post War, more familiar names emerged when races resumed in 1949. During the 1950's, Jaguar, Ferrari, Aston Martin and Mercedes were all on the top step of the podium. During the 1960's, Ferrari dominated the first half of the

decade with the Ford GT stepping in and winning four in a row from 1966-69. So here we are 46 years after the first Le Mans was run and no Porsche in sight on the list of 24 Hour of Le Mans Champions. But, In 1970 Porsches place in Le Mans history would change...

Enter the Porsche 917K. The car some drivers deemed undrivable, won in 1970 and then shattered records a year later. The 1971 Porsche Martini Racing 917K driven by Helmut Marko and Gijs van Lennep covered a record 397 laps and 3315 miles. That record held up until 2010 when an Audi R10 completed 3362 miles. Even with all of the technology improvements in racing, the Porsche 917K's records held up for almost 30 years!

Due to a variety of factors, Porsche's dominance with the 917K was short lived. Matra MS racers won the next 3 years to the delight of the French, and Porsche didn't see another championship trophy until 1976. This time, the win was achieved in a Porsche Martini Racing 936 driven by Jacky Ickx and again, Gijs van Lennep. Between 1976 and 1987 Porsche won Le

Mans 10 out of 12 times. Firmly cementing their place is Le Mans history. With 16 overall wins, Porsche remains on top of the constructor's championship list. Audi is in second place with 10 wins and Ferrari is 3rd with 9. These numbers are even more amazing when you consider that Porsche hasn't won a race since 1998, when they entered the legendary GT1. Even after taking 15 years off and leaving Porsche entries in the hands of privateers like Patrick Dempsey Racing, Porsche still holds the all-time wins record and the soonest they could be passed is 2021.

As it turns out Porsche decided that they weren't going to sit on their laurels and see if Audi or Ferrari could catch them. In 2013, Le Mans fans, sponsors and competitors all got a subtle hint of what may lie ahead. There was a prominent piece of signage across from the Audi pits during the 2013 race. It simply said, "Mission 2014. Our Return." Porsche was coming back and they intended to compete in a big way. Their return actually started at the Rolex 24 in January with the factory entry 911 RSR GTLM cars. The debut was a rousing

*continues page 38*



*Left hand ignition, handy for those race starts.*

Do you know why Porsche Positions their keys on the Left? It was due to the Le Mans starting procedures. Until 1963 the race was started with the cars lined up echelon style along pit wall. The drivers would line up on the opposite side of the track and when the flag would drop they would run to their cars, jump in and be able to turn the key with their left hand while putting the car in gear with their right. Unfortunately many drivers would ignore their safety harnesses during this process. After several deaths the starting procedure was changed to a rolling start as we see today.



*Porsche Works Driver Patrick Long.*



continued from previous page  
success as the RSR took first in class.

To further increase their chances of an overall win in 2014, Porsche also performed a bit of strategic hiring in late 2013. They already have a strong driver lineup for the RSR, Patrick Long among them, but they needed a name driver for their new and utterly spectacular, 919 Hybrid LM P1 entry. Enter Mark Webber. After a stellar career racing for Red Bull in Formula 1, the Aussie had decided to leave Red Bull at the age of 38. Although still successful even on the wrong side of the Formula 1 age distribution, Mark had made it clear that he wasn't happy with Red Bull's handling of team dynamics, and that it may be time to move on. Some speculated a new team would pick him up, others speculated retirement, but few speculated Porsche. Mark should make a great addition to the Porsche factory team along with Romain Dumas and Timo Bernhard. The RSR has already proven itself at the Rolex 24, now it will be the 919 Hybrids turn to do the same at Le Mans. Set your DVR's to record on June 7th and then hunker down for what should be a tremendous race.

Until Next Time Drive Safe!  
Mkerouac.pca@gmail.com

# Nobody's perfect.

1983 Le Mans results

- 1<sup>st</sup> Porsche
- 2<sup>nd</sup> Porsche
- 3<sup>rd</sup> Porsche
- 4<sup>th</sup> Porsche
- 5<sup>th</sup> Porsche
- 6<sup>th</sup> Porsche
- 7<sup>th</sup> Porsche
- 8<sup>th</sup> Porsche
- 9<sup>th</sup> Sauber/BMW
- 10<sup>th</sup> Porsche

There's no tougher endurance race than Le Mans. Over 3,000 punishing miles in 24 hours at speeds often in excess of 200 mph. Last year, Porsche took the first five places. This year, the first eight. Next year, who knows? There's always room for improvement. Even at Porsche.

Porsche Team Principal Andreas Seid.



