



THE NOR'EASTER

FEBRUARY 2015 FEBRUARY 2015 FEBRUARY 2015 FEBRUARY 2015 FEBRUARY 2015 FEBRUARY 2015
Northeast Region Porsche Club of America Northeast Region Porsche Club of America Northeast Region Porsche Club of America Northeast Region Porsche Club of America



FORWARD

EXIT



Porsche's ultimate winter car?

Their 959 could be considered just that...

This 959 (left) is equipped with all-wheel drive, cockpit adjustable ride height and drive torque distribution. Its ABS brakes are stuffed inside magnesium hollow spoke pressurized wheels shod with run flat tires and you'll find bespoke double wishbone suspension at all four corners.

All of this is wrapped in a voluptuous Aramid and aluminum body, powered by a 2.85 liter, 4 cam, 4 valve, water and air cooled, sequentially turbo charged engine producing 444 horsepower.

Sadly this particular 1988 Porsche 959 will be tied up a bit longer while undergoing some major repairs here at European Performance Engineering and may not have the opportunity to play in the snow this winter. However, please feel free to drop by and see the "work in progress" and perhaps discuss your own Porsche needs.

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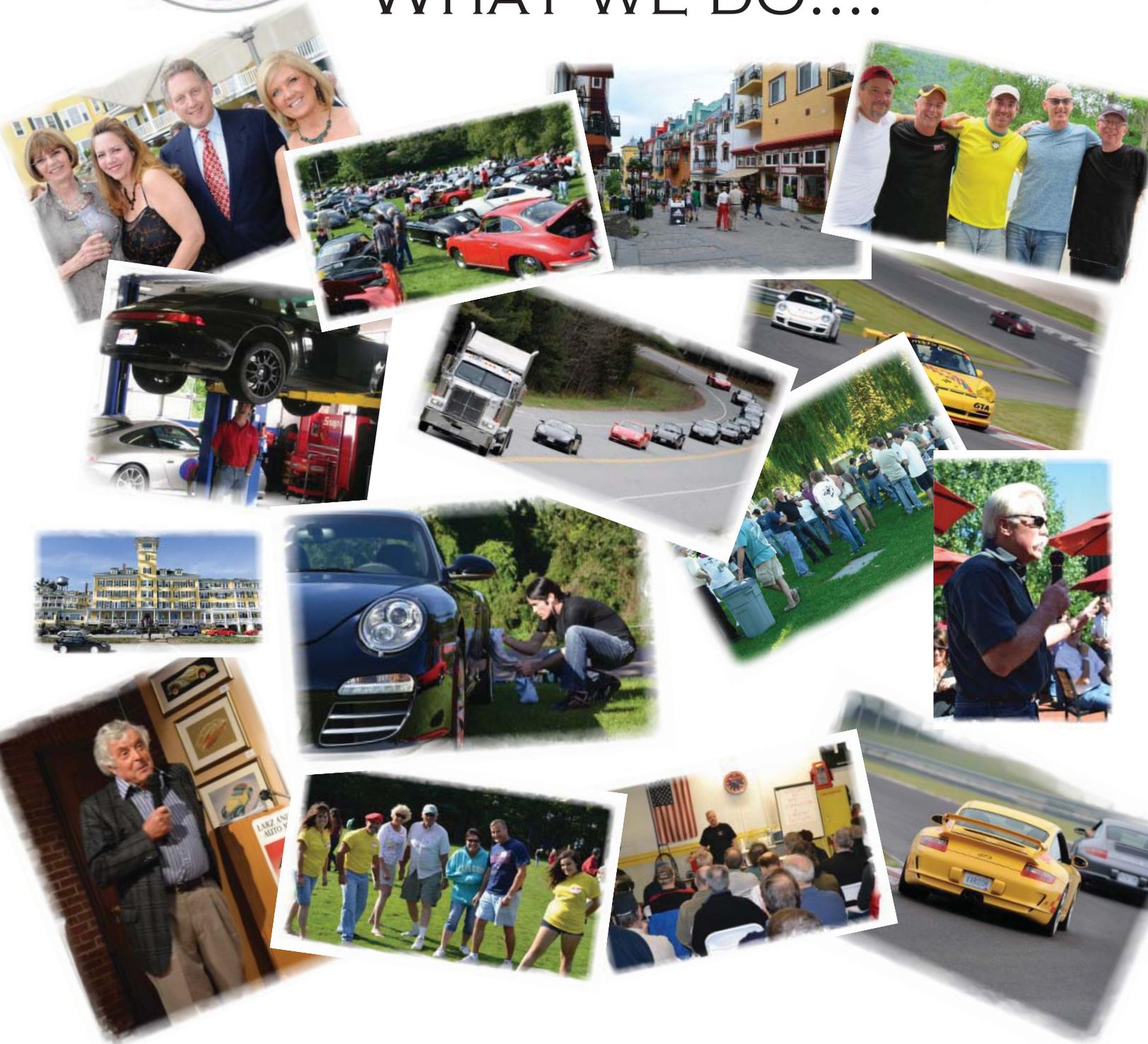
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PORSCHE



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Editor Adrienne Ross

Contributing Editor Michael Kerouac

Graphic Designer Adrienne Ross

Copy Editor

Advertising Mgr. Adrienne Ross

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

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On the Edge

of Grey Matter



Adrienne Ross

Multitasking, in 1964 was not really a thing. It came along in 1965 when IBM gave what its computers were doing a descriptive name. That's not to say human kind has not been multitasking for millennia, just that we didn't think much about it before 1964.

As time goes on it's become more prevalent in Western cultures. It's even on my resume, "excellent multitasker," like a badge that somehow gives me an edge over say a - mediocre multitasker - someone who can only do three things at once perhaps.

"I am doing my laundry!" I shouted to my empty house. "I am loading the dishwasher," I told the plants on the windowsill.

I've been reading a little - and I mean 4 pages - about unitasking, (I find it really interesting my computer doesn't even blink at the word multitasking, but there's a big red "*this is not a word!*" line under unitasking.) and it turns out, I'm not very good at it, unitasking I mean.

Actually, I'm terrible at it. But here's the thing, multitasking isn't good for you. It's changing our brain structure in ways we probably don't want it to change. It makes you *less* efficient, you lose grey matter, it can make you anxious and/or depressed, it shortens your attention span (surprise), and it's causing our short term to long term memory transfers to become less effectual.

That's all very bad news.

After reading this short (well researched) article on unitasking, I promised myself I would try to become more aware of this habit, and how bad/or good I really am at it.

The next morning, my friend texted me, "What are you doing?" What *was* I doing?

I was, chatting with 2 friends on Facebook, writing a report for work, looking up facts online (12 tabs open), finding TSB's on my Touareg, reading email, both

work and personal, texting 3 people on my 2 phones, watching Good Morning America, drinking coffee, and petting my cat. That is a VERY normal morning for me.

So I told her what I was doing, and it seemed startling.

See, when we multitask, our brain isn't holding all of those things at once. It's skittering in fits and starts. It stops chatting on Facebook, to answer that email. It stops answering the email to drink the coffee, and none of it lives in the grey matter. All of those things just float around the edges of our brain, not sticking anywhere.

That was 3 days ago, and I have no idea what the report was about, or who 3 of the 5 people I was talking to were. Just now I picked up my phone, went back to the text, and looked it up as the account I gave my friend when she asked.

But I was struck by it then, which is how we got here now.

One of the solutions this researcher discovered was to say what you are doing out loud. OK I thought, sounds interesting, so I started doing it.

"I am doing my laundry!" I shouted to my empty house. "I am loading the dishwasher," I told the plants on the windowsill.

Two days later, "I am walking to my car!" I said outside of Stop and Shop the other day. And then it hit me - BAM! I know what he means!

I have written volumes about driving on the track, the thrill, the excitement, the focus. The focus! Yes! That is what unitasking feels like.

It takes every micrometer of my brains capacity to drive fast and with precision. I can feel the lessons move from short, to long term memory. My whole brain tingles when I do it - like exercise! Those lessons come back in daily life again and again. Yes! I get it!

The first time I drove, I looked at my instructor and said, "I can't do this," and he

of course convinced me that I could. Later on that summer I asked if I could listen to music while I drove. "Sure," he grinned. "You try that."

I hadn't even gotten to turn 5 when I asked him very carefully if he could please turn off the music. It was just one input too many, and my brain could not handle it.

Then there was the editor from Robb Report who, after driving my car around Watkins Glen, I asked how it was.

"It was like juggling chainsaws," he responded. Yes!

For some reason all of that came back to me in that parking lot, talking to myself about doing that one thing.

Denise McGluggage the female race car driver, advises that when you get in your car (daily) that you stretch your neck, pet the

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In This Issue...

February rolls around, and it's cold, and some of us are without cars. But that's OK because some of us had a great time at the Gala dining and dancing! It was a great night filled with fun, and laughter and friends.

The Board has met, and plans a great new year for the Club and it's members.

Don't forget to resubscribe to the NOR'EASTER if you've not gotten your check in. If you're a new member, you get it for just about your first calendar year, and then you have to subscribe. We don't want to send it to you if you don't want it. It's \$15 a year, and the form is in this issue.

The Ramble is selling quick! If you're interested, you'd best get a deposit in now!

I hope you enjoy the issue, there's lots of shots of the Gala. Karen Cohen organizes it every year, and EPE sponsors it - we can't thank any of those folks enough!

Joyce raised another \$3000+ for our charity Angel Flight. She does amazing things for the Club! Thanks Joyce.

I hope you enjoy the issue!

Up To Speed

Looking Forward to Spring



Kristin Larson

With winter still upon us, this is the time for car projects and planning for the upcoming year. Spring is just around the corner and will be here quicker than we think.

Usually at this time of year, I can talk about a numerous list of items Dave is updating on our car, a 1985 Carrera. This year, Dave has only done primarily maintenance items. The car is still up on jack stands, as Dave is still thinking of a few modifications and trying to determine the best way to proceed. I have all the confidence the car will be ready for the track at NCR's first track

And I am now your link to the updates on the LeMons car now that both Bill and Nick aren't providing articles for the Nor'easter in 2015.

days April 17th-19th at New Hampshire and NER's autocross school at Fort Devens on April 26th.

