



# THE NOR'EASTER

SEPTEMBER 2014 SEPTEMBER 2014 SEPTEMBER 2014 SEPTEMBER 2014 SEPTEMBER 2014 SEPTEMBER 2014 SEPTEMBER 2014

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



DAW



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

The above photograph was taken while Tom's 2003 911 turbo was in for routine maintenance. European Performance Engineering has been caring for Tom's cars since 2009... oh, by the way,

Tom's wife's vehicle, a 2004 Cayenne turbo has traveled 310,000 miles... so far.

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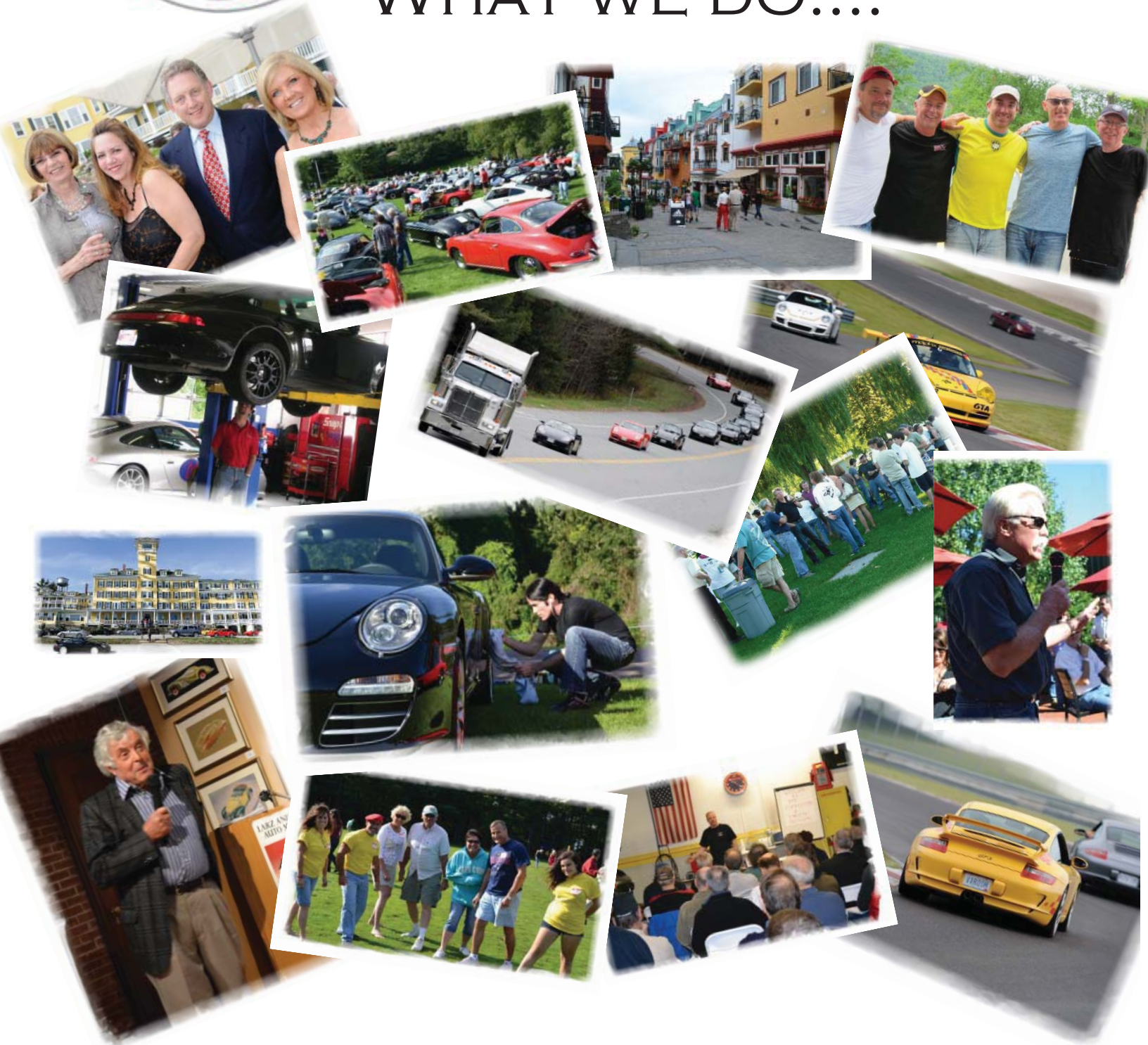
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# PORSCHE



# WHAT WE DO....



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## COVER



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# On the Edge

## of Something New



Adrienne Ross

A few weeks ago, I was listening to the radio while driving to the train station. I like this particular morning show; they keep me smiling on my admittedly short-ish drive.

On this specific morning they were discussing stressful situations. "Okay, we want to hear from you. What is more stressful, buying a car, or getting a divorce?"

I scoffed loudly, and gaped open mouthed at the radio. What? What the hell kind of question is that?

Every time I've bought a car, I've known

### ***I started on the Internet, and what followed was perhaps in the top 10 of the most frustrating experiences ever***

exactly what I wanted, and where to find it. Later on in life the Internet made the process practically flawless, I almost didn't need to drive the car before I signed the paperwork, a total breeze.

Now, my divorce wasn't acrimonious in the least, and it was still not easy.

Really? Divorce vs. car buying?

Then my daughter turned 17.

Now, I don't feel like I owe my daughter a car. She's not entitled to one, but she does need to learn to drive, and it's so not happening in my Porsche, so a few weeks ago I set out to get her something to learn on, and me something to drive in the winter.

We've talked for a few years about what she would drive, and what might be the ideal car for her. She's had her heart set on a station wagon for years. I have no idea why; she just wants one. I envisioned a little Volvo C30 for her to zip safely around in, with all their safety technology, but zippiness.

Later on I had hopes of buying her a WRX. It would get her through college, and then I could drive it sideways as a rally car until it died.

All of these seemed like good plans but,

when the time came, it was a little harder than that. If we were to share the car, I wanted all-wheel drive at least, and now that I owned a home, and everyone at Lowe's knows my by name, I also needed something to haul plywood and trees in.

I started on the Internet, and what followed was perhaps in the top 10 of the most frustrating experiences ever.

Saturday — Car 1: a 1997 Volvo 850 Wagon (130,000 mi.). Perfect! I'll just buy this for her, and get myself a truck! We went for the test drive at a (supposed) dealership. It turned out to be some-

one's house, with their living room made into an office. But the guy was nice, and handed us the keys.

We unlocked the doors, and opened them up to get a look inside, and "ooooof" the smell of smoke assaulted us — No.

Later Saturday - Car 2: 1995 Volvo 940 FSBO. (195,000 mi.). I meet the guy in a parking lot on Rt. 9. I pull up in my Porsche, and the guy is flabbergasted by my car. He asks me some impolite questions, which I answer evasively, and we get on with the test drive.

Drove the car, and it was 'ehhhh' — but for 20 years old what did I expect? I shook hands on the deal, and said I'd be back tomorrow to pick it up. As I pull away, I can hear him muttering about my Porsche, and how annoyed he is.

So, check in hand, out the door my cell rings. "Adrienne?"

"Hi Dave, I'm on my way, should be there in 20 minutes."

"Yeah, about that, I sold the car to someone else."

"Of course you did Dave. Why wouldn't you?"

"Well he came this morning with cash."

"Okay, — whatever." Click.

Maybe I'm going to need to spend a little more money...

Sunday night — Car 3: 2005 Volvo XC70 (98,000 mi.) at a dealership (that's better!). Car was nice. Drove well, also perfect. Let's finance some of it, and she

can make the payments.

I went home, and called on Monday for the financing. The interest rate was so absurd that it was all I could do to remain polite — No. (And Dammit!) Why is this so hard?

Monday night — Car 4. 2006 Volvo C30. (60,000 mi.). (Jackpot!) BMW dealership, Sudbury. These cars are very hard to find used. Let's drive it!

Hmmmm; it's more flimsy than I thought. It's plastic-y and not well apportioned. It's got pick up, but it's just like driving a Geo Metro (Remember those things?). It's not AWD, it's not roomy, and it's not got a very big hatch. I could go to Home Depot in my Porsche for this much room.

Ugggggh! — No. (Bummer!)

Tuesday night — Car 5 (and 6. Getting pretty tired of the chase, frankly.) 2008 BMW 325ix (80,000 mi.).

I call Audi of Shrewsbury.

Four minutes on hold while they look. "No we don't have any BMWs, you must have meant to call the BMW dealership; I'll transfer you."

*continued on page 46*

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

We've covered a lot of ground this month for sure. Mike has an adventure in which his training takes over. I've been car shopping, and to MMC at long last.

The Club went to watch a Polo match, and a car show in Stow. It's all very exciting, and the pictures (in color online) will be even more spectacular.

There are a few Board positions opening up this year, and I highly recommend applying for a position. Yes - it's a little work. But the rewards are awesome! You get to meet and play with some of the coolest people you'll ever know, *plus* you get to meet new ones!

The Board meetings are a lot of fun, and you'll realize first hand how hard we all work to make things happen for you.

Join us won't you? Put a new spin on the Club, offer your ideas, and put those special skills to work.

Enjoy the issue.

# Up To Speed

## Family Reunion

Kristin Larson

As defined by Wikipedia, a family reunion is an occasion when many members of an extended family congregate. Sometimes reunions are held regularly, on the same date of every year, for example. Some people rent a beach house or converge on one person's house where the best a child can find is some floor space. The Townsend family reunion is held at Watkins Glen at the annual NNJR three-day weekend event in early August. The fifth annual reunion was held August 1st-3rd, 2014 in Watkins Glen, NY. Most reunions have some annual traditions and

**It all starts with signing up at midnight eight weeks prior to the event. Dad is also responsible for obtaining a full garage for the family.**

ours is no different.

It all starts with signing up at midnight eight weeks prior to the event. Dad is also responsible for obtaining a full garage for the family. I book rooms for everyone and arrange for dinner on Friday night. Then we wait and hope for good weather and cars running well.

Mom and Dad travel from Maine. They are retired so they now break up the ten-hour trip into two days and stay at the same hotel somewhere near Albany. This gives them plenty of time to drop off the car Thursday night. Dave just started a new job so leaving early on Thursday was likely going to present a problem. When he told me about a conference call from 2:00-4:00 pm on Thursday afternoon, I was ecstatic, as we got on the road earlier than anticipated and he took the call from the car. Scott had problems of his own. His Bilstein shocks were to be shipped overnight to his house a week before the event. Instead, they were shipped via Ground to the shop he was working with in CT. They arrived the Thursday before the event, so he spent Thursday and Friday morning installing, starting the car for the first time in months and then

traveling Friday afternoon and missing all the track time on Friday.