**Mark Webber, Porsche Works Driver:**

NAME Mark Alan Webber  
DATE OF BIRTH: 27 August 1976  
HOMETOWN: Queanbeyan, Australia  
RESIDES: Aylesbury, UK  
SIGNIFICANT OTHERS: Annie, Luke, Shadow, Simba and Kiska  
FAVOURITE SUBJECT: Science  
SCHOOL SPORT: Rugby league  
HOBBIES: Outdoor sports  
FAVOURITE CUISINE: Italian and Thai  
HOW DO YOU WANT TO BE REMEMBERED: Loyal, honest and always gave of his best.  
RACING MOTTO: Don't believe people's reputations  
FIRST CAR RACE: Amaroo Park, Australia  
BEST VICTORY OUTSIDE F1: Suzuka 1,000kms '98  
BEST F1 VICTORY: Monaco 2010  
BIGGEST ACCIDENT: Brazil 2003. That was the hardest hit and totally knocked the wind out of me  
FASTEST CAR: Redbull RB6  
TOUGHEST TEAM MATE: Sebastian Vettel  
FAVOURITE TRACK: Spa-Francorchamps  
BIGGEST INSPIRATION: Mick Doohan

**F1 Stats:**

12 seasons  
9 wins  
11 pole positions  
34 podiums  
848.5 points  
197 races  
14 fastest laps  
4 teams  
9 teammates  
(Pizzonia twice, but included once)

SCARIEST MOMENT ON TRACK: Going upside down at Le Mans in '99. Twice. Valencia 2010

Courtesy Markwebber.com



Porsche Works  
Driver: Mark Webber

# AutoCross School 2014



*Copy and Photos as noted.*

**W**ell, we got lucky, the weather was fantastic: no frostbite and maybe even a sunburn! We had a full house of 45 students and 25 instructors (thanks to all!) at the April 6th Autocross School. The event was graciously sponsored by Conway Motorsports and Kenny was there to offer advice and run some quick laps. At the end of the day students were awarded ceremonial gray scarves with our logo (instructors got red ones) and we took the mandatory group shot. As per the new program, attendees were offered 2 AX fun runs in return for writing up the event. No hands went up. After I got home four reports turned up. So here they are...

*OK, Maybe Autocross isn't so bad after all,  
By Jacques Baudin*

To be totally honest, when I joined PCA less than a year ago, Autocross did not appeal to me much. I was rather luke-warm to even try... Perception of a long day, a rather short playground on an old airfield, probably dusty and with a lot of gravel, not enough playtimes... Would it be worthwhile, fun?

At the beginning of the year, I discussed it with a couple of regulars who were particularly enthusiastic about AX. So, when the time came to register for

the 2014 Autocross school, I simply did so without hesitation. What the heck? We were "enjoying" a long and brutal winter, so any opportunity to get back into the car and drive was good enough for me.

An early start on Sunday, to be welcomed by a beautiful but chilly morning in Ayer. It was so nice to be out in the car. After Bill's intro, the "chalk talk" by AX's expert Nann Weissenberger, I realized this was going to be an interesting day; I started to wonder if I was going to step-up to the plate. How to effectively control so much power, drive smooth AND fast? Well, I was going to find out.

After "taping" numbers on the car and prepping it for the Tech inspection, we started with 3 warm-up exercises: Slalom, Braking, and Skidpad. I quickly became addicted to the slalom; it was like being a kid again: "may I go for another run please?" "One more time, please?" For the braking piece, due to my lack of experience, I did not allow myself to really take advantage of it. I did not accelerate or brake hard enough. But trust me, I am ready to do so more aggressively now. After the initial 2/3 turning around the skidpad, once I got a feel for the car's behavior, if quite useful, I found it a little boring. The truth is I couldn't wait to try the real thing.

After enjoying a few slices of pizza (not too many, you never know what may happen) and a bottle of water, I was ready to go. Since I was part of the second group

to drive, I got to be a "worker" i.e. stand on the side of the course and help with cone "management" (i.e. putting cones back when they are displaced by a "careless driver" which did occur a number of times). It gave me the opportunity to observe a good portion of the course and look at trajectories.

Then, came the moment of truth. After 2 laps with the instructor driving, one at 30% speed, the second one at 70%, here we were. I was in the driving seat, at the starting line. 4 runs later, a few displaced cones, an OK time I guess, and the immense desire to come back, go faster with a cleaner and smoother run. I am certainly looking forward to going back to Moore Field and improve.

In conclusion, a great atmosphere, a lot of fun, and the opportunity to learn how your Porsche behaves in a safe but competitive environment. My sincere thanks to the instructors. A great organization and I can't think of many flaws; OK next time, maybe we can switch the pizzas for something else. Unless PCA means Pizza Club of America.

*My First Autocross Experience with PCA/  
NER- Humbling, Reality Check, Terrifying,-  
And pure FUN! By Bob O'Meara*

To start with, I took the Drivers' Education Ground School, where various people who knew, talked about Drivers Training and Autocross Training – and whoa! To my

Sponsored by...



surprise I learned that I could have been doing both with my '76 911S for the past 15 years of ownership – who knew? Why did I ever wait this long – so many things to do – so little time.

I decided that it might be advantageous to learn how to actually DRIVE my 911S and handle it properly. First off, I enrolled online, but had some questions and incomplete information, and would you believe it? Dave Berman e-mailed me immediately to offer his help! Now, I ask you, how often does that happen to us today? It was clear to me already that these Porsche people really know what they are doing, and serve their fellow members exceptionally well, something you can't say for every group you belong to (Or maybe I just belong to the wrong ones?).