Last year, he spent months of weekends down at Dennis Mascetta's house with Bill Seymour and Nick Shanny building their LeMons car. So far, this year has been different as they haven't changed a thing. I am now your link to the updates on the LeMons car, now that neither Bill nor Nick is providing articles for "The Nor'easter" in 2015. The only update I am aware of is the continuing effort to look for a larger engine to make the car go faster.

The website has been updated recently with information about a lot of the upcoming season. We have our dates for both Driver Education and Autocross, Ramble registration is filling up quickly and Steve Ross as our VP Admin is actively planning tech sessions/socials for the rest of the year. We are looking to add some new and different events as well as bringing back those from last year, which were highly enjoyed by those who participated.

The Ramble is being held May 1st-3rd, 2015 at The Mountain View Grand Resort & Spa in Whitefield, NH. Dave and I have gone a few times over the last years and have

always had a blast. Starts with a great day of touring in the Porsche followed by a nice banquet dinner.

Unfortunately, Watkins Glen is missing from our schedule this year as the track is closing for re-paving starting after the NASCAR race on August 9th, 2015. No need for concern, as Stan has confirmed we will get our dates back for 2016. In addition to Mont-Tremblant and Thompson Park, newly opened in 2014, we have a long weekend at Palmer Motorsports in Palmer, MA in June. Dave and I were given an opportunity to drive this track back in November so it is exciting to have another track so close to home.

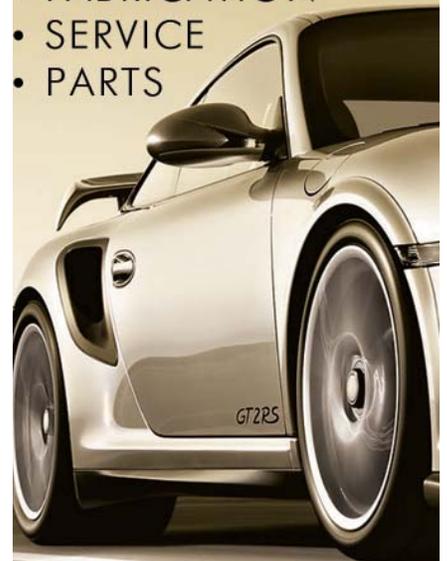
Before we get the car out of the garage, we have some exciting events for those who want to learn more about the track and other events offered by NER. We have the Ground School, an event hosted by HMS, to discuss driving on the track. We have our Newcomers event hosted by Porsche of Danvers in March, which will have representatives for all aspects of the club. New to the club? Come check these out.

I hope everyone is having a nice winter and staying warm. I am looking forward to seeing everyone at events as we roll into spring and beforehand.

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Oil and Water

New Toys



Mike Kerouac

Happy New Year to everyone. It's hard to believe that I'm already writing a February 2015 column. Seems like just a few months ago that I started "Oil and Water." It was actually October or November of 2013. Time does fly by.

So here I sit; it is mid-January. My wife, Ann and I just signed up for the Ramble, so that is one sign that spring isn't too far away (Ann also just ordered a new Macan, that hopefully will arrive in time for the Ramble). This is also the time of year when I have my winter road trips planned. Last year, I spent a week in St. Lucia, and then

I've barely made a dent in the pile, but with the help of a friend listing the cars on EBay and my wife packing and shipping, progress is steady.

I attended the Rolex 24 followed by a DE event at Sebring, followed by another DE event at PBIR (aka Moroso). It was a very busy, but rewarding winter. This year is a bit different. We are spending another week in St. Lucia. We happen to be leaving tomorrow, hence my motivation to get this month's column done and sent off to Adrienne. But there are no other winter road trips planned. My first weekend on the track may not be until April. Very unlike years past.

So what am I going to do to fill the time? Well first of all, work is at an all-time high in terms of being busy. So that makes for blurry weeks and entire months that just fly by. I'm also still trying to finish up Miss Money Penny, my '59 Speedster. She's all painted and the mechanicals have been mostly completed, but I've been waiting three months for the newly upholstered seats to come back from California. The restoration of Miss Money Penny didn't go quite as planned. I was expecting the twice-as-much-and-twice-as-long, but in this case we are looking at three times as

much and four times as long vs. my plan. As a result, Miss Money Penny has aptly been renamed Miss Money Pit. She is still MMP for short.

As a third item, I started the restoration of JoJo, my '57 sunroof coupe. So far, everything is going as planned. She went to body and paint shortly after MMP left the body shop. The condition of the body has exceeded expectations. The only rust was what we could visibly see. There were no hidden surprises. All body panels were accident-free and they all had the 010 stamp matching the cars VIN. Even the hinge panels had the 010 stamp, something that is very rare. As I write this, JoJo has finished paint. She has been restored to her original Aquamarine (which really doesn't look aquamarine, it's more of a gray-ish blue) with red interior and oatmeal carpet. It's one of those distinctive color combos from the '50s. At this point, barring no surprises, JoJo will be on budget and mostly on time. After my experience with Miss Money Pit, that is very good news.

Now let's move on to my latest winter project. Right before Christmas, I received an e-mail from a friend asking me if I would be interested in a massive diecast collection from a relative's estate sale. I was curious, but only mildly interested. There were over 400 diecast cars, mostly Porsche and BMW, with a few Mercedes mixed in. There were also boxes of Porsche-related memorabilia, porcelain signs, multiple display cases and countless other items. To make a long story short, the seller only wanted to sell the collection as one big lot. I was very torn, there were many very cool Porsche items that I wanted to keep, but that would leave hundreds of cars, dozens of display cases and a pile of other items I would need to sell off. We were also under a time constraint as the seller was leaving for an extended trip a couple of days after Christmas.

I ended up buying the entire lot. I packed up the diecast models myself and brought them to my house, but I had to hire a moving company to get the rest of the load. The collection now takes up three parking spots in my car barn, which significantly cramps my mid-winter car tinkering. But so far the sorting, cataloging and selling process has gone very well. I've barely made a dent in the pile, but with the help of a friend listing the cars on eBay and my wife packing and shipping, progress is steady. I've already set up the Porsche and BMW diecast models that I want to keep in display cases and many other items have started to trickle out the door. I'm sure there are weeks of activity still ahead, but it's been fun playing with the cars and doing the research in terms of their rarity. The BMW Art Car collection was particularly fun to research, as well as many of the Porsche Le Mans 917s. I'm not sure I would want to take on a task like this a second time, but so far, I think I made a wise purchase decision.

Sorry for the lame material this month, but I'm feeling the pressure as my wife rolls our suitcases into the bedroom. It's time for me to pack. In 36 hours, I should be sitting on a beach in 86-degree weather, drinking a Funky Monkey or whatever else the daily special may be. I may only have one winter road trip this year, and it doesn't have anything to do with cars, but I plan to make the best of it.

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

Four Speeds & Drum Brakes

Rising Prices in Arizona



Tom Tate

As winter tightened its grip in New England, the Collector Car Auctions in Scottsdale looked like the place to be. Weather in the 70's, lots of sun, and thousands of cars crossing the auction block. With our names on the list at Barrett – Jackson, R M Auctions, Russo and Steele, and Gooding and Co. son, Rob, and I made a clean sweep of it.

I flew in a day early to help with the reassembly of a '65 356SC coupe that Rob had in his garage in Goodyear, AZ. He had found the car in CA in a strange shade of beige-gray and had decided to have his painter take it back to its original Cham-

Early 911 prices seem to be on track for another 40% year and those are even raising the prices of 911SC that everyone has been avoiding the last few years.

pagne Yellow, a terrific color on these tubs.



Another night on the project

Because of the prices that Porsches are bringing in today's market, every auction house had a long list of cars from Stuttgart. Even the big muscle car venue that started it all, Barrett – Jackson, had a '64 356 in Togo Brown. For us it was a spoiler with a red interior but even with that combination it brought \$110k from a bidder and went to a new home.



'65 Togo Brown

On the high priced list I submit the following surprises:

Gooding & Co:

'57 Speedster barn find	\$484k
'63 356 Carrera 2	\$643k
'65 356SC Cabriolet	\$242k
'66 912	\$82k
'66 906	\$1,980k
'67 911S	\$253k

Bonhams :

'61 356 Notchback	\$94k
-------------------------	-------

R M Auctions:

'55 356 Outlaw	\$258k
'65 356 Roadster Outlaw	\$247k
'65 904 GTS	\$1,650k
'69 911 Soft window Targa	\$286k
'89 911 Speedster	\$198k
'94 911 RS America	\$95k

Found in a Barn

'63 Carrera 2

There were some bargains to be seen. The very first car across the block at the Bonham auction was a very nice '72 911T in black which looked terrific but bidding stopped at \$65k. I think people were just finding their seats and it was gone before they could find their paddles.

Russo Steele was a huge surprise with a '57 Speedster that didn't show up on the website or in the catalog and had just

been finished by a well known shop in CA. I really couldn't find any flaws in the work but it only made it to \$260k before it changed hands. Compare that with the barn find at Gooding above that needed everything and sold for almost double that figure. Wrong venue, wrong crowd, I just can't account for the difference.

They also had a '74 Euro 911 Carrera with 58k on it, owned by a sheik, in brown and looked like new, totally original that went for \$275k. That was about a 30% discount to the market value. Attempting to get more imports into the mix, two Audi R8's were sold cheap, one V10 Cab rolled for



Found in Barn.



'63 Carrera 2

\$110k.

There was a lot of talk that the market wasn't meeting expectations and it wasn't as the estimates that were posted in the catalogs were seldom exceeded. I would suggest that some of those numbers must have come right out of a phone book as they had never been seen on a Porsche

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Minutes of the Board

January Meeting



Marcus Collins

The January NER Board of Directors meeting was held on January 18th, hosted by Marcus and Dani. The meeting started at 10:55 am after a sumptuous breakfast brunch.

Present were:

Marcus Collins (Secretary),
Kristin Larson (President),
Mike Orsini (Activities),
Stan Corbett (DE),
Adrienne Ross ("The Nor'easter" Editor),
Steve Ross (VP Admin),
Steve and Laurie James (Membership).

Missing were:

Chris Mongeon (Past President),
Bob Cohen (Treasurer).

Laurie gave our membership report indicating we now have:

Primary members: 1,586
Affiliate members: 970
Total members: 2,556
Transfers in: 1
Transfers out: 0
New members: 18

Financials: Robert had sent out the financial report prior to the meeting, and there were no comments on it. Mike moved to accept the finance report, Steve seconded, and the motion was approved.