A reunion tradition — Garage 9. We have had the same garage, Garage 9, every year of the Townsend reunion. In each year, and we have had Bill Gilbert and Howard Medow (both NNJR Instructors and longtime friends of the family) in Garage 8. The others in nearby garages have also mostly stayed the same.

What is a family reunion without pictures? Howard has taken our family picture each year — which, of course, needs to include the cars. We have taken



this picture just outside the garage each year. One might think a picture of three cars and five people would not be that difficult, but every year has brought its challenges. Most years, it has been because a car was not running. Luckily, this year it was just because it was convenient.

Lunch. While Dave and I have gotten to bring lunch to the track, that is not the case during the family reunion. Mom and either Dave or I go into town, get gas and lunch at either Mr. Chicken or Subway. Fine dining at its best. The reality is that Mr. Chicken is actually very good.

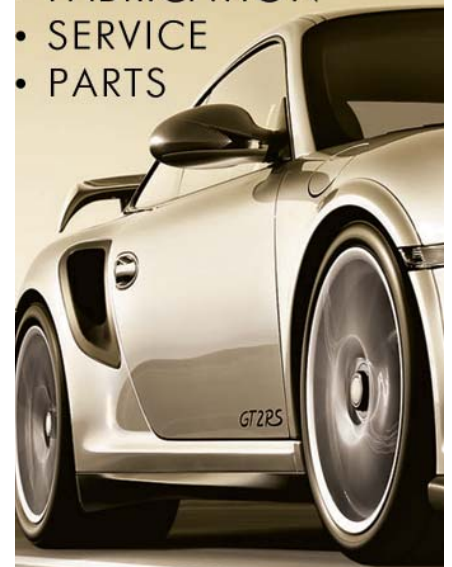
Ice cream after dinner at The Great Escape. This is the ice cream parlor next to Burger King. We had a very nice dinner at Stonecat Café in Hector Friday when the track went cold. As always, we never have dessert at the restaurant. We always go and get ice cream. Dave always gets a sugar cone, Mom gets a cup with a little

*continued on page 47*

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# Oil and Water

## Muscle Memory



Mike Kerouac

September, where did the summer go? It seems like only four or five columns ago I was writing about taking the cars out of hibernation and getting them ready for the Ramble. Now in a couple of months, I'll be writing about putting the cars back in hibernation. But with ten or so weeks still left in the driving season, let's stay positive. Here's to a great fall driving season.

Now on to the topic of this month's column; I've decided to write about muscle memory. We all have it, some are able to use it more than others, and some are

**Any of you who have driven on a track or even in a snowstorm have experienced the use of muscle memory.**

able to store more muscle memory than others. In my case, participating in HDPE's, multiple track days, and club races over the last six years has given me a substantial amount of muscle memory. A couple of weeks ago, I was very grateful that my track muscle memory kicked in just when I needed it most.

To get to the end, once again it is appropriate to start at the beginning. Any of you who have driven on a track or even in a snowstorm have experienced the use of muscle memory. The most common example is with counter-steering. If you grew up driving on the snowy roads of New England, you were taught to turn into the direction of the skid. The first few times, the rear end started to slide out, you said to yourself, "turn into the skid" and your hands moved appropriately. Most of us weren't taught to follow that motion with, "look where you want to go," but we still figured out the maneuver and it eventually became muscle memory. At some point, you stopped talking to yourself and your hands just naturally turned into the direction of

the skid. Pretty straightforward for any of us that had the experience.

Now let's fast forward to August of 2014. I'm driving a new purchase, a 1998 Porsche 997 Cup for the first time. I previously owned a 2006 997 Cup, but it's been over two years since I've driven it. The 997 Cup cars use a flat sequential gearbox with a big, beefy shift lever sticking up from the center tunnel. To upshift you keep your foot on the gas and give the lever a big tug. No clutch required. To downshift, you give the lever a big smack forward and you need to use the clutch as well as match revs (heel toe). The end-to-end process can be a little daunting at first. We are all very much used to using a clutch 100% of the time on cars that have a clutch or not using a clutch at all for automatics or PDK cars. In this case you have to create muscle memory that instinctively uses the clutch on downshifts and keeps the left foot on the dead pedal for upshifts. Initially it requires a lot of focus, and any missed shift can destroy a \$35k transmission. I did have one small advantage; this particular car had an auto 'blipper' installed, so I didn't have to worry about heel-and-toe downshifts. But, needless to say, I was a bit apprehensive about getting my sequencing down after a two-year layoff from this type of car. There is enormous pressure not to break the car during your first drive. I was very much counting on the muscle memory I developed two years ago to quickly reveal itself.

I arrived at the track early. I don't sleep well in hotels, so there is no point in just hanging out in my room. Shower, shave, breakfast, and then a 30-min. drive to MMC. After arriving at the track I visually inspected the car, reviewed the setup with the track support team and then headed to the locker room to suit up. After changing into my fire suit, I went back to the car, squeezed my helmet over my balaclava and connected my

HANS device. Over the years safety has become my top priority. I will not drive on the track without full fire protection and a HANS. Not even one lap. Fully geared up, I practiced entering and exiting the car. The roll cages and seats are a bit different from car to car, so it's always important to make sure that you can enter the car with helmet and HANS. Even more important is the ability to exit the car, while wearing helmet and HANS, in less than 15 secs. That's about the amount of time your fire suit will protect you. I've seen so many people get in the car and then put on helmet and HANS without any regard to their ability to exit the car once fully geared up. Not a safe situation. Enough of the safety lecture. Let's get back to the punch line.

The green flag was posted at Pit Exit as a row of cars roared to life. I climbed into the car, buckled up and waited for the oil and water temps to reach minimum levels. As I glanced at the temp gauges on the Motec dash, I also started to scan the center panel. A 997 Cup car has multiple switches: Master Power, Ignition, Fire, Bosch ECU mapping, Fan and Coolsuit among others. Combine that with the radio, pit speed and flasher buttons on the steering wheel and there is a bunch of stuff to burn into your brain. The two most important buttons while on track are ignition and fire. The master power switch has a plastic door that needs to be flipped up; it's not useful in an emergency situation. At this point, you are likely saying to yourself, "Hmmm, why is Mike talking about an emergency situation?" I'll tell you why I'm talking about an emergency situation; it all comes back to muscle memory.

I pulled out of the hot pit and completed a few warm up laps. I wanted to make sure the Pirelli slicks were up to temp and I also wanted to get my rhythm back with the sequential shifter. Surprisingly, my muscle memory hadn't left me at all.

*continued on page 45*



# Four Speeds & Drum Brakes

## *They Know Where I Live*



Tom Tate

I have to admit that it is strange how these old cars seem to find me on a regular basis. It's not like I advertise or ask people if they've seen any early Porsches tucked away in a garage in their neighborhoods. As my loyal readers (both of them) know, even stopping on the side of a two-lane road in Vermont can turn up a 1959 356, as I indicated in last month's column. That car is still in storage waiting for the owner to return from his summer vacation in Europe. Don't all eighty-year-olds go to Europe in the summer? Certainly fuel for a

***After considering the choices, and my offer for the dead car, the owner put the car in storage and left the engine behind.***

future column, stay tuned.

This month's prize was a '60 356 Cab that I came across last November. I got a call from a local shop owner that he had a car that needed repairs and the owner wasn't in a position to cover a \$13k engine job, so the car might become available. I went over to take a look at an ivory (my favorite color) with black convertible that was in pretty good shape for a car that hadn't been subjected to a lot of maintenance. The engine was out and showed an opening in the case over cylinder number three where a rod attempted to escape. The owner said that he was on the highway when he heard a bang and the car stopped. AAA was called and that was the end of the story.

After considering the choices, and my offer for the dead car, the owner put the car in storage and left the engine behind. After a few months the order was given to rebuild the engine and work was started. The extent of the damage left very few pieces that could be reused, as the spinning rod took out the crank, both heads, all the

barrels and pistons, and the cam. It must have been quite a bang. I was able to supply some parts, and by summer the engine was ready to install. The car came back to be brought back to life, but even though it was on time and under budget, the owner decided that he didn't want to keep the car. I added the cost of repairs to my offer and after a couple weeks of discussion I drove it home.

It ran like a new car and all I had to do



was add some missing engine tin, and do a good clean up and it looked great. There was a scratch on one side that needed attention, but I have a painter that can work magic, especially on an ivory car, and the match was perfect. I drove it over to a nearby radio shop to find out how to turn on the aftermarket radio but it turned out that it was a dead Best Buy item that costs less than \$100, so out it came. It had been mounted up under the dash and looked like your

brother-in-law installed it, so removing the unit was an improvement. Of course I had to add one of my horn rings to the steering wheel but the cocoa mats were good enough to keep after trimming a few edges.

I had a few guys on my list that were looking for an open car and it only took a couple of calls and a few e-mailed photos and the Cab had a new home. I had driven the car to the train station a few times and it was a very pleasant ride. Smooth, quiet and very dignified, not like the Speedster at all. I couldn't keep something like that anyway.

The second Porsche this month was a lot newer than I usually look at, but the price was so attractive that I had to act.

A fellow Porsche owner with whom I used to work, and has since retired to enjoy his car full time, called me on a Saturday morning to say that his wife had spotted an ad in the local throwaway paper for a Porsche. It was an '84 Carrera Targa, a car similar to the one he drove. Since it was only in the next town over, he went over to take a closer look. I asked him if he wanted another Targa and he said no but maybe I would. The price in the paper was less than half of retail and he thought it could be bought for less. Except for a service and replacements for the Comp T/A's (last manufactured in the '80s), the car really didn't need anything. Since these cars have been rising in value the last few years and a good clean driver is hard to find I quickly gave the owner a call.

He said that he had three prospects coming over on Sunday to look at the car and I could come over then also. I suggested that now (Sat afternoon) was a good time and after grabbing some cash from the car fund in the garage I was on my way to Marshfield.

*continued on page 46*

# Minutes of the Board

## July Meeting



Marcus Collins

The August Board of Directors meeting was held on August 14th, hosted by Adrienne Ross. The meeting started at 8:07 pm.