I arrived, on a beautiful, if crisp, day on April 6th – 7:30 AM (got up at 5:00am). Workers all there, all set up and going! Empty my car of loose items, go to the tent, where Bill Seymour gives entertaining, on target and informative instructions (you've got to love a sense of humor delivered well). Guess who had an inspection problem with his car? Right! (Battery not secured.) Fixed that and went to my station, but forgot my helmet. I had to run back through the field to get it, but when I got there, a VERY thoughtful young man was awaiting me in his Miata (he saw how long the run was), and gave me a ride back. I was SO happy I didn't get his name, but

thanks! (Editor: it was Mark Dudek) You guys are great! We got our cars to take part in a few exercises with instructors in the car: braking, slalom (through the cones), and the "skid pad" (going around in a large circle as fast as you could, or dared, to learn to identify that point at which you begin to feel you are losing your car to the forces of physics). The slalom was fun, braking was cool, and the skid pad downright petrifying! OK so far!

Now our instructors (all experienced auto-crossers) drive our cars for two laps of the course, one at 30% speed (I thought, a bit fast, but I can do this with some practice, maybe, and one at 70% speed). Now, as Kristin Larson (I am driving with the President of the NER – cool - better her than the other president) (editor: he means Obama, not Mongeon) takes off at 70% speed, I realize at the first cone that there are no grab handles in these cars! (My MG's have them.) Seventy percent? This is a FAST run! Me, swaying from side to side with each cone, cones going by so fast I lose track of some. Consequently, on the next run (me driving, I missed 4-5 cones/gates – whoa! where'd they come from so fast (at my maybe 15% speed). Three of four more runs and I made it through – didn't miss any more cones, and sped up just a little, cutting my time a bit I guess, though I didn't care about that. I just

*The tech line. (Adrienne Ross)*



*David Berman and Nick Shanny. (Adrienne Ross)*

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wanted to finish in one piece and learn about my car.

Now the instructors drove their cars for a lap at full speed with us as passengers. Kristin was busy, so her husband Dave drove their car. He took off out of the gate so fast it blew me back in the seat. After the first cone or two, we went straight a bit, and I thought "I'll just straighten up a bit and hold on", but oh no, more cones! Funny how your life can flash before you in a few seconds isn't it? He drove flat out (I think - I'd hate to think he was holding back because of me) and all I could hear was the whine of the flat six, the screech of the tires (lots of screeching!) and an occasional thump/clunk under the car (I thought "what is that - something wrong with the car?" but oh no, just the quick departing sound of a cone flying around under there). It turns out Dave likes to cut the cones/corners really tight. Well he did, and never used the brake pedal - just harder on the gas!

He finished in great time I'm sure, and after about 20 seconds (the runs lasted probably 60+- seconds) my fear went the way of the last cone, and I actually started to enjoy this newfound thrill, knowing that I was in the most capable of hands. I was literally shaking when I got out, but thinking of Helen Keller's words "Life is either a daring adventure... or nothing at all." This was a daring adventure - you must try it sometime!

After lunch those of us who drove the course, manned the corners picking up cones for the other half of the students. Even that was fun! It's always fun helping out and being part of an activity. There weren't many cones to pick up for the students, but when the instructors drove their cars again, we had all we could do to grab the cones, replace them and run like crazy to get out of the way of the next blur screaming by.

What a great day it was! On top of all the autocrossing and learning how to drive, we all met some great people too - what more can you ask? Thank you Kristin and Dave for an unforgettable experience! And thank you to all the other PCA/NER members/instructors who put this event on and so graciously volunteered their time for an entire day to help us newbies. Rest assured we'll be back...

*Fresh Tracks - the 2014 NER Novice Driving School Day. By Nat Heald*

The 2014 (AX) Novice Driving School was my first NER event, and it began with a gut-wrenching disappointment. The evening before the big day I'd taken my 1988 911 Targa out of storage and found the brakes were shot from sitting all winter - I was crushed!

Rather than miss the event I opted to drive my 2005 Audi A4, and at 6:00 AM I set out from Boston for the former Fort Devens airstrip in Ayer, MA. I arrived early and watched as the parking lot filled up with about 50 students and 20 or so instructors.

The field was diverse. About 30% of attendees were driving classic Porsches - air cooled 911S (including a pristine Guards Red example with just 40k on the clock), two 968s, a number of 944s, and a single 924. The next 65% of the crowd was comprised of space-age Porsche models including a brand new 911 Turbo S with an amped-up Harley rumble, a gorgeous 911 4S complete with Duck Tail and every performance option available, a Porsche Spider, multiple water-cooled 911s, Boxsters and Caymans and even a lone Cayenne. The final 5% of attendees, like me, brought non-marque autos including two Audis, a screamin' Subaru STi, a convertible Mini and finally....A hybrid Ford focus.

The day started with a great chalk talk given by Nann Weisenberger who said she'd forgotten her notes for the first time in ten years, but I'm sure no one noticed - it was a great introduction to the day's events including braking, corner apexes and autocross course-marking convention.