Adrienne requested the write-up on the autocross season. Mike will request that Bill Seymour prepare a write-up on the autocross school that will be held at Fort Devens on April 26th. The autocross dates are now finalized. 2015 NER dates and sponsorship details are:

Apr 26th (Autocross school) — Conway Autoworks
May 30th — Herb Chambers of Boston
Jun 28th —
Aug 1st — Mike's Autobody
Sep 20th — Autobahn Performance
Oct 24th — Auto Engineering

The 2015 New England Ramble is scheduled for May 1st-3rd. Registration is going well with the event almost half-full with three months to go. As in prior years,

register early as we expect the event to fill up quickly.

The board had a discussion on photography at club events, and decided not to assign a club photographer. The board felt that there are a number of club members who provide high-quality photos for the club events.

Steve reported on Admin. The Herb Chambers Winter Warmer will be held in Feb 8th, 2015. The newcomer's event will be March 8th or 15th at Porsche of Danvers (look at the website for details). EPE will host a spring tech session on March 21st. The board discussed a series of non-driving events to be held in 2015. Once the schedule is finalized it will be proposed to the board and posted on the website.

DE: the winter instructor training will be held on April 4th in The Courtyard in Billerica, the venue can accommodate up to 140 people (41 current registration). The registration deadline will be March 15th, 2015. The speaker will be Peter Kraus, a well-respected speaker/instructor coach. The cost of the event will be \$50 — register and pay on MotorsportsReg.

The DE Ground School will be held on February 15th at HMS Motorsports. Details are in "The Nor'easter" and the website. Please register via the link on the NER website.

The 2015 DE schedule is now confirmed:

Feb 15 Ground School
April 17th-19th Novice at NHMS (NCR)
May 9th-10th Thompson
June 12th-14th Palmer (advanced drivers only on Friday)
June 29th-30th Lime Rock (NCR)
July 6th-8th Mont-Tremblant
Aug 8th-9th Palmer (NCR)

Sep 18th-20th Thompson
Oct 12th-13th NHMS (NCR)

The board discussed dropping the DE rebate program in favor of reducing DE event prices. The board agreed to reduce the pricing on the Mont-Tremblant event and the September event at Thompson. In addition, there will be a driver giveaway at the Palmer event. The board agreed to a motion on the DE pricing structure — Steve moved and Mike seconded.

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Happy PCA Anniversary!

FIFTY FIVE YEARS!!!

Charles R. Dow

THIRTY YEARS

Frederick S. McAlpine
Jim Colligan

TWENTY FIVE YEARS

John H. Lannon

FIFTEEN YEARS

Adrian Flatgard
Palmer Clingman
Ronald E. Gwozdz

TEN YEARS

Andrew B. Simonds
Gary J. Martinelli
Gordon Greer

FIVE YEARS

Barry Friedman
Grant Zimmermann
Michael J. Bissanti
Richard G. Scourtas
William P. Jenkins

Turning Money into Noise

Intro



Michael Orsini

Hello NER/PCA! This past year was my first year on the board and it was a great experience serving as the Treasurer; but this year I'll be taking the reigns as the VP of Activities. Fasten your belts.

There aren't very many driving events going on yet; and since this is my first column for the Nor'easter, I figured I'd just tell you about who I am, what I do and what brought me to the club.

First, to tell you a little about myself and my involvement with Porsches; I joined the club approximately 8 years ago when I got the bright idea to purchase a 1985 944 to

Most recently, I drove the car to a third place finish in the sprint and second place finish in the 90 minute Enduro at Road America – on my first time there!

take to autocross. It wasn't, however, my first Porsche. That was purchased right out of graduate school in 2000. It was a Midnight Blue 964 Cab. That was the car I took to my first autocross in 2002 or so, but I didn't join the club, as I had started a job down on the Cape. Getting up at 5 AM wasn't in my new-found Cape Cod lifestyle and that was the one and only time I went.

Fast forward a few years and I found myself working back in the Boston area at a start-up pharmaceutical company. Once again, I decided that I'd like to start autocross and picked up a low mileage Guards Red 944. For those of you who remember, and this was the source of much amusement for those there, it was an automatic with well-aged tires and there was lots of drama whenever I took to the cones. I soon tired of that car and its "autolag" and spotted a Guards Red Cayman S for sale, which I purchased much to the shock of my autocross brethren. Real competition ensued, however, I soon became much more enthralled with the idea of taking it to the track--so I did...and so began the

slippery slide.

I met a great group of guys doing DE and became hooked both with the club and high performance driving. I literally couldn't wait until my next track day! Three months into doing DE, I was going 130 MPH down the back straight of Watkins Glen - in a car with three point belts. That's when I decided to get a properly equipped car. So, along came the white 993 race car. Fully built and sorted by a member of the NH region who is a Porsche mechanic. It was a great place to start and I've spent much time and budget upgrading various components to be able to stay competitive. I bought that car with the intention of going racing and that's primarily what I concentrate on now.

I no longer needed or wanted the Cayman because they were losing value, but I didn't want to live without a street Porsche. So, I sold the Cayman and started a search for an NB 993 street car. I love the air cooled models and the 993 is the pinnacle, so I called around to friends in the area. No one knew of an NB car, but someone suggested they knew of a Turbo for sale - Polar Silver with a black interior. "You're kidding, right?" ran through my head. Well, I decided to go and look at the car. The price was right for the model, but it was more money than I wanted to spend for a daily driver. When I arrived, however, I could not resist the car's beauty and needless to say, I bought it. I drove it about 15k miles before parking it out back in its own "little home," AKA an airtight, watertight shipping container where it sits today. Not unloved but not driven either. She

gets started once a year with an oil change and back in she goes.

So, back to racing and the race car, as that's my primary activity now. It's a 1995 C2 that I compete with in PCA racing - H class. I've been racing for three years and have enjoyed some success; having been on the podium a number of times now. Most recently, I drove the car to a third place finish in the sprint and second place finish in the 90 minute Enduro at Road America - on my first time there! Yes, racing is more expensive than doing DE, but it's also more exciting and potentially more dangerous. Here you really have to spend money to be: A. Safe and B. Competitive. All cars in PCA racing are required to have full safety cages, window nets and FIA approved seats, but that's really just the short list of what's required for racing. There's a data logger, cameras, cooling systems, fire bottles, suits, shoes and gloves. You want to be as safe as you can and all this equipment costs money. In addition if you want to be complete, there are all kinds of modifications that need to be done to the car. New shocks, suspension bits, camber plates, clutch, flywheel, brakes, engine mods and tires. Tires and more tires. Tires are the single most consumed item. There's about 3-5 seconds difference between a set of stickers and a set that have

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An advertisement for Mike Kraus's Auto Body of Malden. It features a silhouette of a car above the text "MIKE'S AUTOBODY OF MALDEN EST. 1987". Contact information includes "MIKE KRAUS (781) 324-9831" and "251 BROADWAY, MALDEN". At the bottom, it says "EUROPEAN & IMPORT SPECIALISTS" and "PREFERRED INSURANCE REPAIR FACILITY".

The Checkered Flag

The Bad News, and the Good



Marcus Collins and Dani Fleming

January has been a month of two halves. First some sad news and then some happy news. Let's get the sad news out of the way first.

The Cayman has gone back to its maker (OK slight exaggeration, not back to Europe but to Porsche of Burlington). It was leased and so after 3 years of fun it had to go to a new owner. What could replace your first Porsche I hear you ask? Well it's not German as it turns out rather its Japanese (at least it will be when I find the right car).

Apparently there's something called Heal-Toe – I can already see myself dropping back to Yellow for a while as I master these skills.

I have decided to swap the Cayman for a Miata. On top of that I will have to re-learn a manual gearbox as the Japanese haven't mastered the fine art of a PDK gearbox (come on Japan get your act together). As I have promised myself I will do more DE this year I blew the dust off the Speed Secrets books over Christmas and it told me I have to figure out both when and how to change gear. I was always taught you push the clutch in (where is that on a US car) and move the gear lever (gear-stick over here). Apparently there's something called Heal-Toe – I can already see myself dropping back to Yellow for a while as I master these skills.

On the bright-side I hear its lots of fun to drive (if a little slow on the back straight at Watkins Glen). I'll also be able to put a full roll bar and harness in it which will make driving both easier and safer. It's also a lot cheaper to run and so I can justify all the NER DE's this year. All that remains is to find the right car and get it kitted out in its racing attire. More on this next month as I plan on buying one while there's snow on the ground and therefore prices will be lower.

Porsche of Burlington kept the car – so

if anybody is in the market for a low mileage 2011 Cayman S with PDK and the sports package give them a ring (it would love to be back on the track this year).



Cayman S – lightly used

Enough sadness what's the happy news? The F1 Season is just around the corner and with a few tickets already purchased the excitement is already beginning to rise here in F1 Central (Lexington branch)!

Dani and I are heading off to the season opener in Melbourne (Dani's home town) in early March. It's a great event with the whole town going F1 crazy. We stay in Dani's parent's apartment downtown and so are right in the heart of the action.



Melbourne Skyline

First I should give you the F1 schedule – the only major addition (that's important to us in the US) is that Mexico is back on the schedule. It's the week after the US

race in Austin and the promoters hope that people will combine the two – Dani and I were tempted but opted for another back-to-back combination.

* AUSTRALIAN GRAND PRIX (Melbourne) 13-15 Mar

* MALAYSIA GRAND PRIX (Kuala Lumpur) 27-29 Mar

* CHINESE GRAND PRIX (Shanghai) 10-12 Apr

* SAUDI ARABIAN GRAND PRIX (Yas Viceroy) 17-19 Apr

* GRAN PREMIO DE ESPAÑA 2015 (Catalunya) 08-10 May

* GRAND PRIX DE MONACO 2015 (Monte Carlo) 22-24 May

* GRAND PRIX DU CANADA 2015 (Montréal) 05-07 Jun

* GROSSER PREIS VON ÖSTERREICH 2015 (Spielberg) 19-21 Jun

* BRITISH GRAND PRIX (Silverstone) 03-05 Jul

* GROSSER PREIS VON DEUTSCHLAND 2015 (Hockenheim) 17-19 Jul

* MAGYAR NAGYDÍJ 2015 (Budapest) 24-26 Jul

* BELGIAN GRAND PRIX (Spa-Francorchamps) 21-23 Aug

* GRAN PREMIO D'ITALIA 2015 (Monza) 04-06 Sep

* SINGAPORE GRAND PRIX (Singapore) 18-20 Sep

* JAPANESE GRAND PRIX (Suzuka) 25-27 Sep

* RUSSIAN GRAND PRIX (Sochi) 09-11 Oct

* UNITED STATES GRAND PRIX (Austin) 23-25 Oct

* GRAN PREMIO DE MÉXICO 2015 (Mexico City) 30 Oct-01 Nov

* GRANDE PRÊMIO DO BRASIL 2015 (São Paulo) 13-15 Nov

* ABU DHABI GRAND PRIX (Yas Marina) 27-29 Nov

The club will be organizing a Porsche dealership to watch one of the races – we'll decide which when we know start times (they are in flux because the enquiry

continued on page 41

Around the Cones

Past and Present



Steve Ross

Well here we are in early winter, no major snow storms, just cold weather, and still reasonable driving weather for those PCAers who enjoy a drive on a brisk day.