Present were:

Marcus Collins (Secretary and Membership),  
Stan Corbett (DE),  
Adrienne Ross (Nor'Easter Editor),  
Kristin Larson (President),  
Bill Seymour and Rosemary Driscoll (Admin),

Steve Ross,

Mike Orsini (Treasurer).

Missing was Nick Shanny.

Marcus gave our membership report indicating we now have:

1,573 Primary members

982 Affiliates

2,555 Total memberships

31 New members

2 Transfers in

2 Transfers out

Adrienne showed a copy of another region's magazine that is printed in color. The board discussed the difference between it and the existing qualities of "The Nor'easter" and decided that the existing format is preferable. The online copy of "The Nor'easter" is now up to date — July 2014.

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

Stan reported on DE. There are 130 paid participants for WGI; with a few more instructors the yellow and green run groups will all be confirmed. The board asked the track committee to look into DE strategy — including a survey of past DE participants. The committee will report back before the plans for the 2015 are finalized. The DE event at Thompson Speedway is at 62 paid participants. Read Stan's column for an impression of this new track. Stan showed a prototype DE bottle opener, which will be handed out at WGI.

Steve reported on the upcoming Concours event. The prizes are now finalized on bookends and framed pictures. 18 cars are currently pre-registered.

Bill reported on Autocross — the past event was a great success. After the 5th (and last) event, the usual after-autocross party will be held. The location is still undecided.

Bill reported on Admin. The newcomers party will be held at Dani and Marcus's in Lexington on August 17th — look for the details in "The Nor'easter." There will be a trip on September 7th at the Microcar museum in Hudson — look at the website for details. Auto Engineering is holding a tech session "The Porsche in Winter" on Oct 18th at 11:00am — details in "The Nor'easter" or on the website. The Biennial auction is scheduled for November 8th at the Natick VFW. The annual dinner will be held on Jan 8th — the cost of the event will be \$60.

Bill discussed the nominating committee — there are three open positions. VP Admin, VP Activities and Membership Chair. If anybody is interested in these positions please contact Bill Seymour at admin@porschenet.com.

The next board meeting will be held at Nick Shanny's home on Wednesday, September 10th at 6:30 pm. With no further business proposed, Kristin asked to close the meeting, Bill seconded the proposal and with no dissenting votes we adjourned at 9:20 pm.

### Happy PCA Anniversary!

#### Ten Years

Sandra M. Carbonneau  
Kim Catizone  
Michael Catizone  
Andrea Geldmacher  
Chris A. Geldmacher  
Jack Mizerak  
Patricia Pomeroy  
Philip E. Pomeroy  
Chris Ryan  
William P. Seniw  
Maria Zuber

#### Thirty-five Years

David A. Affonso  
Mark Hutchinson

#### Thirty Years

John T. Buckley

#### Twenty-five Years

Joe Mancuso

#### Twenty Years

Mark J. Aaronson  
William Pfister  
Bill E. Seymour  
Sharon Tulis

#### Fifteen Years

Lisa M. Branagan  
Patrick T. Branagan  
Joyce Brinton  
Adrian Flatgard  
Bob M. France  
Edward F. Gleason  
John D. Koenig

#### Five Years

Dara G. Ambrose  
Bill Andreas  
Dave Berman  
Rob Brown  
Tony V. Caito  
Greg J Carlisle  
Cindy Helenius  
David Helenius  
Frederick J. Horstkotte  
Antonia Kenney  
Kristin Larson  
Pequita Loring  
Jay P. Macken  
Silvija Mazza  
Steve D. Mazza  
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# The Long and Winding Road

## Chair Duties



Bill Seymour

**B**y the time you read this it will be September, and we will all be lamenting the impending end of the driving season. But right now the sun is shining and there is still plenty to look forward to... Watkins Glen, Thompson, a LeMons race, the last NCR DE at New Hampshire, at least two more autocrosses, etc. It's been a nice season so far with no big surprises.

My opinion of the new Thompson track lies somewhere between the extremes I have heard. First and foremost it's a pleasant 31-mile drive on pretty roads from my house — a little too far to go home for lunch but definitely close enough to allow

***The call pretty quickly started to sound like NPR's "Car Talk" as the full details came out...***

me to change tires at home — so how bad can it be? The track is very technical, with turns that do not seem to reward the obvious line. Those who are very analytical will find ways to shave seconds off by doing everything just right. It has six turns where I was below 60 mph (I might do better with more experience, of course) and I was at 35 mph around the slowest corner — but 118 mph on the longish straight. So it's a course where the momentum cars will be happy for two-thirds of the track, and the high horsepower cars will be thrilled with the rest of it ("Wow, can a Turbo accelerate!" says Bill as he gets his doors sucked off). I look forward to driving the LeMons Miata there, but wonder if perhaps I could change cars just as I enter the straight?

The facilities are quite good with a little teething yet to do. The bridge that you cross to enter the paddock is one lane wide with a traffic light controlling who's turn it is — not a problem but it had me puzzled momentarily. Stan will be happy that NCR went first and he could learn from them for organizing the tech line,

pit out, etc. The biggest complaint that I heard is that Thompson charges an obscene amount for a garage (with the result that they were empty — there's an Econ 101 lesson here). There was a decent food truck and I augmented the usual fine fare provided by Pam Mascetta (love the fennel!) with a hot dog.

All told, it won't top Watkins Glen on many lists, but what it has going for it is, as the realtor says, location, location, location.

I got a great phone call a week ago. A very nice lady named Jennie from Bozeman, Montana had found my telephone number as the Autocross Chair and dialed me up. She proceeded very tentatively to ask if there was any chance that I had a leftover autocross trophy from 2012. Her husband, whose birthday was imminent, had won a beer glass but it had gotten, ahem, broken and she wondered if it could

possibly be replaced. The call pretty quickly started to sound like NPR's Car Talk as the full details came out and Jennie and I were laughing like hyenas. It seems she had put a frozen smoothie into Dan's favorite pint glass and put it on the range-top burner to defrost, with predictable consequences to the glass and to marital harmony. As it turns out I did indeed have some leftovers and hopefully made Dan's birthday better by sending not only a replacement "Runner Up" trophy but also a "First Place" glass, as well as a pair of 2013 season coffee-cup trophies. (And, no, don't call me and ask for extra trophies no matter what

tale you can concoct.)

I'll end with a plea to consider volunteering for a NER board position. As I am leaving the NER board at the end of this year, the job of Nominating Committee Chairman falls to me. We are looking for a VP Admin ("Social Chair" — my current job), a VP Activities (responsible for driving events) and a Membership Chair. All of these jobs come with the opportunity to get a free dinner at a board member's house each month (you get to take your turn — you are reimbursed for the cost of the food) and you get to write a nice monthly column, just like this one, only better. Come on, it's fun and you'll help the club.

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# Guest Columnist

## Confessions of a Sometimes Scribe

Danielle Bader

Oh the perquisites of a part-time automotive scribe in our virtual world. The private jets, the limos, the penthouse hotel suites, the lavish expense account, the...

What? Oh, sorry, I must have been dreaming.

But there are some bennies, like qualifying to be a member of the Rocky Mountain Automotive Press association (RMAP). And, guess what, there are a number of similar organizations in many major cities around the country.

Membership entitles you to join in the Rocky Mountain Driving Experience

***I started in the Ford Fiesta ST with the rep. Precise six speed. Drove well, with lots of boost down low.***

(RMDE,) in which I participated a few weeks ago. I drove 13 cars over two days. All for, are you ready? Ssh, don't tell anybody, \$50/year in dues.

Such a deal? You bet. Press day at the auto show. In fact, our merry band was the press. Breakfast hosted by Ford, lunch hosted by... damn, I can't remember, dinner hosted by GM.

You eat well. And it's fun to badger the manufacturer reps and watch them duck — when is the new Z-car coming out? When do we get the S3? Won't it be a higher priced clone of the Golf R? And, speaking of the R, when? And for how much?

They bob and weave around every question.

But everything at the show is open. A colleague and I hopped up on the new Mustang stand and sat in the early production model. We just did it. I sat in the Jaguar XK-F coupe. The GTR NISMO. Two Corvettes, the coupe and the convertible. We had the rep open and close the top on the convertible, several times, just for us.

At dinner someone asked me if I sat in the Aventador. No, I said. And I saw the smile -

you didn't... yes you did!

RMDE. The first day, you drive into the foothills of the Rockies, swapping cars every 20 miles or so. The second day, you drive the cars at High Plains Raceway, a real track about an hour east of Denver, to your heart's content.

This was my third time at RMDE. Although I missed last year because of... I can't remember that either, but it must have been a very good business reason, something where I actually made money, because I'd almost give up my first born for the driving experience.

Sorry, no Porsches. I have no idea why. They've never participated, as long as I've been going.

What you do is caravan... er, ok, you rally, in whatever you just jump into, before anyone else.

I started in the Ford Fiesta ST with the rep. Precise six speed. Drove well, with lots of boost down low. But, geez, the styling looks like it was meant to stand out on the Ginza, or in front of the Forbidden City.

But the rep was great. I recognized him from two years ago, when he was egging me on, as we climbed Mt. Evans in the Mustang GT.

Then came the BMW M235i. With manual. But still. What a package. And I write from experience, having leased a 135i for three years.

The Infiniti Q50. The rep, a very sweet woman from LA, gave me the spiel on the fly-by-wire steering, a world first. "It's different," she said. I agreed. No play off-center, whatsoever.

The very tiniest touch at the wheel does something. And you can adjust the steering effort at will. Did I like it? I dunno. Let me borrow it for a month, and I'll let you know.

Drove the BMW 435 convertible. After the 2, it felt like a stone. No, a large boulder.

Came down from the hills in the new A3. Sorry, it's boring. I humored myself programming the entire Sirius in-car system. Uninspiring handling. And the interior gave new meaning to Teutonic functionality. What happened to Audi's industry-standard excellence? Price constraints? The rep wouldn't say.

Then, for the highway blast back to race central, I hopped into the Range Rover Evoque. Actually, I had my choice, of a

*continued on page 47*



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# Don't Lift

## Impressions of Thompson and NHMS DE Report



Stan Corbett

August is a busy month for DE-ing. We started off with North Country Region's (NCR's) first time event at Thompson Speedway Motorsports Park on the 2nd and 3rd (see my impressions of the track later in this column). I'm writing this the day after returning from our August 12th-13th DE at NHMS (report also later in this column) and our DE at The Glen on August 22nd-24th is only a week away. And, NER's final DE for the season, which will be at Thompson on September 26th-28th, is just over a month away. Also, NCR has two more DEs in their schedule, both at NHMS, the first on September 9th-10th Septem-

**Thompson is about six weeks away on September 26th-28th. Friday the 26th will be an advanced day for White, Black and Red run group drivers with lots of track time.**

ber and the second on October 9th-10th.