For the first half of the day, students were split amongst three exercises: slalom, brake and pivot, and the skid pad. I was part of the Red Group which started out in brake and pivot. We sped through gates and hairpin turns and learned when and how to brake - the moral being to get on the brakes hard and early to set the car up for tight turns.

Next it was over to the skid pad where we learned the mechanical grip limits of our cars and tires. Or maybe I should say that some of us learned the limits of our cars, while others learned....There really are no limits. As the air cooled 911s slipped and slid around the circle, the newer more tech-heavy cars refused to let go of the

pavement and ultimately few students were able to coax out the back end of their newer 911s, Boxsters and Caymans.

The last event before lunch was a series of runs through the slalom. Skid pad experience came in handy here as students had a new sense for how hard they could push their cars through the tight groups of cones.

A hard earned pizza lunch was accompanied by the smell of burned rubber and more than one burned clutch - we may be novices but we know how to have a good time.

Finally the day's main event was on. The overall group was split into two with half working the flags and cones and the other starting the AutoX. Instructors took students through 3 guided runs to show course layout and where/how to hard brake and accelerate. This was followed by four timed laps where students did their best to combine the lessons learned during the morning's exercises. With pro-guidance from the in-car instructor most of us were able to shave significant time from our first to our last runs.

Though I felt I got around the track in respectable time at 82 seconds, I realized what a beginner I was after a 68 second lap in Dave and Kristin's 1985 Blue Beast. The thrill of sitting shotgun in this AutoX master was more vivid and raw because of the car's total lack of modern technology. Their car took the cup for best motor sound, which all of us enjoyed from clear across the one-mile loop.

The day wound down with grey scarves for all students and red scarves for instructors. The fastest student-lap of the day was logged at around 72 seconds by the driver of the Spider - an impressive first day on the track!

None of us could have asked for better weather, better instruction or better camaraderie - many thanks to the instructors and organizers of the event.

*NER Novice Autocross driving School, By Jim Oakes*

Our day began at 7:30am but the organizers were there earlier than that. The weather was cold and windy when we gathered for the "chalk talk" introducing us to Auto Cross racing at Moore Field in Ayer. The collection of over 45 Porsches (with a few others brands thrown in) were parked along the roadway while we stood



Why yes it is! (Adrienne Ross)

before the flip charts hoping to hear the briefing. The morning's instructions broke us into three groups to rotate through the Slalom, the Braking Exercise and the Skid pad. In the afternoon we were to practice with runs on a longer autocross circuit. A full day of driving and learning.

The slalom exercise was fun. How fast can you weave through a set of pylons? How do you do it the best? The smoothest? Anticipate the response of the car with your turn of the steering wheel before you think it is needed. I can't say I understood it all then but it was an introduction to driving the more expansive circuit in the afternoon.

The braking exercise was hard to understand at first. By the third run through I knew that double cones on both sides meant a stop line and a leaning cone on its side meant you were to go to the side it pointed. OK, maybe I should have studied up before the school day but I seemed to be picking it up. Never could brake late enough to just get rid of the speed in time to make the turns though. I always slowed down earlier and farther than I needed. And the skid pad was really fun. Get the

About a mile long, it looked like a bunch of orange cones set out without a clear pattern. We divided into two sets of drivers, one to drive while the other manned the track and then a switch off. I was to drive in the first set. After my instructor drove me through the circuit twice

at more moderate, though still pretty fast, speeds he told me that reading the cones really was a skill I would need to develop to do autocross. I believe him. He understood right away where to go from the cones but I needed to memo-

Boxster onto a tight turn, keep the tires squealing, and steer with the throttle. Yes, steering by throttle really works! By the end of the second shot at this, my head was starting to get dizzy. But what a gas.

After a pizza lunch, we started the autocross circuit in the afternoon.

times pointing to the electronic timing board at the end of the course. Wait! This is a race isn't it! I'm not here to just get around the course. I'd like to know how I do compared to everyone else. So the last lap was my opportunity to go for it. Got the time down to a bit over 80 seconds. Later in the afternoon when manning one of the corners on the course while others drove it, I could see who was smooth and what were the best lines through the corner I was observing.

So what is autocross all about? Driving like hell down a road littered with orange cones. Go the right way, don't hit the cones and stay fast and you can get a good time. But it takes a lot of patience and skill to get it right. Will I do it again? Probably. Would I recommend it if you have not tried it? Absolutely!



Subarus are cars too! (Jacques Baudin)

And finally, let me thank the organizers, the instructors and the volunteers. Their efforts make it all happen. Without everyone pitching in there would be no autocross. And that would be a shame.

*A First Time Instructor and a First Time Student, By Nick Durham*

It's been a long, cold, snowy, winter. That was the recurring conversation whenever there was a break in the action long enough to have a conversation. Even though it was a chilly and windy early April day, all of the autocross friends that I've made over the years seemed pretty happy to be standing on the asphalt at the Ft. Devens air strip in the sunshine.