As newly elected Admin. VP (means any event that does not have moving cars); I have the responsibility of planning a bunch of interesting venues for you throughout the year.

Last month I listed some of the potential and a few actually scheduled events such as the winter warmer on Feb. 8th and the tech at EPE on March 21st.

After this past Sundays' board meeting

My first Porsche was a 1973 914 1.7 which I purchased in 1980 and owned for 7 years, having the transmission rebuilt once, the engine twice...

a bunch of new ideas was batted around and here is the list of potential events that I will be looking into.

A talk by Garth Stein, the author of the critically acclaimed "The Art of Racing in the Rain" which many non-driving types have enjoyed.

A tech session at Unique car care in Stoneham.

tubing at Nashoba Valley ski area

A visit to the Audrain Auto Museum in Newport R.I.

A summer party, similar to the one last year.

An after Christmas sell off of items people received but do not wish to keep.

These undated possibilities are just that, in the planning stage at this time.

Now to some personal stories that may resonate with some our membership concerning the transfer of Porsches to new homes.

My first Porsche was a 1973 914 1.7 which I purchased in 1980 and owned for 7 years, having the transmission rebuilt once, the engine twice, once for a

valve issue the second when the engine expired on the Mass. pike coming home from Lime Rock. In between it carried me to numerous Autocrosses including the Porsche Parade event in Maine where I won the class, plus many DE event mostly at the old Bryar Track (Currently NHMS) and Lime Rock. It finally was sold to a club member in Ct. who turned it into a Vintage Race car, and then it reappeared in the Northeast when Judy Hendrickson bought it from the son of the member I sold it too. It has been used as a race car ever since.

Next up I bought a 1984 944 in 1990 from an owner in Stow Mass, it too saw a life of auto crossing and track driving, plus dual wins in the 1991 Parade Autocross with my self and Sharon Neidel (a friend from Northern California) driving. Eventually I tired of the low power of the Porsche and the inadequacy of the AC unit. And sold it to a new member, who drove it almost 150,000 miles more before selling it to the son of my then current girlfriend, where it resided for a number of years until he decided it had had too many mechanical failures and donated it to charity.

A 1990 944S2 was located and purchased from a Porsche dealer a couple of years later, it too became an AutoX and Track car with a number of modifications, a couple years later a

relatively new member answered an ad I posted and bought it, did extensive upgrades, drove on the track a few months and tired of it and sold it.

I then located a 1994 968 at the same dealer as the 944S2 was at and purchased it. Probably one of the best Porsches I had ever had, it needed a pinion bearing replacement and a complete interior cleaning as the prior owner was a heavy smoker, so much so that the grey leather shift boot was brown from nicotine. After a few years of trouble free driving and competition I sold this car to another new member who drove off into the dusk, never to hear from again.

continued on page 43

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Don't Lift

2014 DE Awards



Stan Corbett

Work on this year's DE schedule has been completed and the results are in the "What is Driver Education?" article elsewhere in this issue. Registration for NER track events will open on March 1st and for NCR track events on February 1st. For everyone interested in learning more about our DE program (or if you just need a mid-winter dose of DE) I recommend attending our DE Ground School on February 15th. Registration for the Ground School is now open and details are available elsewhere in this issue.

I had a great time at the Annual Gala

At the Annual Gala Dinner ... I had the honor of presenting the 2014 Instructor of the Year and Most Improved Driver of the Year awards...

Dinner and enjoyed talking to many old friends and meeting new friends. I hope everyone that expressed interest in our DE program is able to follow through and join us for one or more track events. If I didn't answer all your questions please feel free to contact me. My contact information is in the back of each issue.

At the Annual Gala Dinner on January 10th, I had the honor of presenting the 2014 Instructor of the Year and Most Improved Driver of the Year awards to two of our fellow DEers. Russ Martorana was selected as the recipient of NER's Driver Education Instructor of the Year award. NER's Driver Education Most Improved Driver of the Year trophy was awarded to Jason Woz. In addition to the trophies, which have to be returned at the end of the year for presentation to next year's recipients, our awardees were each presented with an individual trophy, which they get to keep.

I hope to see many future drivers at

the Ground School, and then it's only a couple of months to getting back in 'harness' for the driving season in April. Don't LIFT! Stan



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PORSCHE

2015 Calendar At-A-Glance

February

- 8 - Winter Warmer
- 11 - Board Meeting
- 15 - Ground School

March

- 11 - Board Meeting
- 21 - Tech Session @EPE

April

- 8 - Board Meeting
- 17-19 DE @ NHMS - (NCR)

May

- 1-3 Ramble
- 13 - Board Meeting
- 9-10 DE @ TSMP

June

- 5-7 48-Hours at The Glen @ WGI; Zone 1
- 10 - Board Meeting
- 12-14 DE @ Palmer

July

- 6 th-8 DE @ LCMT
- 8 - Board Meeting
- 29-30 DE @ LRP; (NCR)

August

- 8-9 DE @ Palmer; (NCR)
- 12 - Board Meeting

September

- 9 - Board Meeting
- 18 - 20 DE @ TSMP

October

- 14 - Board Meeting
- 12-13 DE - @ NHMS (NCR)

November

- 11 - Board Meeting

December

- 9 - Board Meeting

Winter Warmer

Sunday, February 8th

PRESENTED BY HERB CHAMBERS PORSCHE OF BOSTON

Need a mid-winter taste of your favorite car? This will be the third year for this very popular event. Join us on Sunday February 8th for coffee and a whole lot more courtesy of Mr. Chambers, General Manager Ian Miller and Leasing Manager "Racetrack Rick" Scourtas. Look at cars, meet your friends and, once everyone is there, Rick will catch us up on the latest Porsche news. There will be coffee upon arrival and lunch later (killer 6 foot sandwiches last year!). We don't want to be greedy but there will probably be some really nice items raffled off. And who knows what else? Weather permitting take a test drive. The event starts at 11am and the address is: 1172 Commonwealth Ave. Boston. Please go to our website and book online so we can plan food (and, very importantly in February, we will have your email to contact you if the event has to be cancelled due to lousy weather). Questions: contact Steve Ross at... admin@porschenet.com





These top drivers moved to winning teams in 2015 ...



Isn't it time you started working with a winning team ...

by Marcus Collins

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Ground

Are you a new member of the Porsche Club? Or, perhaps, a long term member getting back into Porsche-related activities? Are you interested in expanding your Porsche experience into more exotic realms? Would you like to drive your Porsche 'spiritedly' without the risk of running afoul of the polizei?

If you've ever dreamed of driving your Porsche at speed, feeling exhilarated by its performance and learning to take full advantage of its capabilities, we invite you to get a head start on our 2015 track season by attending NER's Driver Education Ground School on Sunday February 15th. This is NER's annual classroom-based introduction to our Driver Education program and again is being graciously hosted by Jeff Paulk of HMS Motorsport at HMS's facility in Danvers MA. Additional information about HMS and directions to their facility can be found at www.hmsmotorsport.com.

HMS Motorsport started life as a New England regional center for performance tuning of Mustangs and BMW's, and has since grown to become the industry's leading safety equipment supplier to professional, amateur, and beginning drivers. They sell only the finest equipment that will fit the end user's needs, and pride themselves on firsthand experience with the products they sell. HMS has cultivated a devoted customer base that enjoys their honest, down to earth representatives and commitment to making track driving as safe as it can possibly be. Included in this customer base are the vast majority of NASCAR Sprint Cup, Nationwide and Camping World Truck teams, many IRL, ALMS, and Grand Am teams, as well as countless SCCA and Club-level racers and driving enthusiasts. HMS can be found at regional race tracks throughout the Northeastern US for many of the summer months. They support PCA, BMWCCA, SCDA, COM, SCCA, and Ferrari Club driving events among others.

PCA's Driver Education program is the most popular activity offered by PCA and the events are for all PCA Club members who are licensed drivers and 18 or older. NER's Driver Education events are especially well-known to be among the best organized, safest and the most enjoyable and rewarding DE events in this part of the country.

The Ground School will give you a great overview of NER's on-track Driver Education program. While not geared to grooming you to become the next



School

Sunday, February 15th

Formula 1 champion, we will discuss the fundamentals of high performance track driving and how many of these techniques can be applied to improve your everyday, on-street driving. You'll hear how to prepare for an event, how and where our events are held, what to expect when you get to an event and, most of all, you'll learn how much fun DE'ing can be. You'll also get a copy of the presentation containing lots of useful information.

Advanced registration for this highly-popular event is strongly suggested (and will save you money). Check-in and a continental breakfast will begin at 9:30am followed by our presentation from 10 AM to Noon. At the end of the program, HMS will host a pizza lunch. You'll also have ample time to ask questions and see the practical and fun stuff that HMS has to offer, including helmets, gloves, harnesses and other safety equipment.

And remember, attending this Ground School in no way obligates you to sign up for a DE event. However, we hope you agree that the only way to truly experience and appreciate what you and your Porsche are capable of doing is to drive it on track. Questions? - email Stan Corbett at trackchair@porschenet.com or call me (please, NLT 9PM) at 774-275-1621.

Who should attend? Anyone interested in improving their driving and learning about our 2015 Driver Education program.

While everyone is welcome to attend NER's 2015 Ground School, drivers participating in NER's Driver Education events must hold current memberships in PCA or another recognized car club (such as BMWCCA), have a valid driver's license and be at least 18 years old.