I attended the NCR DE at Thompson on August 2nd-3rd along with 100+ of our fellow DE-ers. A faithful follower of my column (thanks to both of you!) may recall that I reported in the December '13 issue of "The Nor'easter" the results of a track walk several of us took in late October that year. I said, "The track looks like it will be very enjoyable to drive, with features such as elevation changes, tight and sweeping corners, and a front straight over a half mile long." Since that time the track has opened and several events have been held there. Some drivers have posted negative reports about the track including some safety concerns and disgruntlement with some of the more technical sections of the course. I'm here to tell you, and the majority of the people that attended this event will support me; Thompson is a fun, safe track. The front straight is a gift to everyone that likes to get some speed out of his or her car. A fair amount of the rest of the course

is more technical which simply means that it is going to be more challenging to master (read that as more fun!). The course is safe and there is runoff where there needs to be. The track staff does a good job and they are learning quickly about clubs and the way we run events. This is a challenging, fun racetrack and it's right in our own backyard! NER's DE at Thompson is about six weeks away on September 26th-28th. Friday the 26th will be an advanced day for White, Black and Red run group drivers with lots of track time. Saturday and Sunday are open for all run groups with four runs for each group. Do yourself a favor: sign up and join us for NER's inaugural event at Thompson. We should have room in all run groups even when you receive this in the mail.

Our DE at NHMS on August 12th-13th had fewer drivers than we have had at NHMS in a long time. We had 67 registered drivers, including 14 novices, two of whom were attending their first DE. We did manage to get enough instructors so that none of the instructors had to take two full-time students. For those of you that missed the event, the low turnout resulted in more track time, a couple of minutes shy of two hours on Tuesday and what would have been over two hours on Wednesday — heavy rain shut us down about 2:30 Wednesday afternoon. Green and Yellow run group drivers had a classroom session Tuesday morning run primarily by Dennis Macchio, president of Bertil Roos Racing School. Wednesday Dennis conducted classroom sessions for Blue, White and Red/Black run group drivers. During the three Wednesday sessions, in recognition that we are introducing a new track this year (Thompson) and may have another new track next year (Palmer), Dennis talked

about the process of developing the basic racing line. Starting with a basic 'Racing Line 101' based on 2-D track geometry and then moving on and modifying the line based on multiple factors such as camber, elevation changes, track surface, etc. to develop a more advanced, faster racing line that could be unique to each track/car/driver combination. At the end of the two days I think everyone involved would say they had fun and learned a lot about themselves and their cars. Our participants earned a compliment from NHMS Race Control on Tuesday at the social (we invite the track workers to join us at our socials). Race Control informed us that we were the first club in her memory to not fill up more than one sheet of the incident log they maintain for each track day. She had only two-thirds of a sheet of entries (out of 14 max per sheet) and four of those entries were 'Track Hot' and 'Track Cold' each morning and afternoon! Good job to all our drivers!

In last month's column I wrote up a few interesting bits of information that I found during the process of installing seats, harnesses and a half cage in my car. I left out one useful bit. If you are keeping the original 3-point belts, probably a good idea if you plan to use the car on the street, the original belt should be routed through the shoulder belt opening on the new seat so it sits properly on your shoulder. Contrary to most of the write-ups I've seen on the

*continued on page 50*

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## 2014 Calendar At-A-Glance

### September

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

### October

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

### November

12 - Board Meeting

### December

10 - Board Meeting

### January 2015

10 - Annual Gala

# NER AX Series Event #4!

Saturday, September 20th

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**T**he fourth event of the NER Autocross Series is Saturday, September 20th at Fort Devens. This is the next to last event of the season and likely to be the best weather: not so hot as the beastly July events, and not so cold that you sit in your car with the windows rolled up.

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

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

Two important reminders: there is no day-of-event registration. You must sign up online by midnight, Wednesday Sep. 17th. And notice please that this event is on Saturday, not Sunday.

The gates open at 7:00 am and check in ends at 8:00. Participants are encouraged to arrive no later than 7:30, to allow plenty of time for check-in and car prep for the tech inspection. Also, be sure you bring adequate clothing for any weather be it hot, cold or wet. Lunch is offered for a nominal fee or you can bring your own picnic-style eats, and liquids are always provided throughout the day free of charge.

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

The cost for the day is \$40 for members, \$50 for non-members.

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

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

### Directions to Fort Devens

From I-495 or Rt. 128, take Route 2 West. After you go under I-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 gate will be on your left after crossing the railroad tracks.



*Last AutoCross of the Year!!*

*Saturday, October 4th*

SPONSORED BY Auto Engineering



## **AUTO ENGINEERING**

**T**he last autocross of the season and the Third Annual Autocross Party will take place in Ayer on Saturday, October 4th. As usual the cone punters will gather at Moore Air Field (gates open at 7:00 am) to compete for bragging rights and beer mugs. For this last event, time allowing, we will have some special fun and games to make sure we are occupied until 5:00 pm.

And then, after the autocross — assuming that we find a site (our usual watering hole isn't available) and then get at least 30 sign-ups in advance — there will be a party and dinner starting at 5:30 pm and going until thirsts are slaked. At this dinner we will roast/toast our fellow autocrossers and recognize the season series winners. The sign-up for the party will be a separate event on [motorsportreg.com](http://motorsportreg.com).

To sum up...

- If you are an autocrosser, this is your last chance this year. And, of course, you'll want to come to the party.
- If you are considering autocross, come on down. If you really just want to test the waters we have a Ride Program where you can get multiple turns as a passenger for a \$20 donation to Angel Flight. And then go to the party.
- If you have no interest in autocross but want to hang out with the demented crew that practices this arcane sport (or perform psychological tests on them), then sign up for the party/dinner and at least get a good meal for cheap.

Register online at <http://pcaner.motorsportreg.com/>. There are separate sign-ups for the autocross and for the party. You must register for the autocross by midnight, Wednesday October 1st — no day-of-event signups are allowed for the autocross.

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

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

### Directions

From I-495 or Rt. 128, take Route 2 West. After you go under I-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 gate will be on your left after crossing the railroad tracks.

# The Porsche in Winter

Saturday, October 18th

PRESENTED BY Auto Engineering



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

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

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

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





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# Thompson Speedway

September 26-28th

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

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

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

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

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

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

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

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

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

**Registration Open NOW**



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# NER Bi-Annual Auction

November

I'll bet you didn't know that "bi-annual" can mean either once every two years, twice a year. Confusing, eh? But "biennial" only means once every two years, and "semi-annual" only means twice a year. Let's agree that we won't use "bi-annual" at all. See what you learn by being a PCA member?

Anyway, we have an auction every two years, and it will take place in November of 2014 at the Natick VFW Hall (113 W. Central St. in Natick — the same place where we had the State Police Officer and Rob Siegel events).

The always-entertaining Tom Tate will once again be our auctioneer. And what will he be auctioning? The stuff you bring, of course. You can either keep the proceeds or donate them to the club's charity of choice: Angel Flight NE. What can you bring? Well car stuff is the best, but pretty much anything is fair game (and amusing/unusual is really good). It's a pretty rowdy good time. We will have snacks and a cash bar. Afterwards some of us will convoy to Margaritas (725 Cochituate Rd. Framingham) for lunch and tequila shots. Sign up on our website please or direct questions to Bill Seymour ([admin@porschenet.com](mailto:admin@porschenet.com)).

And to whet your interest, here's the report from the 2012 event:

"Our auctioneer, Tom Tate, came dressed in authentic red overalls similar to those worn by the Porsche factory workers. He kicked off the usual humorous bidding with some compact tire pressure gauges, being sold by — guess who — Tom himself. They were quickly grabbed for an amazingly great price by two bidders. Then followed some really nice collectible items that Jerry Pelegri-no offered. The first was an original poster publicizing the 1962 U.S. Grand Prix at Watkins Glen, complete with pictures of some of the cars competing and a list of the drivers; a who's who of that period of time. The next, another noteworthy poster, was a beautiful painting of a 356 plowing through a snow-covered road. Both pieces drew strong bids. On came other Porsche-related maintenance items: oil and air filters, some lowering springs, a front spoiler for a 996, a dozen or so hardcover books, and official Porsche calendars, complete with the desirable coin. A very nice 993 was offered for sale but there were no takers at this time. Our track chair had his tire trailer on the block too, but it was again a no-go. Getting off the car-related bent, a box of florescent bulbs was offered and they all sold; must be a shortage somewhere. As always, Tom egged on the audience to better their bids with his usual quick wit, which raised loads of laughter from the crowd, and higher bids. Sellers had the option of keeping the proceeds or donating the receipts to our charity Angel Flight NE, to which more than \$100 was given."

## SAVE THE DATE!!!

January 10th, 2015

Don't forget NER's Annual Gala! This year - well, this time - it's on January 10th of next year. So save the date! There's more to come! We'll see you then!





# 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)

was so honored to meet David Hobbs. I've been a fan for a few years now, and enjoy his commentary on racing and racers.

David was born in June 1939 in Royal Leamington Spa, England. In 1969 he was included in the FIA list of graded drivers — an élite group of 27 drivers who by their achievements, were rated the best in the world — and he was inducted into the Motorsports Hall of Fame of America in 2009. Originally employed as a commentator for the Speed Channel, he currently works as a commentator for NBC and NBC Sports Network.

David currently lives in Milwaukee with his wife, Margaret. They “putter” around the garden in their spare time, and enjoy winter in Florida. David has two sons, Gregory and Guy. His youngest son, Guy, worked for Speed as a pit reporter on their sports car coverage.

David was kind and patient with me, even though he had been running a bit behind, and had the Hockenheim race the next day. I dragged him into the basement of the Larz Anderson museum, and what follows is our conversation. I've left it largely unedited, so that you can get a sense of

the man himself.

(Adrienne) Take me from 0 to your first race.

(David) My dad was always into cars, but at the beginning of WWII petrol was heavily rationed. He was from Australia and the English government asked him to stay to develop his transmissions, and help with technical innovations in the automotive business.

By the time the war was over, my sister was ready for university, but I was only 6.