I vaguely remember being a student at the autocross school in my old 100hp 924 when I was in college. Threshold braking, apex, understeer/oversteer, squeezing the

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Kristin and Dave's Blue 911: (Jacques Baudin)

ri-  
size some key aspects to get the course right. On my third lap, I missed a gate and got a "Did Not Finish" (DNF). He was always urging me to push it harder, cut the corners on the cones and really go for it. And he called out my

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pedals, were pretty new terms to me then. Eventually I traded up to the more powerful 964, collected dozens of autocross days and made a slow progression up the competitive ladder. The terms and concepts that I learned on my first outing are now as familiar to me as that leaky oil seal that I still haven't gotten around to replacing.

When my significant other decided (perhaps was nudged?) to sign-up for this year's autocross school, I sent a note to Bill Seymour, the NER autocross chair, telling him that I would be happy to volunteer at the event. I didn't realize that meant instructing until I was helping to set up the skidpad exercise at 8am. Using a ~75 ft rope, meant for Bill's dog, as our radius while trying to mark out a circle on the tarmac that avoided storm drain grates, weathered cracks, and a patchwork of concrete squares; I asked the group of workers, "So who's hopping into the cars with the students?"

My first "ride" was in a new 991. I had already watched a handful of drivers with instructors out on the skidpad and noticed an overall timid approach. I get in and say, "We need to hear your tires squealing." Around and around we go. Wow, the new cars have some impressive grip. I keep asking for more throttle. The skidpad exercise requires the car to be right on the edge of adhesion. With a little more speed I see the driver turning the wheel further in to keep the same sized circle. I explain, "this is what understeer does. Now letup on the gas lightly

and your circle will get tighter as the car changes toward oversteer." He lets up too quick, the car darts in toward the cones and he's doing some quick, and surprised, steering work. Oversteer lesson accomplished. We're both having fun now.

As the morning progresses I'm quickly learning what is most helpful for the students to hear. When I buckle in with the more aggressive drivers, I give the "pretend there is an egg between your shoe and the gas pedal" talk. When I get some less aggressive drivers, I coax for "more throttle, we're not fast enough yet!" as their cars show off the grip that has been sleeping under the flared fenders. For the quick-studies, I have time to go more in depth about throttle induced understeer and oversteer, and I emphasize honing skills by stretching their vision and "looking ahead."

No matter who was driving when we finished the exercise, pulled back into line, and pulled up the e-brake, there were big smiles and more than a little leftover adrenaline. Luckily for me, after riding for more than 100 circles at about 1G, my breakfast was still in the same place as when I arrived. Yet, there was still a long afternoon left for me to help get students quickly through a full, timed, course.

When my significant other and I met for lunch, she excitedly exclaimed "I love the slalom exercise! It's so much fun." And at the end of the afternoon, after the full course runs, she's talking about speeding through the offset slalom and yelling and laughing along with her instructor over her first hit cone. Then come the comparisons with

other students' times. Then inquiries into horsepower and suspension upgrades for her car. It looks like there is going to be some new competition at the next event.

*We also had a number of people send in comments so you can read these too! We appreciate the positive feedback and it looks like we will have lots of new autocrossers (first event May 25th!).*

"A great day for DJ and me learning to drive an AX course. Drive like hell around a bunch of orange cones. What a gas."

"Thank you so much for your and all the other volunteers hard work in putting on this year's autocross school. I for one, and I'm sure most of the other novices truly appreciate our good fortune in receiving a full day of instruction and the commitment to us newbies to explaining AX, how our club implements it, and all in all what fun it can be."

"Thanks for doing such a great job. The group of instructors was superb. Thanks also for planning such great weather for us!"

"Thanks for organizing such a great event! Maria & I really enjoyed ourselves. We will see you again later in the season."

"Thanks for a great day. I learned a TON and had a great time!! Pretty sure I'll be back."

"Just wanted to thank you and everyone for a great time Sunday! It's a lot of work, I know, but you all handled it extremely well. The PCA/NER is the best run club I have ever been part of!"

Let's just be equally positive please when the timing breaks down on a cold and rainy day in October...

- Bill Seymour





*Kristin and Pam. (Adrianne Ross)*



*Jamaican Bacon. (Jacques Baudin)*



*(2 above) Lunch! (Adrianne Ross)*

*Class of 2014! (Jacques Baudin)*





# Chris Musante

Copy and Photos by Adrienne Ross

The team, at Lamborghini Boston.

**W**hat seems like forever ago, but what (in reality) has only been a few years, I started writing for this publication. When I started out, I wanted to meet and visit with all of the advertisers, those good folks who pay a bit each month to be part of our lives.

I've been to quite a few shops, and written a little about my adventures, loving the experiences on the way.

In January of 2011, I was in Sebring, working my first club race, when I saw (admittedly in the hotel breakfast area), a bunch of shirts with "Musante Motorsports" written across the front. I watched them for a few minutes, gathering their things to head out the door, looking for the person who seemed to be in charge.

Plucking up my courage, I stood up, and thrust out a hand, (in my usual overbearingly excited manner), and said "Excuse me,

are you Chris Musante?"

He looked startled – and a little troubled at the interruption of being on his way – but he smiled generously, and held out his hand to mine.

"Yes I am." He replied.