Registration will be available through Club Registration. If you are a first-time visitor to Club Registration please take the time to create a profile. This will save you time later as registrations for our DE events are also made through this site. After creating a profile search "By Category" for this event selecting "Northeast Region PCA" as the club.

Cost: Early registration (by January 31st) - \$10 per person. Late/Onsite registration - \$20 per person





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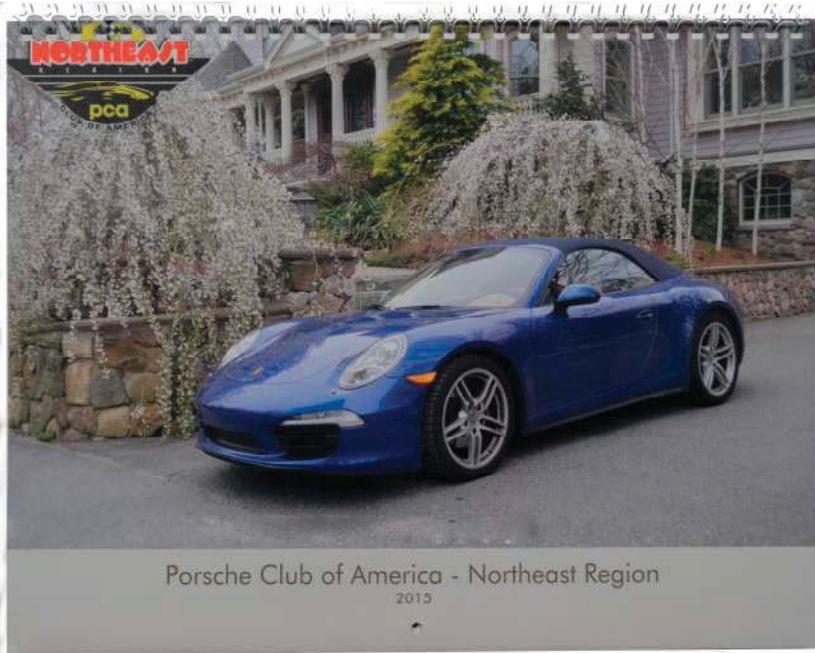
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NER 2015 Calendar



2015 NER Member's Car Calendar is now available - makes a great Holiday gift!

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Rebirthing your Porsche

Saturday, March 21th

Does your Porsche come out of hibernation in the Spring? Have you ever wondered about the best way to reawaken it for the upcoming season? You have Questions? EPE has answers! Come to the EPE Tech Session and get answers to your questions!

Oil Changes, tire pressures, warm up the car or not? Electrical gremlins, starter motors, you name it, we can answer your questions about it.

So come to the EPE Tech Session Saturday March 21st. We'll have coffee and munchies, and some refreshments afterwards.

Registration is at motorsportsreg.com



Instructor Training Seminar

Saturday, April 4th



The Northeast and North Country PCA regions and the Boston Chapter BMWCCA are joining forces to conduct an Instructor Training Seminar prior to the start of the 2015 driving season. The initial foundations for this event were laid out in August 2014. Planning began in earnest after the driving season ended with NCR's "Spring is a Long Time Coming" event at NHMS in October. The planning phase was completed the Saturday before Thanksgiving when representatives from all three clubs met at Dick and Ann Anderson's to review the list of potential presenters and finalize the logistics for conducting the seminar.

Jonathan Katz, who has been at the pointy end of the push to put this event together and has done most of the legwork, made contact with several professional driving coaches and presented a slate of three for selection. The group selected Peter Krause as our presenter. Jonathan also did the coordination between us, local facilities and Peter, to set a schedule that works for everyone.

We've asked Peter to spend the morning defining the critical skills and techniques that he views as necessary to drive at a high level of performance (e.g., a level that should be expected of advanced drivers and instructors) including the benchmarks we should be using and how should we measure and evaluate performance. We've asked him to spend the afternoon discussing techniques and methods both instructors and advanced drivers can use to identify weaknesses and suggest techniques that can be used to correct them including how we can help both novice and advanced drivers continue to progress. We also asked Peter to share his thoughts on how instructors can learn to predict and prevent 'problems' from occurring on track.

Given Peter's expertise using data to support his teaching methods, we assume that data will get rolled into the discussion. But we've made him aware that many of our drivers aren't currently using data and we want him to be careful not to 'oversell' them on the need for it.

Here is a little biographical information on Peter grabbed from his website:

"My primary business at Krause & Associates is to use the latest technology to objectively measure HPDE, track day and club-level driver performance against a proven 'best practices' ideal, not against a variable, like another driver. There are plenty of 'pro' drivers that can rip off a fast lap and demonstrate to an HPDE or club-level racing driver that the car has more in it, but my focus is on enhancing the knowledge base of my clients. From executing fundamental skills really well, to excruciatingly detailed track topography and geometry studies, I work with the driver to instill confidence, lessen anxiety and craft carefully graduated exercises to push beyond, in a measured way, their own belief system. That's when they get quicker, without the addition of much more risk. None of us get to the track as often as we would like, so a lot of HPDE and track day drivers use me to 'leverage' their time they have at the track. The learning curve is so much steeper (and shorter) with the use of the latest in data and video technology, as well as simulation training, for those predisposed and practiced with this technology tool."

Registration for this event will be handled by NER through MotorsportReg.com. Pricing for the event is \$50 per attendee. The specific URL for registration will be provided as soon as it is available.

Registration questions? Contact Dave Berman at dh_berman@yahoo.com, or at (781) 223-4119 before 8:00 pm.

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

2015 New England Ramble



May 1-3, 2015 - The Mountain View Grand Resort & Spa, - Whitefield, NH

What is NER's Annual Spring Ramble, aside from the obvious; 130+ Porsches (some Ramblers do drive vehicles other than Porsches), good friends, good food and a weekend at a top-notch resort hotel? You'll arrive Friday (or earlier at our low rate) on your own, meet up with other early arrivers if you're one, and begin your social and partying activities. On Friday between 5:00 PM and 6:00 PM will be our wine reception with munchies. Then we'll all convene at 7:00 AM on Saturday in the Crystal Ballroom for registration, a Continental Break fast, drivers' meeting and be on the road by 8:45 AM heading to our lunch stop via scenic back roads in NH. Following that respite we'll follow an equally fun, back roads return to the Mountain View Grand, or if you prefer to get back sooner to begin your partying, massage, hike or whatever simply take the direct route that we'll supply.

For you first timers – a hearty welcome. Your registration packet will include a detailed route to and from our lunch stop (excellent buffet at The Fireside Inn) that Joyce and I have travelled many times revising and correcting. Unlike most other group tours, we drive on our own (not in lock-step with a leader) though usually in pods. Stop at an antique shop or photo op when you want and pick up the next pod coming down the road. Don't like the pod you're in, pull off and join the next pod.

At 6:00 PM we'll meet for cocktails and hors d'ouvres followed by a plated dinner and more socializing on your own after dinner. Sunday morning is a full, hot, buffet breakfast after which you're on your own again to head home or stay longer and enjoy the resort.

We're again sponsored by the good guys at **European Performance Engineering in Natick, MA – 508.651.1316**; give them a call for anything from an oil change to a full street to track conversion.

- Unless you like being in a queue, register early for one of the 140 rooms. When sold out, we own the hotel.
- Friday room rate is all inclusive room only, and applies to pre & post Saturday nights.
- Saturday rate includes room, Friday wine reception, hors d'ouveres, Saturday cocktail hour, hors d'eouvres (cash bar after you've consumed your two freebies per person), Sat. night dinner (jackets for men) and Sunday morning hot breakfast buffet, and all service charges, gratuities and taxes.
- The waived resort fee includes free WiFi, valet parking, all fitness centers & pools.

- The registration fee that you'll send me with your sign-up covers Saturday Continental Breakfast, Lunch, and most costs incurred in organizing and running the Ramble.

Mountain View	Single	Double
Friday	\$189.00	\$189.00
Saturday	\$289.00	\$396.00

Finally the details:

Send in the registration fee of **\$60 per person (\$85 per person after March 1)** with your completed entry form below. **PLEASE PRINT LEGIBLY; IF I CAN NOT READ YOUR EMAIL ADDRESS...YOU GET THE PICTURE! Please differentiate between "1" and "l", "8" and "B", "0" and "O", etc. Use an email address that you check frequently.**

- Registration fees are fully refundable through March 1, and 50% refundable thereafter through April 10. The Mountain View Grand reservations are cancelable with no penalty by calling them 7 days before arrival. **Please also notify me of your cancellation.**
- Shortly after your entry form and check are received you'll get an email from me with hotel reservation info and other important details.
- DO NOT CALL THE MOUNTAIN VIEW GRAND AND ATTEMPT TO MAKE A RESERVATION BEFORE YOUR ACKNOWLEDGMENT EMAIL FROM ME- IT WILL GUM UP THE PROCESS.**
- If you do not get my acknowledgement within two weeks of mailing your registration – CONTACT ME as something has gone astray. I'm away late Jan. – early Feb. so factor that into the equation.
- Please make your reservations with The Mountain View Grand promptly!!

Questions to Bruce Hauben at 978.952.8517 before 8:00 PM or bmh993@Porschenet.com 24/7

2015 New England Ramble Registration Form - \$60/person until March 1st - \$85/person thereafter

* Entrant/Co-Entrant Names: _____

Address: _____

City/State/Zip: _____

Phone (day - optional): _____ Phone (eve): _____

* Email: _____

Porsche: Year/Model/Color: _____ License Plate #: _____

* Dinner Choice:
 Strip Loin: # _____
 Lemon Crumbed Baked Cod: # _____
 Chicken Marsala: # _____
 Grilled Portabella: # _____



If you were on the '14 Ramble and your personal data was correct it is only necessary to fill in these items ()*

Circle The Rambles You've Attended

- '91 The Wolfeboro Inn
- '92 The Old Tavern At Grafton
- '93 The Eagle Mountain Inn
- '94 Cranwell
- '95 The Woodstock Inn
- '96 The Equinox
- '97 The Black Point Inn
- '98 The Sagamore Inn
- '99 The Wequasset Inn
- '00 Cranwell
- '01 TopNotch
- '02 Mt Washington
- '03 The Woodstock Inn
- '04 The Samoset Resort
- '05 The Sagamore Inn
- '06 Stoweflake Resort
- '07 The Equinox
- '08 The Balsams
- '09 Otesaga
- '10 Mountain View Grand
- '11 The Equinox
- '12 The Stowe Mt. Inn
- '13 The Mt. Washington Omni
- '14 Otesaga

Mail to: Bruce Hauben, 5 Apple Ridge Ln, Littleton, MA 01460
 Checks Payable To: NER/PCA

Driver's Education 2015

Copy by Stan Corbit

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MONT TREMBLANT WATKINS GLEN NHIS
GLEN THUNDERBOLT CALABOGIE MOSPORT
LIME ROCK NHIS MOSPORT WATKINS
MONT TREMBLANT THUNDERBOLT
CALABOGIE NHIS LIME ROCK WATKINS GLEN

For more information see the detailed DE pages that follow, including URLs and email addresses.