I wasn't good at school, so I went to Jaguar cars as an apprentice. They had a great system, a great apprenticeship scheme in England. It was a full-scale apprenticeship, where you essentially earned a technical degree.

While there I got keen on cars, and there was a Jaguar apprentice's motor club, which I joined, and would take my Mum's car, a Morris Oxford, and would rally cross, and the like. But I drove like a mad man on the road, and so I decided I should race. Back then it was cheap to get a license. You would join a motor club, any car club, and then pay the entry fees, the whole

thing would have been about £15. It was my Mum's car with my dad's automatic gearbox. And I raced a few times, and then I finally won a sprint in it. The following year I convinced my dad to let me race his Jaguar X40, it also had his gearbox (His father designed transmissions and automotive technology). Unfortunately I rolled it in the very first race, and did a little damage. (David smiled broadly at this, indicating that he'd damaged the car quite badly.)

He said I had to fix it, so it didn't get fixed very well. Then he got a big injection of capital from BSA, and we decided that a good form of advertising would be for me to race in a proper car. We bought a Lotus Elite, which I campaigned in 1961 very successfully. Won 14 out of 18 starts at the small tracks, Silverstone, Brands Hatch, the Ring.

(Adrienne) Who inspired you?

(David) My hero was Sir Sterling Moss. But it wasn't like it is today with videos, and TV. You had to go to races, read the papers and magazines to keep up, or follow a driver.

I did go to the very first Grand Prix, the British Grand Prix with my mom and dad,

# *An Afternoon with David Hobbs*

Copy by and Photos by Adrienne Ross







David tells a great story.

and my brother. But even then it wasn't like a bolt of lightning, you know, it was not what I wanted to do. But I did drive fast in the road. And I did like going fast, and I was good at it.

(Adrienne) What do you drive now?

(David) I don't have any exotic cars, I don't have any car at all, and I never seem to have enough cash to get one (laughing).

(Adrienne) And when you're not racing, what does a typical day look like for David Hobbs?

(David) I go to the dealership most days, although my son Greg really runs it now. We have quite a few customers who don't believe I really come in every day.

(Adrienne) What do you do for fun?

(David) We like to putter around the garden, and we have a house in Florida, because I don't like the winter. We go back to England two to three times a year. But not in the summer because it's racing season. I like soccer, and tennis. I used to play when I was a kid, until I discovered Motorsport.

(Adrienne) You've had 20 Le Mans starts, what are the best and worst parts of that race?

(David) The worst is the rain, and night can be tricky. It's a long circuit, eight miles. It's not like Daytona, when you're there for hours running around a fish-bowl. In my day, there weren't all those chicanes, which is very hard on the car, and hard on the drivers. In my day we did the race with just two drivers. Now

they use three or sometimes four.

We talked a bit about his grandson, and his working his way into a racing career.

(David) It's so expensive to start racing unless you find a fairy godfather. Four or five of the F1 drivers pay to be there. In my day there was a lot of stepping into dead man's shoes. That seems grizzly, but it was really how it worked.

But I've never raced anywhere when I didn't get paid for it. Even NASCAR.

(Adrienne) How was NASCAR?

(David) It's harder than it looks. Massively talented drivers come into NASCAR, and they can't do it. Juan Pablo was a good example of that.

(Adrienne) What do you think of "Senna," and "Rush" (the movies)?

(David) I thought "Senna" was very good. Well put together. To be a world champion you have to be selfish, and greedy, and solely, solely concerned with yourself. He was the epitome of that for sure. "Rush" was a good story of human conflict. But the drama, and partying was a bit overblown. "Grand Prix"

and "Le Mans" are my favorites. They did a great job considering the time, and standards.

(Adrienne) Who's the funniest person in F1 ever?

(David) I wouldn't say anyone in F1 is really funny; it's not a funny place, the paddock of Formula 1. Everyone is just focused on the race, and the cars, but Graham Hill was an amazing storyteller. Very good at making jokes at other peoples expense, but not good when the shoe was on the other foot. Jackie and Jimmy Clark were not particularly jokey guys. The guy that's really pretty funny, and probably pretty good fun to be with is Daniel Ricardo. He likes to sort of dance in front of his mechanics.

(Adrienne) What's your favorite track?

(David) The 'Ring, the Glen, Road America, Phillipston, I've never found a track I don't like really.

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**M**y daughter, Camille, and I showed up for our third autocross and Camille's second sharing my wife's Cayman. She would have beaten me last time out at the NCR autocross, but she had no clean morning runs. I was hoping she would show me up this time (stay tuned to this Bat channel...). The weather looked very sketchy for a week or two before the event: anywhere from dry all day to 80%+ chance of rain. That probably scared some off and limited the turnout to 56 drivers, but it just translated into more runs for those who showed up. Not quite as many as at the NER autocross #2 with 12, but we managed to fit in 11. Not too shabby. The weather ended up being nearly ideal

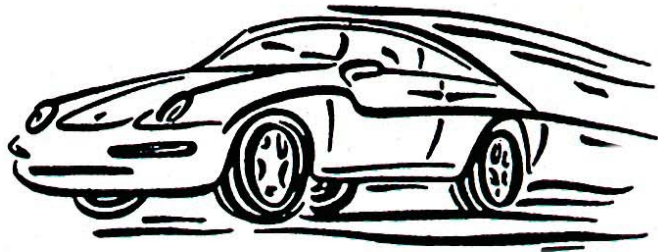
for early August, as far as I was concerned, warm in the mid 80's and partly cloudy. There were a few sprinkles late in the day for run group 2 but the only penalty for them appeared to be driving 1 or 2 runs with their wipers on. The few raindrops seemed to evaporate almost immediately after hitting the pavement and their times did not appear to suffer.

Here's some interesting statistics that I compiled thanks to Dave Berman sending me the complete run-by-run results. We had 56 drivers (7 dual) with 11 runs each for 616 runs all together. We knocked down a total of 415 cones and had 53 DNFs for a variety of reasons. I have no idea if this was par for the course but it looked like a big number to me. One driver (who shall remain nameless) man-

aged to go on the wrong side of the first pointer cone coming out of the starting gate. The announcer made sure that they did not repeat that performance. Drivers managed to knock over between 0 and 20 cones during the day (not counting DNF runs), with most being in the 4-6 cone range. There was only one driver who managed to not knock down any cones at all: congratulations to Peter Migdal! Normally I wouldn't call out the driver with 20 cones down, but I think he would understand: That would be me! Add in Camille and we managed to hit 33 between us. Hopefully that will come down somewhat in the future. We also saw 53 DNFs, but 33 drivers managed none.

We showed up around 7:30 am and

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A U T O B O D Y

## 415 Cones Down!



NER PCA Autocross #3 - A Report

Copy by Robert Galejs Photos by Adrian Flatgard



*Waiting to grid.*

*Faaaaaasst.*



quickly unloaded the car and got it into the Tech Inspection lineup. The low profile tires that came with the Cayman needed a lower tire pressure than is advertised on the door pillar and I dropped the pressure from the recommended 33 psi to 28 psi front and 26 psi rear. Shoe polish on the tires seemed to indicate that the sidewall roll was good at these settings. One downside though was that this lowered pressure triggered the TPMS low pressure warning that I would have to live with throughout the day. Chris Ryan led the drivers meeting with the usual set of cautionary tales and cone-scoring basics. Once again, when Chris asked for a volunteer to write up the day's event for The Nor'Easter you could hear the crickets chirping. Writing up a two-page article for the last event was no big deal so I volunteered again. I had been given 2 fun runs for my previous efforts but did not manage to find a time to get them in. Hopefully they do not expire. However, I think that I'll make this the last write-up for me this year.

After the drivers meeting finished and we ordered subs for lunch and figured out our work assignments, I walked the course with Camille. This course seemed to have a wide variety of sweeping turns, the usual lanes changes, a few slaloms, the obligatory V-box and a tricky angled gate just before the finish chute. After we were done, I jogged the course again for a look at a slightly higher speed which seems to have helped me not have any DNFs. I finished the second lap a bit before the novice walk-through ended.

Camille and I were in the first run group so we got our car lined up in the dual-driver zone. For the first two runs, I had Mark Scala as my instructor who refreshed the basics for me: Don't move your hand on the steering wheel, look ahead, etc. We then worked on my timid driving trying not to coast anywhere and making sure I was either accelerating, braking or turning. I thought I was driving much better by the end of my morning runs, but my times were pretty much stuck around the 80 second mark for a morning best of 80.259 s, my only clean run so far. I think I was just braking too much before turns which was cancelling out the benefit of not coasting. Camille's runs were all in the 81 s zone



*Timing and scoring.*



*The gloves are ON!*



*The 904 looks good.*

but all with cones down for a 83.505 s morning best. That Cayman's g-meter showed that I was only managing to get a bit over 1.1 g in the turns whereas Camille managed to get around 1.2 g. She had Ollie for her instructor who rode with me for my last few morning runs as well. According to Ollie, I was way too timid with the throttle and Camille was way too aggressive. I figured she would probably beat me in the afternoon as it is usually easier to rein in someone who is too aggressive than make someone timid drive more aggressively. Ollie also noticed that Camille seemed to hit the cone on the right-hand side of the final gate so many times that he joked that maybe he should just walk over and knock it over before her run. In the afternoon, I knocked down all sorts of cones and never managed to better my morning time. Camille had 2 clean runs in the afternoon with an 81.245 s best time. She could have beaten me on 2 of her last three runs with sub-80 s times were it not for that pesky last gate cone. That cone took a real beating and one got so shredded that at least one needed to be "retired". Scruffy had the best time of the day with 67.993 s, with all of his runs sub 70 s but a few with cones down. Ronald Orr managed to win the vintage tee shirt that Bill Seymour was trying to give away at the NER autocross #2 for a time with an XY.000 time. Ronald managed to go one better than Bill wanted with an 80.000 time on one of his runs.

This was my first time with a dual-driver car and I learned an important lesson: you should probably start with nearly a full tank of gas. I started with about a half-tank with the Porsche computer telling me that I had an estimated 230 miles remaining. That didn't last too long. After the first two runs, the estimate was down to 100 and dropping fast. At the end of the day I drove off the field with about 20 estimated miles remaining for a second set of warnings flashing and beeping at me for a very noisy ride to the gas station. Next time I'll have to start with a fuller tank but also start the trip computer to see what sort of gas mileage I get during the autocross.