My first impression was that Chris was that he was very polite, and a gentleman. We can't all remember every person we come across; I (very embarrassingly) even forget a face or two, so when I found myself across from Chris again, (this time at Lamborghini Boston) three very long years later out came that hand, and I introduced myself again.

I didn't expect to find a Porsche guy at a Lambo event. Looking at the cars, I found "Musante Motorsports" splashed across the livery, and was intrigued. I had to ask...

"You're sponsoring the Lamborghini

Trofeo?" I asked.

"Well," he grinned, "These two cars at least.

We chatted a little bit, and he introduced me to his clients, the driver/owners, Bryn and Joe.

It's not a Lambo article, so I won't go too far down that rabbit hole, but I did want to continue with Chris.

I asked him if I could come see his shop, and talk to him a little bit about what he does, and how he found himself standing at Lamborghini Boston, in the middle of a blizzard.

A few weeks later, I headed to CT, armed with my iPhone, and some essential questions.

(Adrienne) How did you get here?

(Chris) When I was a kid in Albany, there wasn't much to do. So we made our own fun. We raced lawn mowers, and motorcycles. Eventually we cut paths through

the woods, and raced Corvairs like the Dukes of Hazard. I learned early how to get the most out of a machine.

Later on I got an engineering degree, and worked for a few companies and then I wanted my own sports car, so I looked at the Mazda RX7, Alfa GTV2.5 and a few others. I drove an early 911 that belonged to a friend of mine, maybe a 72? I couldn't believe how well it handled, or how solid it felt.

I moved to FL, and that's where I bought my first 911, a 74. I immediately realized it needed a lot of work, like an engine rebuild, so I rebuilt it.

In 84 I started doing track events. People at the track needed car work done, so I'd take them back to my house and fix them overnight, and then bring them back the next morning.

I started a small business, but eventually I had to decide if I wanted to try to do it for a living, and I decided to do it.

(Adrienne) How did you start racing?

(Chris) Started at a DE, like most people – drove for a few years, and then I became an instructor. CVR had a program to learn to be an instructor even back then using BOTS Brake, Off, Turn, Squeeze.

The PCA started racing in 1992, and I

started racing then, so for 22 years now I've been racing. I have thousands and thousands of miles logged at LRP.

As a matter of fact, Chris holds the PCA record at Lime Rock Park with a time of 54.953. A record he set, 12 years ago.

He still races a 997 Cup GT3 Grand-Am spec car he hopes to start running mid-season this year.

He's also a (PCA) National instructor, and driving coach.

(Adrienne) What do you drive now?

(Chris) I have a 2004 Cayenne, a 77 911, a 72 911 race car.

He had a 74 911 race car, that while being transported through South Carolina, the truck caught on fire, and that beautiful race car that I put my heart and soul into, burnt to the ground, along with 5 other cars. That first 74 that he sold, it got flooded in the new owner's barn.

(Adrienne) Do you have a favorite track?

(Chris) I love The Glen, but really Mosport Is my favorite, it's a thinking man's track.

(Adrienne) And so, how did you get here, sponsoring Lamborghinis?

(Chris) One customer first got interested last year in the Super Trofeo series. He



Chris Musante. (Courtesy Musante Motorsports.) bought a race car, and we started looking for more participants. Then Bryn bought his car. I didn't know too much about them, but it seemed like a fun thing to do. I was completely on board when Joe first asked about it. I'm excited to be doing the series.

(Adrienne) He just said, "I want to race

*continues next page*



*Joe's orange and white Trofeo car.*

continued from previous page  
Lamborghinis, and I'd like you to support me?"

(Chris) Yup, just about like that.

(Adrienne) How is it so far?

(Chris) First race was Sebring. It took a lot of reverse engineering to figure out what Lamborghini does, and to try to figure out how to make them work well on the track. Sebring is a particularly hard track to dial into, it's bumpy, and conditions are everything there.

(Adrienne) Do you get a lot of factory help?

(Chris) The factory is very helpful, lots of phone calls and emails, as well as Boston Lamborghini who are very helpful. I do get to drive as test and set up engineer. I not only support, but sponsor the cars.

(Adrienne) How is the Trofeo as a sanctioning body?

(Chris) IMSA polices the activities, but Lambo sets the rules they want followed.



GT3 Cup at Musante Motorsports.



Cayman Interseries at Musante Motorsports.

Minimum standards such as ride height, camber, safety features. The level of scrutineering is not super intense, because the cars are all new, equal from the factory, and speced there. The differences are the levels of experience of the drivers. As time goes on, and there are more competitors, the level of scrutineering will go up. As a new series – there's lots of room for new participants.

(Adrienne) You're going to be quite busy with a full PCA season, and 5 more Lamborghini races.