Event Dates	Days	Track	Host	Registration		Pricing	
				Open Date	Student	Solo	Inst
April 17-19	Fri/Sat/Sun	New Hampshire	NCR	Feb 1	\$TBD	\$TBD	N/C
May 9-10	Sat/Sun	Thompson (TSMP)	NER	Mar 1	\$397	\$350	\$190
June 12-14	Fri/Sat/Sun	Palmer (PMP)	NER	Mar 1	N/A	\$525	\$285
	Sat/Sun	Green/Yellow & Blue run groups		(*see note)	\$447	\$400	N/A
June 29-30	Mon/Tues	Limerock Park (LRP)	NCR	Feb 1	\$TBD	\$TBD	\$TBD
July 6-8	Mo/Tu/We	Mt Tremblant (LCMT)	NER	Mar 1	\$570	\$500	\$260
Aug 8-9	Sat/Sun	Palmer (PMP)	NCR	Feb 1	\$TBD	\$TBD	\$TBD
Sep 18-20	Fri/Sat/Sun	Thompson (TSMP)	NER	Mar 1	\$570	\$500	\$260
Oct 12-13	Mon/Tues	New Hampshire	NCR	Feb 1	\$TBD	\$TBD	N/C

*Note: This is NER's first DE event at Palmer. 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 Palmer are planned to be open to all drivers on all days.

Contact Information:

Northeast Region (NER)
www.porschenet.com

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

Track URLs
NHMS – www.nhms.com
TSMP – www.thompsons Speedway.com
LCMT – www.lecircuit.com
WGI – www.theglen.com
LRP – www.limerock.com
PMP – palmermotorsportspark.com

Registrar
Mark Keefe - 508-529-6127

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

Track Chair
Stan Corbett – 774-275-1621
Event Registration Site
www.clubregistration.net

Track Chair
Pat Maloney – 978-501-0161
Event Registration Site
www.motorsportreg.com

From a technical perspective, Drivers Education (DE) is a program developed by the PCA to give drivers the opportunity to learn how to drive their cars on real race tracks in a safe, controlled and fun environment. Typical DE events are run over 1, 2 or 3 days. Drivers are assigned to one of four or five run groups divided by experience and skill level. Each day is separated into four sets of run groups so all drivers are on track 4 times per day for 20 to 30 minutes each time. To ensure maximum safety and fun you're placed in a run group with other drivers with similar experience and skill levels. In the beginner and novice (student) groups, drivers are accompanied by PCA trained and certified instructors who will teach you high performance driving techniques and fundamentals. DE driving is not racing or preparation for racing. The events are not timed and there are no prizes. Prescribed passing zones and rules and codes of conduct add to the safe environment.

From an enthusiasts perspective, DE can easily become a lifestyle throughout the summer and in fact year 'round.

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

For this 2015 season we've lined up some great tracks and events; five different tracks as you'll see below, including a favorite in Canada, another new local track and weekends at NHMS, Thompson and Palmer. Our annual three-day weekend in late August at WGI fell victim to their 2015 repaving project. I have been

assured by track management at WGI that we will have our dates back in 2016. This year, for the first time, all NHMS events are being hosted by NCR and all Thompson events are being hosted by NER. This was done to better coordinate the DE schedules for both regions. NCR's first event of the season (co-run with NER) is a three-day weekend combining the annual Novice Day, full DE for signed off drivers, and Make-A-Wish. This event will run April 17-19th.

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

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

2015 Driver Education Schedule – Overview

What's new or continuing for 2015? Another New Track, Lots More Fun: This year we have once again organized a coordinated calendar between the Northeast (NER) and North Country (NCR) regions of the PCA. These coordinated events provide the dedicated

DE enthusiast the chance for 20 days of driving on five different circuits; including a return to Limerock Park and the opportunity to drive another new track at Palmer Motorsports Park. This year we again have five weekend events; one at New Hampshire Motor Speedway (NHMS) in Loudon, NH; two at Thompson Speedway Motorsports Park (TSMP) in Thompson, CT; and two at Palmer Motorsports Park (PMP) in Palmer, MA. Our signature event at Canada's Le Circuit Mont-Tremblant (LCMT), July 6-8, is once again during the free Mt. Tremblant Blues Festival, making it a great opportunity for a family outing.

DE Rebate Program Demise:

This year we are dropping the rebate program that we started in 2012. We're replacing the rebate program with a reduction in registration fees for all run groups at Thompson Speedway Motorsports Park (TSMP) and Le Circuit Mont Tremblant (LCMT) events. My thanks to all drivers that qualified for rebates over the past three years. Your support has been greatly appreciated and I hope you will take advantage of our reduced fees and join us at multiple events again in 2015.

For those new to DE:

2015 will feature an annual Novice Day as part of the first event of the season. The event will be held at NHMS (a short, one-hour drive north of Boston) on April 18th, the second day of NCR's April 17-19 DE event and will be co-run with NER. Note: While details are still being worked out and will be provided by North Country, the host region, the plan is for Novice Day in April to be focused on true Novices. The Novice Program usually includes special classroom sessions covering basic driving, driving techniques, terms, fundamentals and objectives. In addition, the Novice Program includes a number of on-track driving sessions with experienced NER/NCR PCA instructors. Solo drivers in the Blue, White and Black run groups may register for the event and participate in a normal DE event all three days.

Ground School:

Are you are new to DE'ing? Are you a new member of the Porsche Club? Or, perhaps, a long term member getting back into Porsche-related activities? Are you interested in expanding your Porsche experience into more exotic

realms? Would you like to drive your Porsche 'spiritedly' without the risk of running afoul of the polizei? Would you like to know more about our DE program? If so, I highly recommend attending our DE Ground School which will be on February 15th this year.

No more paper... save the planet!

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

Watch the NER Web Site

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

Registration Process

How to register:

The coordination of the two regions' schedules means two different websites for registration, one for NER events and another for NCR events. On the Driver Education activity page you will notice the host region is identified for each event. Although both regions cooperate with each other, it is the host region that handles registration. All rules and policies are consistent regardless of host region. The host region's registration web site will be the only point of registration for the events they are hosting. This means for the NCR DE events at you must go to NCR's (the host's) registration web site to register.

Each region will also require you to establish your credentials as a driver, and give details of your car before you are able to register for an event. Both regions have similar policies and requirements though the registration web sites may have differences in formats. In all cases setting up your profile with the registration website should be a one-time affair unless your vehicle and/or

other profile items change. After you have provided your details to each registration site, you will be able to log in and will be automatically remembered. For our returning drivers, be sure to update your profile including driving history, car info if you change or add cars AND keep your email address current! The last is particularly important as we use the registration site to send information to drivers via email.

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

When to register:

In most cases registration for NER events opens on March 1st and NCR events on February 1st.

As a general word of warning, be aware that both regions accept entries on a first-come, first-paid basis. This year (as a result of the coordinated calendar and one less event) there will be much greater demand for most events; we fully expect that some will sell out very early. Although you cannot register before the registration opening day, we strongly suggest you register as early as possible after March 1 to avoid disappointment. This is particularly important for the Green & Yellow student groups as the number admitted to any event is dependent upon the number of instructors signing up. Instructors tend to be late in registering; so Student drivers, sign up and pay early. It's also particularly important for the Mont Tremblant event, July 6-8, as only 30 cars are allowed on the track at any time (a maximum of 150 cars for the event). Other important information about registration:

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

A few NER registration caveats:

Registration closes 2 weeks prior to an event:

Signing up for an event without paying is not a full registration. Until your payment is received, either by check or electronically, you are NOT registered and a space will not be held for you in the event. If you register after the 2-week cut-off or at the event with permission of the registrar, you may be subject to a \$50/day or \$100/event surcharge, whichever is less.

All registrations will normally be for the entire 1, 2, or 3 days of the event. A driver wishing to register for fewer days than the entire event may have to pay a surcharge (\$25/day) and should check first with the registrar.

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

If Instructors register within 2 weeks of an event, they will pay an additional \$25/day beyond the Instructor rate.

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

Who can drive in a PCA Driver Education event?

NER & NCR have the same basic requirements:

- You must be 18 years or older
- You must be a currently licensed driver
- You must not be under the influence of drowsiness-inducing or mind altering substances (prescribed or not) prior to or during the event.
- You must be a member of PCA or another recognized car club (such as the BMWCCA).

For more information on requirements go to www.porschenet.com

What can you drive at a PCA Driver Education event?

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

Generally speaking, any Porsche that is 'as delivered' and is currently in good, safe working order will be acceptable

for entry in any Driver Education event. Depending on the host's specific rulings, the same can be said of most cars produced by other makers. The only consistent exceptions are:

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

Some older Porsches (pre-1969) may be required to modify the mountings of, or install, seat belts. Host web sites will give details of requirements and should be checked periodically to stay current with any changes. All vehicles are required to have at least 3-point seat belts.

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

What else is needed?

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

All PCA Driver Education events require that you wear a helmet while on the track. Both host regions require that these helmets meet at least the SA2005, SA2010, M2005 or M2010. In addition NER will also allow K2005 and K2010 helmets. In all cases SA ratings are strongly recommended for their fire safety qualities. Helmet certifications occur every 5

years and are valid in PCA events for 10 years, so this is the last year an SA2005 or M2005 (or K2005) helmet can be used.

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

While NER does not require that your car be equipped with a fire extinguisher, NER does strongly recommend it. You should be aware, however, that most regions do require a 2-½ lb (minimum) class BC or ABC fire extinguisher be mounted in a metal bracket and bolted to a metal surface within reach of the driver although some regions allow a one-time exemption from this requirement for the first event a driver attends. Be sure to check the host region's requirements.