All in all, another great day in 2nd gear. Hopefully I'll manage to figure out how to drive faster next time.

*George swaps pads.*

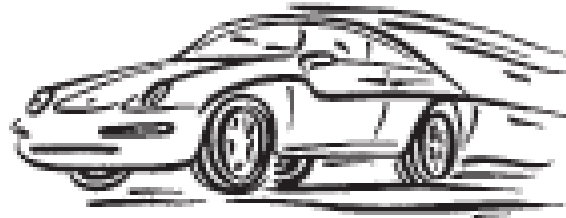


*Checkin 'em out.*



# NER AutoCross #3 Results

Pos.	Class	#	Driver	Car Model	Total	Diff.	From 1st
<b>1 - '1 - All 356, 912, 914 models' Total Entries: 1</b>							
1T		3	Tom Tate	Porsche 914	74.641	-	-
<b>2s - '2S - 924, 944, 968 Street' Total Entries: 6</b>							
1T		2	Adam Blauer	1994 Porsche 968	75.074	[-]0.348	-
2T		58	Neil Halbert	1990 Porsche 944 S2	75.422	0.348	0.348
3		58b	Brian Halbert	1990 944 S2	76.547	1.125	1.473
4		69	Georges Rouhart	1993 Porsche 968	76.943	0.396	1.869
5		69b	William Koscielny	1993 Porsche 968	78.78	1.837	3.706
6		448	Thaddeus Herliczek	1984 Porsche 944	81.481	2.701	6.407
<b>2r - '2R - 924, 944, 968 Race' Total Entries: 1</b>							
1T		61	Bill Aubin	1984 Porsche 944	73.421	-	-
<b>3s - '3S - 911 NA, SC, Carrera, 964, 928 Street' Total Entries: 3</b>							
1T		666	George Skaubitis	1993 Porsche RS America (964)	79.373	[-]1.273	-
2		12	Arthur Bryant	1986 Porsche 911 cab	80.646	1.273	1.273
3		666b	Christine Skaubitis	1993 Porsche RS America (964)	81.205	0.559	1.832
<b>3r - '3R - 911 NA, SC, Carrera, 964, 928 Race' Total Entries: 2</b>							
1T		156	Chris Ryan	1984 Porsche 911	76.604	[-]0.399	-
2		22	Robert Canter	1984 Porsche 911	77.003	0.399	0.399
<b>4s - '4S - 986 Boxster/S up to 04 Street' Total Entries: 5</b>							
1T		1	Oliver Lucier	1998 Porsche Boxster	72.671	[-]7.431	-
2T		777	Gary Hebner	1998 Porsche Boxster	80.102	7.431	7.431
3		60	Alan Donkin	2000 Porsche Boxster	80.95	0.848	8.279
4		513	Vincent Troisi	2001 Porsche Boxster	81.721	0.771	9.05
5		886	Peter Migdal	2002 Porsche	83.972	2.251	11.301
<b>5s - '5S - 987 Boxster/S/Cayman/S 05 on Street' Total Entries: 5</b>							
1T		113	Jody Podpora	2006 Porsche Cayman S	74.133	[-]0.913	-
2T		881	Dana Russian	2005 Porsche Boxster S	75.046	0.913	0.913
3		246	Jean-Luc Brousseau	2007 Porsche Cayman S	75.312	0.266	1.179
4		840	Judy LaRocca	2011 Porsche Cayman S	75.556	0.244	1.423
5		49	Jeff Johnson	2009 Porsche Cayman S	76.808	1.252	2.675
<b>6s - '6S - 993NA, 996, 997 (no S), 930 Street' Total Entries: 5</b>							
1T		360	Alan Davis	2007 Porsche 911 C2 997	73.877	[-]3.127	-
2T		32	Glenn Champagne	1999 Porsche 911 (996)	77.004	3.127	3.127
3		177	Ronnie Doire	2007 Porsche 911 C2 997	78.871	1.867	4.994
4		269	Jason Testa	2001 Porsche 911	82.957	4.086	9.08
5		87	Paul Phillips	2000 Porsche 911 Millenium (996)	dns		



# MIKE'S A U T O B O D Y

<b>7s - '7S - Boxster Spydr,Cayman R,981 Boxster S,Cayman S' Total Entries: 8</b>							
1T		10	Ed Moschella	2012 Porsche Cayman R	71.316	[-]0.464	-
2T		404	Daniel Quaroni	2011 Porsche Boxster Spyder	71.78	0.464	0.464
3T		404b	Justin Chen	2011 Porsche Boxster Spyder	71.91	0.13	0.594
4		444b	David LaPrade	2013 Porsche Boxster S	74.447	2.537	3.131
5		809	Robert Galejs	2014 Porsche Cayman S	80.259	5.812	8.943
6		6	Joe Migliore	2013 Porsche Boxster S	80.902	0.643	9.586
7		444c	Cheryl LaPrade	2013 Porsche Boxster S	81.008	0.106	9.692
8		809b	Camille Galejs	2014 Porsche Cayman S	81.245	0.237	9.929
<b>7r - '7R - Boxster, Cayman, 993, 996, 997 (no S) Race' Total Entries: 2</b>							
1T		54	Ernest Grasso	2006 Porsche Cayman S	73.455	[-]0.178	-
2		78	Chris O'Hare	1996 Porsche 911 C2	73.633	0.178	0.178
<b>8s - '8S - 911 Turbo, 997S, GT3, Carrera GT Street' Total Entries: 7</b>							
1T		563	Aaron Walker	2004 Porsche GT3	72.951	[-]1.623	-
2T		991	Steven Magoun	2014 Porsche GT3	74.574	1.623	1.623
3T		108b	Grant Barron	2011 Porsche 911 GTS	76.058	1.484	3.107
4		13	Ronald Orr	2005 Porsche 997 S	76.086	0.028	3.135
5		108	David Barron	2011 Porsche 911 GTS	76.547	0.461	3.596
6		13b	Betsy Johnson	2005 Porsche 997S	91.308	14.761	18.357
7		880	Walter Lunsmann	2009 Porsche 911 Turbo	dns		
<b>8r - '8R - 911 Turbo, 997S, GT3, Carrera GT Race' Total Entries: 2</b>							
1T		707	Charles Stromeyer	2010 Porsche GT3 RS	72.551	[-]0.136	-
2		104	Susan Kelley	2007 Porsche 911 C2 S 997	72.687	0.136	0.136
<b>9 - '9 - Improved' Total Entries: 3</b>							
1T		887	Stephen Lefebvre	2007 Porsche GT3 RS	67.993	[-]1.010	-
2		75	Mark Skala	1970 Porsche 914-6	69.003	1.01	1.01
3		904	Akira Mochimaru	2009 Porsche 904 replica	72.057	3.054	4.064
<b>10 - '10 - Race' Total Entries: 2</b>							
1T		5b	Jonathan Malcolmson	1986 Porsche 944 Turbo	72.664	[-]2.314	-
2		218c	James Wisley	1986 Porsche 944 Turbo	74.978	2.314	2.314
<b>12 - '12 - Non-Porsche' Total Entries: 6</b>							
1T		166	Naid Naydenov	2006 Honda S2000	69.997	[-]0.533	-
2T		303	Oleg Rekutin	2006 Mazda MX-5	70.53	0.533	0.533
3		55	Rob MacAlpine	1999 Mazda Miata	71.609	1.079	1.612
4		90	Ron Mann	Volkswagen GTI	78.464	6.855	8.467
5		38b	Audra Tella	2005 Mini Cooper S	80.996	2.532	10.999
6		106	Mark Gibson	2014 Volkswagen GTI	85.314	4.318	15.317

# *Porsches and Polo*



*(Photo by Tamara DeOrio)*

Copy by Bill Seymour and Photos as marked



**Y**ou couldn't ask for better weather, there was a great turnout of Porsches (close to 40 — the most ever), and the match wasn't decided until the final chukker! That was the first sentence of last year's write-up and it was just as true for 2014 — maybe even more so as the announcer claimed this year's Porsche Cup match to be one of the most exciting and best played matches ever.

Sunday, August 10th was the date of this year's "Porsches and Polo" outing at the Myopia Polo Club in Hamilton. The event was sponsored by Porsche of Danvers and they hosted a great event, including a tent with first-class passed hors d'oeuvres and drinks, a real Porsche Cup for the winning polo team, and a special prize for our Picnic Contest winner.

The day featured not only the expected equestrian competition between the Longmeadow (the winners!) and Del Rancho Polo teams, but also our club's picnic basket contest. We had 11 families competing for bottles of wine. Entrants were judged on Presentation, Creativity and, of course, Taste.

Here are the winners...

First Place: Linda, Chelsea and Eric Archer. Consistent Rhode Island theme, even had glasses that said "Archer's Lounge"

Second Place: Fiona Anderson and her crew. Great food, menu and car model that matched their Boxster.

Third Place: Jeanne and Jack Kelly They bribed the judges with Limoncello!

Fourth Place: Lisa and Rich Towle, And it was their 28th anniversary.

Fifth Place: Tracy and Bob Uvello. Champagne, salmon and a bunny.

If you haven't attended a polo match you are missing a great show. Don't miss it next year. Don Awe of Porsche of Danvers promises an even bigger and better event! And thanks to Tamara DeOrio — Director of Marketing for Myopia Polo — for helping us put this together.

*(Photo by Bill Seymour) Nadine enjoyed the parade lap.*



*(Photo by Marcus Collins)*



*(Photo by Marcus Collins)*





Above. (Photo by Marcus Collins) Eric and Linda Archer – the winner of the picnic contest. .

Below. (Photo by Bill Seymour) Fiona Anderson and her crew.





(Photo by Bill Seymour ) Jeanne and Jack Kelly.



(Photo by Bill Seymour ) Tracy and Bob Uvello.



(Photo by Bill Seymour ) Linda, Chelsea and Eric Archer.



(Photo by Bill Seymour ) He already ate his picnic.



(Photo by Bill Seymour ) Lisa and Rich Towle.



(Photo by Tamara DeOrio) Celebration!



*(Photo by Tamara DeOrio)*



*(Photo by Tamara DeOrio)*

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Per Request of "Bill M"

# August

**A**t 9:15 I exited my driveway, joined by my neighbor driving his 928. Because my wife is staying with her sister in Washington State during the month of August, my neighbor Gus, along with his son Christos in the 928, offered to help.