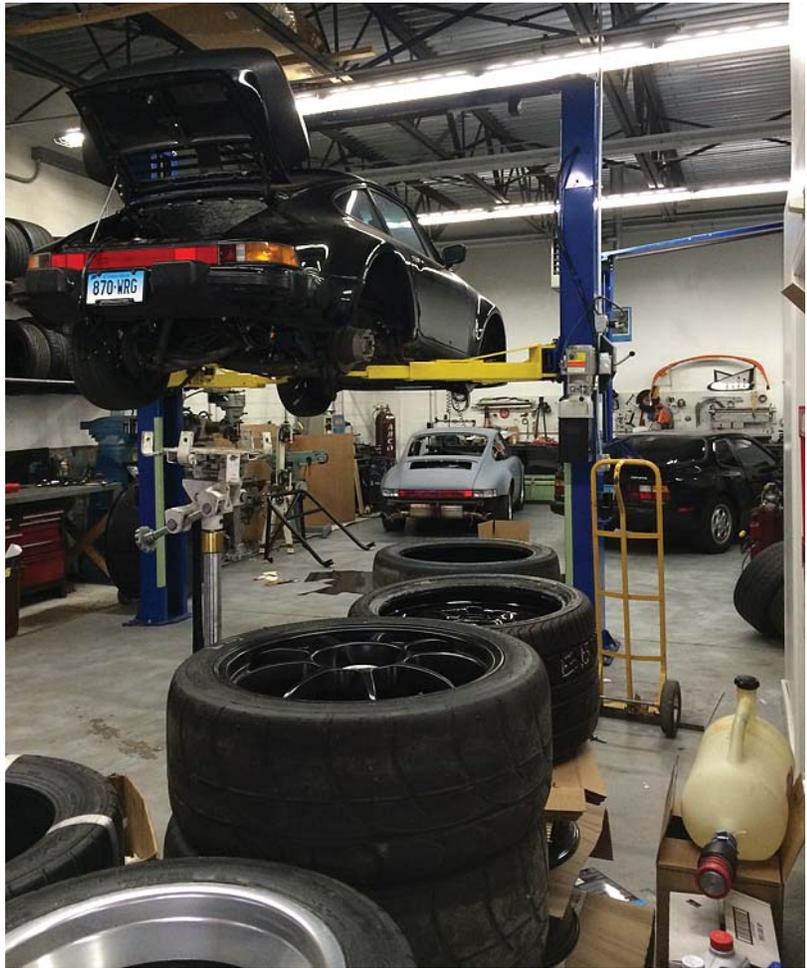
(Chris) The timing between – 5 IMSA – PCA races won't coincide. For instance the PCA race at LRP is April 25-27, and then I head to California to Laguna Seca May 2-4.

(Adrienne) How do you spend your winters?

(Chris) We build new (race) cars from scratch, transforming street cars into competition cars.

The shop was very large, and quite comfortable. There were sections devoted to engine work, body work, and off site there's a paint shop. Chris can dyno your car, change it from street to track, or restore you're older Porsche.

Stop in if you get a chance.



At Musante Motorsports.



Bryn's Red and Black Trofeo car.

**Four Speeds and Drum Brakes** - continued from page 9

could make a really trick bracket for me. My idea required that the radiator be removed, holes drilled into the front panel, a bracket manufactured that would raise up 2" and fit through the grill when finished. He took one look at the bumper, pointed to a bumper bolt and said "why not use that instead?" It only took a few minutes to make a couple of tabs that could be used for mounting once Rick pointed out a simple solution that couldn't have been easier. Having a second set of eyes and a better idea saved me a lot of time in this case. They look so good that I might even wire them up. I really don't expect to do a lot of night driving with this car but you never can tell. They have vintage rallies, don't they?

I have discovered a real difference in the way people react to this car compared to other vintage cars in the garage. I think the easiest way to explain it would be describe my own reaction to various vintage cars that I see being driven on the street.

If I see an early Ferrari or Aston Martin go by I would certainly take a serious look but I probably wouldn't say anything to the driver. This gets to the pecking order of expensive collector cars. If it was a less expensive car like a MG or Austin Healey I would probably wave and if parked even say something to the driver. If it was an old VW I would definitely have something to say since my first car was a VW. That's about where this old Volvo falls, in the VW column.

It seems that practically everyone had one, knew someone that had one or lived next door to someone who drove one. The engineer who drives the 2:40pm Franklin commuter train climbed down from the engine house to inspect the 544 when I parked it at the Norwood train station. The engineer on the 5:10pm train lived next door to a guy who drove a red one, in Haiti of all places. A guy in my office had a roommate in college that drove a black one. People at gas stations are quick to ask the year of the car and look inside. Everyone seems to know that it isn't worth a lot of money like some vintage rides, maybe that's why they are so quick to comment and relate their own experiences. That's also why I feel comfortable leaving

it at the train station. Whatever it is, it sure makes it fun, but you can't pick your nose while driving. As far as interaction with non-car people it seems to get a lot more attention than a 356.

That doesn't mean that I'm ready to replace my Tubs with old Swedish cars but it certainly makes driving around interesting. I'm certainly glad that the 544 came to visit, at least for a while.

I hope that my faithful readers will give me a little leeway on the subject matter here as I promise that I will get back to Porsches as the season gets into gear. In my own defense we are talking about four speeds and drum brakes here, just not from Germany. There have been a few of those that have followed me home since last year. I'll cover those Tubs in future columns, trust me.