In summary:

Identify who is hosting the event or events you wish to enter

Go to the host's web site and locate links to Driver Education

Go to their registration site and register for events

Pay online or mail a check to the host region

Have a fire extinguisher installed in your car (if required by the host region)

Beg, borrow or buy a helmet that meets or exceeds SA2005 or M2005 (or K2005)

Download a tech inspection form a couple of weeks before the event

Locate a nearby tech inspector from your home region's web site

Have your car inspected and keep the signed tech form, as you will need it at the event

Read the articles on what to expect and what to bring that appear on our web site

Come to the track and have fun.

NER Raises \$3,100 for Angel Flight

The members of NER were very active bidders at the Silent Auction held at NER's Annual Dinner on January 10th at The Wellesley Country Club. The Silent Auction and 50/50 Raffle raised \$3,100 to benefit NER's charity, Angel Flight Northeast. In case you don't know, Angel Flight NE is an organization of volunteer private pilots who transport individuals and families to medical facilities at no cost to the passengers. The pilots actually donate their time, airplanes, fuel, and landing fees so that people in need can obtain medical care not available to them near their homes.

We had 25 items donated for the auction from a wide variety of donors. NER wants to acknowledge the following organizations for their

donations:

European Performance Engineering
America's Test Kitchen
Sound in Motion
Protective Solutions, Holliston, MA
Bentley Publishers
The Veron Company
Porsche of Boston
Porsche of Norwell
Porsche of Warwick

NER also wants to thank the following individuals for making donations of items to be auctioned:

Robert Cohen
Guy Crosby
Michael Conway
Nann Weissenberger
Mark Hutker

Special thanks go to Adam Blauer and Aaron Walker for handling the "Pick-up and Pay" and the Bill Seymour and Rosemary Driscoll for managing the 50/50 Raffle.

Of course the auction would not have been a success without the spirited participation of those attending the Annual Dinner. Many thanks to all of you who bid, even if you didn't win anything.



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Contact Adrienne Ross, Editor with any questions you have about the content of THE NOR'EASTER. 781-249-5091 evenings before 9:00 - aross@porschenet.com
For information on mailing issues, including change of address, contact

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Yes, I want to receive THE NOR'EASTER for 2015. Enclosed is my check for \$15 for the subscription.
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Mail to: Steve James, 31 Old Village Rd, Acton, MA 01720 - Enclose a check for \$15 payable to NER/PCA.
Note: All subscriptions for current subscribers must be received by February 15, 2015 to insure continued receipt of THE NOR'EASTER.

2015 Annual Gala

Copy by Bill Seymour, photos as marked.



Photo by Marcus Collins



Photo by Marcus Collins

Sponsored by:



I'm happy to report that last year's dance floor fiasco (as in NO ONE WAS DANCING!) was rectified this year: we had a nice representation from all corners and many (quite fancy) rugs were cut. However, I must also report that our fine band, Clockwork, demonstrated very poor judgment in allowing some of the guests to actually use the microphone and sing. You who left early were spared that sorry performance. I personally apologize to any of you who were still in attendance.

The event was at the Wellesley Country Club — a lovely venue — and was held on January 10th (not the usual first Saturday in December) to allow us to use that site. As the day approached the sign-up was surprisingly weak and many e-mails and pleas for attendance were pitched. In particular, Dani Fleming, our exiting membership chairperson, wrote some very convincing e-mails to new members and, as a result, we had quite a few newbies. And the rest of you old timers finally got around to signing up so that we had a tied-for-the-record attendance of about 150.

The other curve ball was that the Patriots (who will hopefully have won the Super Bowl by the time you read this) game started at 4:30 pm on the same day. Many e-mailed asking for assurance that a TV would be available. It was, and it was watched (but most practiced restraint and enjoyed both the game and the gala), and we all know the happy outcome. We had a 50/50 'hundred square' football pool which was won by Chris Simmons — and isn't he glad that he accepted Dani's invitation as a newbie!

So back to the gala. We started with an extended cocktail hour so that everyone could

*Photos top left - A beautiful table setting.
Below: Your 2015 Board. Top right: Stan Corbit
Speaks, Michael Orsini, The Sullivans.*

Photo by Robert Cohen



Photo by Robert Cohen



Photo by Robert Cohen

Photo by Robert Cohen



Photo by Robert Cohen



Photo by Robert Cohen



Photo by Robert Cohen



Photo by Robert Cohen



Photo by Robert Cohen



Photo by Robert Cohen

Photos top left - Moe Auger, Mike and Barbara Noonan, Ann Anderson, and new members the Walkers, Dancing the night away. Top Right: Martha and Charlie Dow, Barbara and Steve Sica from Angel Flight, first time attendees Joe and Anita Migliore.

re-acquaint, lie about their driving prowess, and bid on the great Silent Auction items organized by Joyce Brinton. The auction benefits Angel Flight Northeast. Thanks to the generously donated items, we raised over \$3,000 for this excellent cause.

Once we sat down to dinner (Turbo says the prime rib was the best doggie bag he ever got!), emcee Dick Anderson took over. He presented our region President Kristin Larson who introduced the new NER board: Steve and Laurie James replacing Dani Fleming as Membership Chair, Michael Orsini switching to VP Activities (driving events), Robert Cohen joining as Treasurer, Steve Ross replacing Bill Seymour as VP Administration (social events), Marcus Collins and Adrienne Ross continuing as Secretary and Newsletter Editor (for life) respectively.

Kristin then presented the Enthusiast of the Year Award (Cornell Award) to Moe Auger (who had changed his plans to travel and attended despite not knowing he was about to be feted — thanks to the chicanery of John Fortier).

Emcee Anderson continued on — between periodic football score reports — by raffling off door prizes (there were over 50 and I have no idea how I failed to get anything). Then over dessert and coffee he turned to the driving awards. Bill Seymour presented the Autocross Season Series winners and the two Autocross awards...

Autocross Worker of the Year — Stephen Lefebvre (Scruffy)

Autocross Rookie of the Year — Robert Galejs

Stan Corbett took the mike to present the two Driver Education awards...

DE Instructor of the Year — Russ Martorana

DE Most Improved Driver of the Year — Jason Woz

Marcus Collins announced the photographers whose photos graced the 2015 Official NER Calendar (still available on Motorsportsreg.com — maybe they'll go



Photo by Robert Cohen



Photo by Marcus Collins



Photo by Marcus Collins



on discount soon).

Bruce Hauben told us about the 2015 Ramble: May 1st–3rd at The Mountain View Grand Resort & Spa, Whitefield, NH (and which may well be sold out by the time you read this!).

With that the official events closed and we were on to the dancing. Next year we'll be at the Black Rock Country Club in Hingham with the same band. So work on your Mashed Potatoes, Twist, Pony and whatever. No excuses. We expect 100% participation.

Thanks to Jerry Pellegrino of European Performance Engineering for sponsoring the lovely evening. And thanks again to Karen Cohen, Joyce Brinton and Michele Wang for all their work.

Photos top left - The dining room, Tom Tate's AX prize. Above: Kristin Larson with Stan and Carrie Corbett. Left - A Karaoke breakout!

***Porsche celebrates 60th
anniversary of
Porsche Club of America
with limited-edition 911 model***





Copy and Photos by PCNA

Porsche celebrates 60th anniversary of Porsche Club of America with limited-edition 911 model GTS Club Coupe revealed in the new PCNA headquarters at One Porsche Drive Atlanta. Celebrating six decades of the largest Porsche club organization in the world, Porsche Cars North America is commemorating this milestone with a 60 unit limited-production run of the Club Coupe based on the 911 Carrera GTS. Known as the GTS Club Coupe, the 430 hp sports car is painted in a color unique to this model appropriately named "Club Blau," which was created exclusively for this anniversary edition by the Porsche Club of America. "The Porsche Club of America is home to passionate ambassadors who have been fostering the appreciation and recognition of Porsche for 60 years," said Andre Oosthuizen, Vice President of Marketing for Porsche Cars North America, as the car was unveiled today at Porsche's new headquarters at One Porsche Drive in Atlanta. "We are proud and honored to celebrate this anniversary with a very special edition of Porsche's most storied sports car - the 911." The GTS Club Coupe features the 44 mm wider body of the 911 Carrera 4 models with a rear wheel drive platform. SportDesign side mirrors, black framed Bi-Xenon™ headlights with Porsche's Dynamic Light System, and taillights tinted in black are standard, while the doors are marked

with black "Club Coupe" model designations, clearly distinguishing this unique 911. Painted in the newly created "Club Blau" color, the limited-edition model is also characterized by the Sport Design package, which is fitted as standard. A more pronounced front fascia as well as a "ducktail" rear spoiler gives the special car a striking, yet classic, appearance. 20-inch Sport Classic wheels painted in semi-gloss black with polished wheel centers and rim flanges are also standard on the GTS Club Coupe.

The interior is highlighted by the GTS Interior Package. The stitching, seat belts, and rev counter are held in contrasting Carmine Red, while the dashboard trim strips, door trim and center console are finished in carbon fiber. The striking steering wheel has a Red 12 o'clock marker and two-tone stitching in Carmine Red and Blue. The center compartment lid is embossed with a "60" and the dashboard trim is personalized with "GTS Club Coupe 60 Years Porsche Club of America" lettering above the glove compartment. Stainless steel door sills which read "GTS Club Coupe" serve as a further distinction. An Extended Club Coupe Package is available as a unique option. It consists of a vehicle key painted in "Club Blau," a leather key pouch and leather-edged floor mats, both with two-tone stitching in Carmine

Red and Blue. An individual personalized indoor car cover is also available as an option. Powering the GTS Club Coupe is an enhanced version of the Carrera S engine, which is also found in the 911 Carrera GTS model variants. 430 hp propel the GTS Club Coupe from standstill to 60 mph in just 3.8 seconds when equipped with the optional PDK (Porsche Doppelkupplung) dual-clutch seven-speed transmission. The top track speed is 190 mph (189 mph on PDK-equipped models). A third center radiator ensures consistent performance in all conditions. A standard Sport Exhaust system with black chrome tips accentuates the Boxer engine note in particularly exhilarating fashion. Porsche Active Suspension Management (PASM), incorporating adaptive dampers and a 10 mm lower ride, and Porsche Torque Vectoring (PTV), as well as the Sport Chrono Package with dynamic engine mounts, contributes to the car's optimal handling characteristics. The GTS Club Coupe will be launched in the United States in June 2015. Porsche Club of America members will have the opportunity to purchase one of 59 vehicles and PCA members will also be eligible to win the initial display vehicle. Official details will be announced February 1st, 2015 on www.pca.org. The MSRP is \$136,060, not including a destination charge of \$995.