Because my wife was not a passenger in my C4, Gus and I had a brisk drive to the Mouse Café. Although we arrived some minutes before 10:00 am, there already were three Porsches lined up in the spacious parking lot. During the next two-plus hours, 22 Porsches would arrive, 13 of which were first-timers.

After having some e-mail dialog regarding the SoBo Coffees, Michael Szlashta became a first-timer and plans on joining the PCA. Mike drives a '99 Arctic Silver Boxster, his first P-car. As it is a Florida car, Mike has some exterior and interior cosmetic issues that he is going to tackle. Over time, I am looking forward to viewing his progress. He has some creative ideas.

Although he is a PCA member, Thad Herliczek, driving his blue 2012 Turbo S, was also one of the many first-timers. Apparently a recent Porsche enthusiast, Thad purchased his Porsche new in 2012; Thad also owns a 944 track car. I'm looking forward to having him attend future SoBos so we can further discuss his passion for Porsches.

A Porsche that popped my peepers was Brett Sroczinshi's black '82 930; the rims were also black, a nice look. Brett has owned the 930 for seven years; his

Copy by and Photos  
by Roger Slocum



*Dave, pointing the way.*



*Chris's GT3 RS.*



*Back side views.*

# SoBo

first was a 944 Turbo. From our brief conversation he indicated that he is a "wrench" and takes pride in his work. I hope we see him again to share his Porsche experiences.

Chris Zammito blew in driving his recently acquired 2011 white GT3 RS. Needless to say, it was some eye candy. The previous owner had parked it and it was just gathering dust when Chris offered to buy it.

At the Monterey Porsche Parade that I recently attended, I began to sense a difference in personality between the GT and Turbo owners. Generally speaking, I think GT owners like the "drive," whereas the Turbo group likes the "go." I expect to get some comments about this, but you have to see both cars performing on a track to perceive the differences. Turbos, for example, tend to fishtail as they power out of a turn.

By the time this article appears in our magazine, the September 6th 2014 NER Concours at The Elms will have passed, but Dave Melchar (a pro-active NER PCA member) worked the coffee crowd this morning to recruit volunteers for that event. Between now and then, you may be contacted by Dave; I provided him a copy of our SoBo sign-up sheets. As a volunteer, you are allowed to park your Porsche on the lawn for free. I am planning on wearing my green volunteer shirt from the Monterey Porsche Parade when I help out on the 6th.

Our next SoBo is scheduled for September 14th, 10:00 am – noon, again at the Mouse Café. As always, if you have SoBo related questions please e-mail me (Rog Slocum) at: [rr356c@aol.com](mailto:rr356c@aol.com).



*Older and new Boxsters.*



*Gus's 928.*



*GT3 RS rims.*

Nice 914.



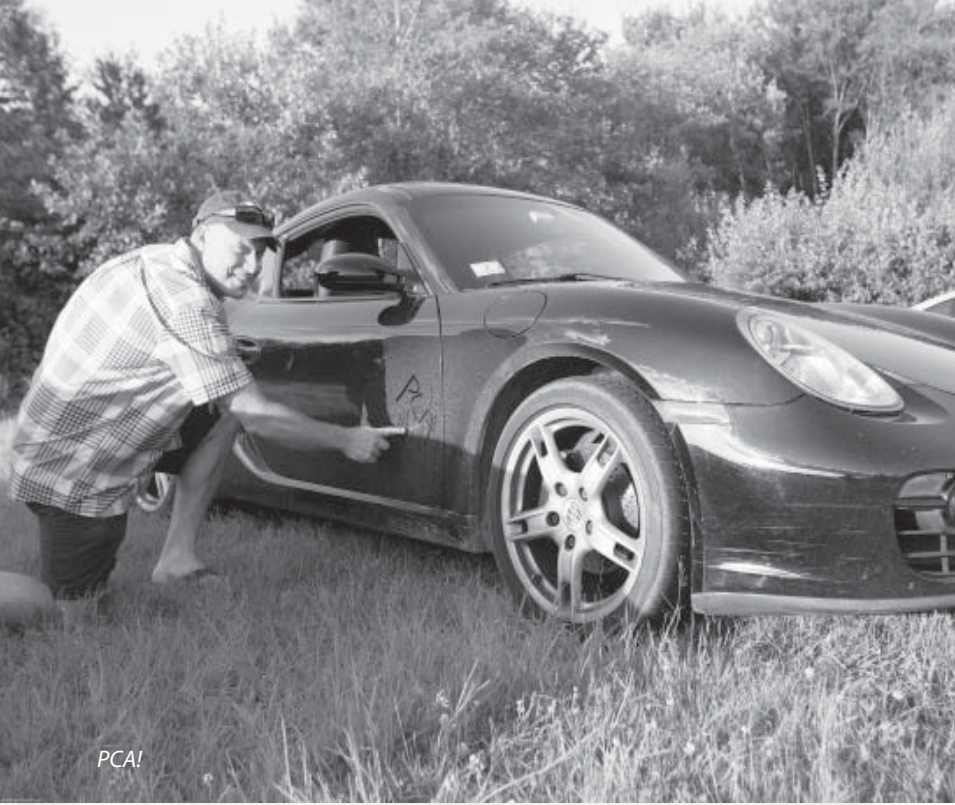
All in a row.



# ***Wings and Wheels in August***

Photos by Adrian Flatgard





PCA!

Showing off.



Proud and showing it!



Martha and Charlie Dow



Pretty GT3.





# Monticello Motor Club

MMC track map.

**T**here are times in life when something is just not meant to be. In 2010, a group of driving enthusiasts and investors opened a little place out west called Monticello Motor Club. One of the first of its kind in this country, it's like a country club, only instead of a golf course just outside of its doors, it's a 4.1 mile racetrack.

By 2011, I knew better than 10 members of the club. Some invited me for a day at the track, some more serious than others. Amy took me out for the day once. I didn't get to drive, but she took me out for some hot laps, and I got a sense of the track from her.

Soon more solid invitations came around. "Let's go September 6th!" (2012)

"Great!" I replied, and packed my bags.

"Oh, I can't go now, I have to work."

Damn!

Winter, spring, and some of summer rolled by. Not uneventfully, I spent lots of happy time at the track.

"October 5th for sure!" (2013)

I got a house sitter, put my helmet in a bag, and promptly became ill.

Damn!

"This is our year Adrienne, this is our

year!"

I hoped it was true, I prayed it was true.

July 25th arrived. I gently packed a bag, ate light, put my helmet by the front door, and went to bed.

July 26th dawned. No one had cancelled, I felt amazing, and after four years I was finally on my way to this epic track!

My host had arranged an instructor for me — a must-have at Monticello. Anyone's first day at the track requires instruction, and then you become signed off. This can happen in 20 minutes, or two days. I was personally going to take advantage of all the driving advice I could get.

We arrived early in the morning to a continental breakfast that's laid out every day at the track.

I should explain that there is a clubhouse, with a full bar, and plenty of seating, a gift shop, and a 10–16 car garage attached to it. The clubhouse is used for receptions, classroom time, driver's meetings, and to serve meals.

First thing in the morning is a little frenetic, with newbies trying to find out who their instructors are (i.e. me), members checking in, greeting old friends, the staff buzzing around trying to make everyone happy, and the palpable excitement in the

air of another track day at hand.

I grabbed a cup of coffee, and headed to a quiet place — pit row.

Murph greeted me as an old friend (once I introduced myself), and had a table and chair set up under a canopy for us. I plopped myself down into my 'home' for the day, and sipped my coffee to have a quiet chat with him.

Murph was a special emissary sent by Rick DeMan for my host, to deliver and care for the 997 Cup car he had chosen to drive today (from his rather large stable of cars). He also, voluntarily, took charge of my little Cayman, checking the tires, torquing the wheels, and monitoring my oil. He was wonderful, and friendly. He took very good care of us and our cars for the entire day.

Then Dave arrived. Dave (whose last name I shamefully don't remember) is a PCA instructor from NNJR — a fine, fine region of the PCA. He asked me about my car, my experience, and my hopes for the day.

Dave eventually excused himself, and I set about doing my own pre-track ceremonies. I opened the back of the Cayman, and produced my fire suit, laying it carefully on pit wall. Then I dove back into my luggage and produced a lint roller.



*The Cayman on the grid.*



*TRG AMR 007 Tudor Race car.*

Murph stopped whatever he was doing to stare, drop-jawed at me.

I hummed a little tune, and started to clean my suit.

"What're you doing?" Murph asked.

"Cleaning my suit," I replied without looking up.

He laughed, and I looked up.

"I've uhhh... I've never seen anyone de-lint their fire suit on a pit wall before," he grinned.

"It makes me faster," I quipped, and went back to work.

My host arrived, and Murph promptly pointed out my idiosyncrasies. He also laughed, but understood why I'd need to do so.

Eventually the day began, and I went out onto a brand-new-to-me track. I was a little tentative at first, but quickly found my swing. Dave was encouraging and supportive, "Off brake! More gas! That's a girl!"

We had fun, and the track became more and more settled in my head.

Your first time at any track, and there's usually a saying to go with it. At LRP it's, "Wheels straight on the uphill." At the Glen it's, "Don't turn in the turtles." At Monticello what I heard was, "Slow hands in the kink."

Monticello has a looooooong back straight, with a deceptively gentle kink to the right. The trick about it is to not attack it, because it's super-fast, flat out, and suddenly asking the car for something new is bad, bad news.

It also has its idiosyncrasies: a blind corkscrew that you have to set up for with more than a little faith, a short and fast chute with a limited braking area into an uphill 180-deg. turn, the mushroom, and more double apex turns than I thought possible in one track.

For me, it was the perfect combination of fast and complicated. I loved this track! It's tied for first in my heart with Calabogie, but for different reasons. I literally start humming a little tune driving Calabogie — it's so 'singsong' composed. MMC is a different kind of track, with bits that string together, connected by complicated strings of terror. A truly "seat-of-your-pants" driving experience.

The staff was friendly. The Chief Instructor is one of our own (raised in the PCA) and a woman! — Ashley Novack.

Ari, whom I've known for about four years now, is a consummate professional, and a driver who understands the needs of his members. The instructing crew consists of PCA National instructors, IMSA champions, and other very, very talented people willing to help others learn the track.

The experience was 1000% better than I'd imagined it would be. I highly recommend it to anyone that can go.