KTF

**Apple and Oranges** - continued from page 8

off to the grassy area at turn one and looked things over. Then I noticed that the master power switch was off. Duh! I had mistakenly hit the power switch when shifting. I flipped the switch back on and everything started up just fine. Boy, did I feel like an idiot. Actually, it was a preplanned test. I needed to make sure the master switch worked in case of an accident. Yeah...that sounds much better.

Day two was a mixed bag, all due to weather. The morning was wet and we had forgotten the windshield wiper. We borrowed one from a fellow Miata driver, but failed to put it on correctly, thus preventing it from working while on the track. A silly mistake, but quickly fixed once back in the garage. The car handled well in the wet, proving to all of us that this was a great choice. We had two additional dry track runs, all of which were a success.

At this point we probably have solid day of additional prep work to get us ready for the upcoming Lemons race in New Jersey. We are all happy with the car and love driving it. Our Jamaican Bacon Miata is now ready for New Jersey.

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Is contemplation a way to reverse the curse? What does it mean to contemplate? Let's see according to Google, contemplation is:

The action of looking thoughtfully at something for a long time.

Viewing, examining, inspection, observation, study, scrutiny

Is that all that's really required to be more effective at working on cars? Could I cure my car guy tendencies of spontaneity, impatience, frustration and bursts of profanity by viewing, examining, inspecting, observing and studying? Could I remove the need for Neosporin and Band-Aids to sooth my busted knuckles. Could I start doing things right the first time? Could I eliminate the obligatory need for trips to Auto Zone and Home Depot?

I needed a new methodology for consistently incorporating contemplation into my car guy process. I needed a tool or mechanism to motivate me to contemplate first and act second. I needed a trigger to kick off the process. That's when I discovered "The Chair".

We have an outdoor furniture set that gets stored for the winter in my car barn. As you can see from the picture it's just a lightweight patio chair. But it became "The Chair" in terms of my trigger to contemplate. I renamed the chair, the "Chair of Contemplation". If I have people over to help with repairs, they get their own chair. I can sense the skepticism as I type, but to become a believer, read on.

My process is now simple. I have the Chair to help me contemplate and I have a favorite beverage nearby to motivate

me to sit in the Chair. The beverage I choose will depend on the time of day and my mood. My favorite coffee in the morning, a Red Bull after lunch. I use whatever drink works to motivate me.

For example, I needed to put the front and rear bumpers back on my 1957 356 Coupe. The install also included the over rider bars and the over rider uprights. It only takes 4 bolts to get the bumper back on, but there are a bunch of gaskets and bolts involved in the installation of the over riders and the uprights. Adrienne was bored that weekend so she offered to help. She arrived with a cup of coffee in hand, ready to get to work. I spread out a work blanket on the floor and lined up all the tools and parts that we needed to perform my task. Adrienne reached for a tool as she started to sit on the floor. Not so fast. I grabbed two of the patio chairs and lined them up side by side behind the 356. Then I grab my drink and I sit in "The Chair". I offered Adrienne the other chair. She looked at me incredulously. I said we needed some time in the Chairs of Contemplation before we started the actual work. She rolled her eyes, and indulgently took a seat. I'm sure she initially thought I was nuts. Then I explained the process to her; "I look at the car, then the parts and then the tools. I try to perform the work in my head, imagine potential problems. I just sit and contemplate. Then I move to floor. I make sure I have the correct wrenches for the nuts and bolts. I make sure I have the correct size screwdrivers.

The socket set is open next to the moving quilt. I have baggies and a Sharpie and my smart phone camera. Next I work with the parts, seeing if they fit correctly, looking for potential clearance issues. If I run into an issue, I don't immediately grab the tool and try to fix it. I move back to the Chair. I take time to think and sometimes that means not thinking. Sometimes just idle chatter with the person helping you clears your head and lets you see things differently when you drop back to the floor. Sometimes it's just a solid few minutes of problem solving while you sit in the Chair that works." She just nodded, leaned back in her chair and said, "OK" as she sipped her coffee.

We worked the process, and as expected we ran in to multiple issues. The rear bumper was on and off several times. We found ourselves in the Chairs a few times, just contemplating what to do next. We actually never finished the install. There is a fit issue that may require a little machinist work to fix. We ended our session with a discussion for other uses of "The Chair". Adrienne thought it might be a great way for her to design the landscaping plan for her back yard. I agreed. We ended the day without completing the task, but the day was still a success, I had another convert.

The Chair of Contemplation is still a work in progress, but I found a rhythm that is perfect for me. If I hit a problem I can't immediately solve, if my leg falls asleep, if my back starts to ache, its back to the Chair. I recommend that you get your own Chair of Contemplation. Maybe for you it will be a lawn chair or a desk chair or even a lounge chair. Also find a beverage that calms you, that lets you relax and lets you think. Then set up your job and return to the chair.

View, examine, inspect, observe, study and scrutinize. Do it right the first time. Avoid those skinned knuckles and the multiple trips for parts and tools. Sit, relax, think; let the chair do its job. Contemplation is the cure. The car guy curse is reversed.

Until Next time, drive safe!

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