*A fluury of Porsches came to visit and take pics.*



*A sample of the stables.*

I quickly adapted to the sequences of no-clutch upshifts and using the clutch for downshifts. By the third lap, the tires had plenty of grunt grip (enough grip that you grunt from the cornering Gs), so I started pushing a little bit. On lap six, it happened — the emergency situation. At this point, I would have you close your eyes and imagine driving around the track with me as I describe my muscle memory event, but if you do that you couldn't see the words. So just read along and try to picture yourself in the driver's seat.

I'm approaching the backside apex of a short, left-hand carousel. The track is severely off camber here and there is a bump at the apex that can make a 911 hop a bit to the right if you don't straddle it just right. Of course I hit the bump and the rear of the car took two hops to the right and started to oversteer. Without thinking, I flicked the wheel to the right, held it until the back end caught, and then I looked where I need to go and squeezed the gas. Nice save, as they say. You were waiting for the event, weren't you? Not at that corner — muscle memory did its job and there was minimal drama. Now on to turn two, a sweeping right-hander with a late apex leading to a very short straight. I approach the braking zone at over 90 mph, lift off the gas, squeeze the brakes, clutch in, downshift, blip the throttle and release the clutch. Eyes to the right looking through the corner, off the brake, slice past the apex and back on the throttle. A perfect corner. No drama here either

I'm at full throttle approaching my mark for Turn three. It's a sweeping left-hand carousel that requires a tap of the brakes and, as you start the turn, you are looking over your right shoulder through the corner at a very late apex. I lifted off the gas, brushed the brake and turned the wheel. The car immediately went back to full throttle. Uh huh, this is the moment you have all been waiting for. Picture my steering wheel turned over 90 degrees to the left, my head looking over my shoulder to the left and now even with the wheels turned the car is pushing straight into the grass. There is a little bit of run off at this corner, but not much. I knew that the Armco was going to come up fast. Here is where

muscle memory saved my proverbial butt. As the front wheels hit the grass, all of the PCA HDPE experience just kicked in. Wheels straight, both feet in! How many times has an instructor drilled that into me, when discussing potential off-track excursions? Once again, no thinking. It just happened. That maneuver saved me from a certain big spin and a substantial amount of damage from backing into the wall. The nose of the car stopped 10 feet short of the wall, but to me it looked like a foot. There was also some secondary drama to this event. As you may remember, the car is stuck at full throttle. So at the same time that I'm both feet in and wondering if I can stop in time, my right hand is also flailing at the center console, searching for the ignition switch. I quickly found it with my gloved fingertips and the engine went silent. I had to find that switch; didn't want to blow the engine. I also knew if I hit the wall and it knocked my feet off the pedals, I absolutely didn't want the car at full throttle. All of this happened in a matter of seconds. Once stopped, I give the corner worker a thumbs-up and then signal for a tow. I find myself surrounded by dry grass. My brake rotors are billowing smoke and I start thinking about a hot exhaust sitting above the grass. So now my right hand quickly finds the fire button and my left hand rests on the release buckle for my harnesses. We are trained to stay in our cars until the tow vehicle show up, but if

I see even a hint of flames, I'm pushing the fire button and I'm out of that car. Luckily the tow vehicle pulled up and he towed me out of there without incident. As my car was pulled up next to the pit stall, I started replaying the event and wondering how I did so many things so quickly. Muscle memory was the key, and I knew had a topic for my next column.

To wrap up, my not-so-subtle punch line is as follows. If I didn't have all of the PCA HPDE experience, and if I hadn't committed that experience to muscle memory, I would not have had the mental bandwidth to quickly work through getting the ignition switch flipped and subsequently preparing for the potential of fire. Muscle memory saved my car and potentially me. As an important side note, most of what happened to me could easily be translated to a public street event. So sign up for a DE. Get out there and practice, develop muscle memory. You never know when you may need it.

Until next time, drive safe!  
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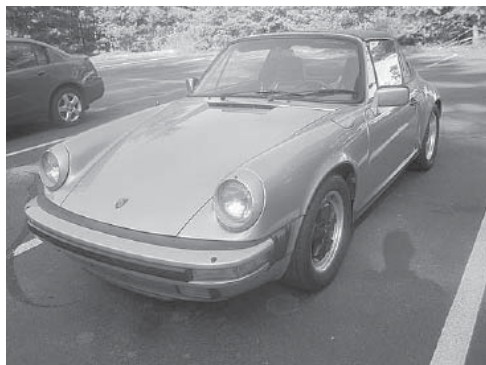
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The car was exactly as described — 88k miles, pewter with wine red leather — a great combination and no drips, leaks or funny noises. This car needed to come home with me.



After a deposit changed hands, we agreed to meet the following week to complete the transaction. My guess is that having owned the Targa for over 20 years, the value was probably what he was asking the last time the owner checked ten years ago. Who wouldn't want to buy a Porsche at 2004 prices? While he took good care of the car, it will require some attention. Besides tires, it will need the flexible brake lines replaced. They are causing the brakes to drag a bit. The carpets in the front compartment are missing and the alternator is overcharging a bit, causing a slight acid smell up front. Odds are that that condition has been going on for a while and the rugs turned to dust, or parts of them did.

In a strange twist, the Best Buy radio in this car is the same as was found in the Cab above. What are the chances? This one works, but the same brother-in-law must have done the installation as there are at least a dozen wires hanging down under the dash that need to be secured. The front compartment rugs are missing, but are easily ordered. The paint on the Targa bar is faded badly and there is a grocery cart scratch on one door but I have just

the guy for that. This car is going to look like new in short order — soon enough that someone else can still enjoy some summer drives. Besides, I have a line on a '58 Speedster that the owner of 44 years is looking to do something with, and I'll need the space in my garage.

Is this a great country or what? KTF

**On the Edge** continued from page 6

I'm pretty sure I knew who I was calling. The ad said Audi Shrewsbury.

Meanwhile, on the phone with the BMW dealership: "Do you have this car?"

"No ma'am, we don't have that."

"But your ad says you do. Here's the stock number..."

"Oh that's at the Audi dealership ma'am. Would you like me to transfer you?"

"No, but I would like you to stop calling me ma'am!" Click.

Call Audi again, get sales manager, give him stock number.

"Oh yes, we have that. Would you like to see it?"

I almost said no.

"Yes. I'll be in tonight at 7:00. Is that good for you?"

"Perfect, we'll see you then."

I come home from work, make dinner for my daughter and me; we get into the car and head to Shrewsbury. It's a nice new dealership, built to the new Audi specs, but there's not one salesperson.

We walk upstairs to the (obvious now) main dealer floor. Seven people ignore us; the cleaning crew is out (they close at 8:00), and we're made to feel like intruders.

I finally get someone's attention. "Can you help us?"

The guy grudgingly comes over —

strike 2!

I ask for the guy on the phone, whom it turns out had looked our way four times and pointedly ignored me. He walks over, shakes my hand, and goes to get the keys.

It's a long wait.

He comes back, smiling, and almost joyfully tells me the car was sold 45 minutes ago.

Oh.

My.

G\*d!!

Then he proceeds to try to convince me to drive a 2010 BMW 325i (not x) that an old lady turned in with 35,000 mi. on it. I sighed, remembered I was here for my daughter, and said, "Sure, bring it out."

He went to get the car. They lost the keys; that took 15 minutes. They lost the car, another 15 minutes.

I'm out...

Wednesday night — I think there was a board meeting — thank goodness!

Thursday night, I'm on my 6th dealership, and 7th car. 2005 VW Touareg, 40,000 mi.

I'm so burnt out I don't know who to trust, or what I'm driving. But here's where I am. The Touareg has 4WD, it's roomy, it's full of leather and gadgets, and if you've ever read one of my first columns, it's got a "sport" mode! Yippee!!

It'll be okay for the girl to learn to drive, it's safe, and powerful, and frankly, I love it. It's not a Porsche, but it's a cousin by badge and a sibling by chassis, and lots of other parts, and she'll tow the Cayman. Let's face it — it's as close as I can come without a \$100k price tag.

So I'm happy with her at the moment. I hope the girl child will be as well.

Was it as hard as a divorce? Gosh... that seems a much better question now.

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

Ram 1500 EcoDiesel, Nissan Rogue, GMC Yukon and so forth.

For an SUV, it wasn't bad. I asked the rep about reliability. Vestiges of the '90s, he said. Today, everybody buys components from the same suppliers. What do you compete against? Cayennes? The new Macan? X-5s? X-3s?

Actually, nobody, really.

What? He said every one that comes into the country has been pre-sold for seven months. His company car, he said, is a Jaguar.

An aside - apparently this guy is the go-between whenever the British Top Gear comes over and needs or wants a Range Rover. He says the folks are really great, very professional.

And what about the interplay between the three hosts? He said he once asked James May that exact question. And? The genius of the show is that they're not acting when they argue and criticize each other. It's real. And, of course, they know what they're talking about... unlike the hosts of a certain clone on this side of the pond.

Day two, on the track. Drove out in the new VW GTI. Liked it. Many of the vehicles, though, were actually out of place. I did take out the Mazda 3, at the pleading of the reps. The Kia 900. But there's nothing like hitting the brakes at the end of the straight and wondering what's going to happen... except in the MB CLS AMG, and the Juke NISMO and the Lexus IS 350 Sport. I did do two stints in the AMG. What a motor. I wish the ISF was there.

The new Vette was supposed to show up, but I think there was a recall issue. Seriously.

Sure you could make a long list of other conveyances you wish were there. But, remember, \$50/year in dues. That's it. What do you want? A jet?

**Don't Lift** - continued from page 14

web, do not route the original belt through the lap belt hole in the side bolsters, it will just be in the way when you're using the harnesses. And, since your hips are higher than the side bolsters, the lap belt will fit properly.

For a wealth of information on the rest of the DE season see the Driver Education pages on our website. 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 in the DE pages and, if you can't find the answer on the site, please feel free to e-mail (trackchair@porschenet.com) or call me at (774) 275-1621. I am also interested in any suggestions you might have for improving the DE section of the site.

Hope to see many of you over the next couple months at our DE events. Don't forget our DE rebate program. Attend three or more of NER's DE events and get a rebate at the end of the season — so, Don't Lift!

Stan

**Up to Speed** - continued from page 7

ice cream and a lot of hot fudge, Dad and Scott sometimes gets cones, sometimes cups, and I always get a cup. It is usually humid and the goal is to finish the ice cream before it melts all over us.

These are some of our family traditions at our reunion at Watkins Glen that I look forward to each year. And oh by the way, we all also had a great time on track.

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

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

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

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

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

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

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