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into the Jules Bianchi crash in Japan recommended an earlier start time to ensure sufficient light for the race).

So what of the teams – as I mentioned last month the two big changes are Sebastian Vettel will race for Ferrari and Fernando Alonso will race for McLaren (alongside Jenson Button). The partnership of Lewis Hamilton and Nico Rosberg remains at Mercedes (look for fireworks here in 2015). With Vettel at Ferrari, Daniel Ricciardo is joined by relative newcomer Daniil Kvyat (only his second year in F1). My prediction Ricciardo will dominate this team (and be a major championship contender) in 2015.

As for the engines (the big story in 2014) the limitations on in-season engine development have been lifted in 2015. Ferrari found a way around the restrictions by reading the rules carefully. So, expect less dominance by Mercedes as the 2015 season unfolds. McLaren will be powered by a new Honda engine. After some reluctance by the FIA to allow them the same in-season development as the other teams, it seem sanity (and fairness) has prevailed. So it will be Mercedes, Ferrari, Renault, and Honda engines on the grid.

As usual they have tweaked the regulations on the car's overall shape for 2015. Most notably this year they have made the nose design more uniform and hopefully less ugly - no elephant tusks (Lotus) and no anteaters (McLaren).

So what will happen in 2015?

Mercedes will be as clinical as they were in 2014. Expect the team rivalry to intensify with Nico Rosberg having a score to settle after the 2014 championship went to team mate Lewis Hamilton. The dominance made possible by the superior engine and close integration between the engine and chassis forced the other teams to step up. So, as the season progresses the dominance will evaporate, but Lewis Hamilton will still be a major title contender.

Ferrari have been in turmoil for 12 months. Top driver quits, two team principals fired and major reorganization in the off-season. They have the potential of Mercedes as they own all aspects of the car - engine, chassis and aerodynamics. In 2014 the different

technical teams were clearly not on the same page. Can they fix this in the few short off-season months? Highly unlikely. New driver Sebastian Vettel will focus the team (the team hopes in the same way that Michael Schumacher did) but this is a multi-year endeavor. They have a few short years to become #1 before the Ferrari fans (the Tufosi) and management demand change again.

Red Bull have a championship contender with Daniel Ricciardo teamed with a novice driver. Adrian Newey, there genius designer, has taken a backseat as he focuses on other projects including a UK attempt at the Americas Cup. Even with this I think Red Bull's primary driver, Daniel Ricciardo, will be a contender and will win races. If Renault have improved the power unit as Red Bull have been demanding expect them to be a title contender in 2015.

McLaren now have Fernando Alonso, who many consider the best driver in F1 - although somewhat divisive. He can certainly get the most out of a car, but he still needs a competitive car. The 2015 car is now Honda powered and they have had an additional 12 months to develop the engine. Integration with the chassis and aero will be the key. Testing in Abu Dhabi was a failure with very few laps completed. We saw the same with the other teams 2014 and it took them a few races to iron out the glitches. I also have some questions over the team management - it took them weeks to announce the team (and when they did it was not a surprise). Early season races will be difficult but they will improve as the season progresses - they will score points but no championship.

It looks like two teams will not be on the grid in 2015 - Marussia and Caterham. Marussia have folded and the rumor is that new US Haas team have taken over their facilities in the UK in preparation for a 2016 start. A US based team on the grid in 2016 - now that's something to be happy about!

seatbelt, something, anything physical to settle you into doing exactly what you should be doing. "I'm driving a car." She wants you to say out loud. She wants you to understand that what you are doing is important, and you should be focused on it. Yes.

So I'm working on it. I've started to close my eyes when I'm talking on the phone. Boy, does *that* make a difference. I really listen when deprived of that other major sense.

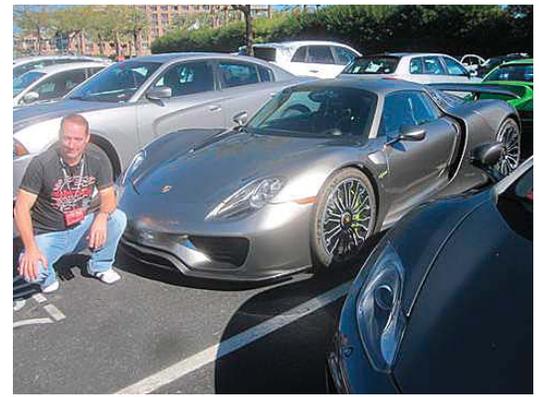
I'm trying (when I can) to focus on and finish that one thing. "I'm writing my column!"

I may not always be able to do so. There are a lot (perhaps too many) demands on my time, but it is starting to feel like a better way to just be.

before. As an example, R M Auction was looking for \$175k-\$225k for a Champagne Yellow, '64 356SC sunroof coupe that only reached \$159k. Only? That's the biggest number I've ever seen on a coupe, sunroof or not. That even raised Rob's expectations on his project. After all, it's the same color, it must be worth as much, right? The \$242k paid for a '65 356SC Cab was a huge jump in value from just a couple of years ago when those models were selling for \$120k.

Early 911 prices seem to be on track for another 40% year and those are even raising the prices of 911SC that everyone has been avoiding the last few years. There were some models that were not represented at all. Nobody listed a 914, and the 924/944 models were nonexistent. My guess is that was for the same reason that there were just about no MGs or Triumphs. There's just no money to be made there. Since the auction houses charge the sellers 10% and the buyers 10% (yes, that's 20%) there is just no reason to sell \$10k cars when the lots can be filled with \$50-\$100k cars. After all, they can't pay the bills just selling \$3 bottles of water in the vendor area.

By far the largest site was the Barrett - Jackson show. There had to be at least 30 food vendors alone, all fried, of course. The layout had been changed since last year to allow for more outdoor displays. Boats and small planes had been added to the mix. Thrill rides in Mustang 500GTs and Dodge Hellcats were smoking up the pavement as the pros chased each other around on a new short course with fans in the passenger seat. It was exactly like a state fair but without the animals.



Rob checks the spoiler clearance on a 918

There were a few surprises that we just don't see back East, at least I haven't seen it. There is a very large following of folks that are into early Toyota Land Cruisers. With 33" tires and rows of LED lights on the hood and roof there were FJ40's, FJ45's and FJ55's. There must have been 30 that crossed the stage. There were also examples every Corvette ever made. Like old Porsches, early Vettes are all coming out of the barn to supplement Social Security payments. It's just a really good thing that we didn't all get attracted to British sports cars years ago, we'd never get to retire. Every venue we attended had at least one Fiat Jolly, all looking like the surrey with the fringe on top with cane seats. Even Russo Steele had one parked out in the dirt under a tent. These limited use vehicles have been bumping up against \$100k and that means a \$20k payday for a few minutes on the block. Not a bad gig. The parking lots could've been car shows themselves as bidders drove to the auctions with their best rides. We saw McLarens, Ferraris, and all manner of Mercedes. One lot even had a new Porsche 918 parked at the curb. It was drawing as many people taking photos as the cars destined to be sold.

The crowds seemed as large or larger than previous years as more people are chasing cars to add to their collection or just to enjoy on a summers day. Those of us that play with cars are just hoping that the speculators are not the buyers that are running the prices upward. Our advice has always been the same, buy the car or cars that you want to drive and enjoy. If it goes up in value, great. If not, you have enjoyed a great ride.



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Around the Cones- continued from page 7

Then I purchased a 1996 993 coupe, again from the same dealer, a great car, a consistent winner at autocrosses and a fun one to drive at the fast tracks in the northeast (The glen & Mt. Tremblant) and an all around great car. After a dumb accident caused by my inattention in traffic, I soured on the car and sold it via a third party where it went to NH.

Being Porsche less I heard from a long time member/friend that he was thinking of selling his '94 968 for a great price, I thought about it for a short while then bought it, took it to it's first autocross and was approached by another long time member who offered to buy it for more than I paid for it and it too was gone.

A couple of years later after missing having a Porsche I bought a series of Miata's (4 to be exact) over a few year period to be my summer open cars. Fun for autoxes and great summer night driving cars, but the Porsche bug bit me again and I then purchased the first of 3 Boxsters, a silver 2000 example (with 9000 miles on it) from a guy who lived in Boston, he paid \$500 a month each for it and an SUV to park, and had finally realized he needed a second car like a hole in his head, so we met at the Marriot in Newton, he showed me the recpts for the little work done to the car and I gave him a deposit with out even driving it. A week later we finished the deal and I took possession of it. Since I was not going to use it during foul weather I sold off the hardtop to a member in R.I. (to be continued next month.)

Turning Money into Noise- continued from page 11

a few heat cycles on them. If you want to win in a race where tenths count... then new tires are imperative.

So, in the real world, all of this takes funding and that comes from a job in my case. I work as a drug discovery scientist for a pharmaceutical company. I've been running a laboratory in support of early studies for about 15 years now after completing my Ph.D. at Clark University in Worcester, MA. When I'm not actively working or racing, I enjoy going to the gym, cooking, beer and wine, travel, skiing and watching racing on TV.

This past year I decided to contribute further to the club and specifically to the DE program and became an instructor. I instructed at about four events this year and really enjoyed getting to meet some fresh faces. The club is truly a great place to meet like-minded people, hang out, eat, drink and socialize with great people. I sincerely hope that if you haven't yet attended your first event and are lingering or hesitant to attend, that you just give one of us a shout and we will take you around and introduce you.

That's all I have for now, but I'll leave you with my favorite racing quote: "Racing makes heroin addiction seem like a vague wish for something salty." -Peter Egan

Minutes- continued from page 10

Adrienne mentioned to the board a series of possible driving events — a four-wheel drive adventure park in CT. Mike will looking into the event to see if it is appropriate to the Cayenne and Macan club members. The board decided to look at the feasibility of an event tailored to four-wheel drive cars, which are the fastest growing part of the Porsche portfolio. The board feels that this group of drivers has not been a adequately catered for.

Steve reported on the annual dinner. The 2015 event will be held at the Black Rock Country Club Hingham on Dec 5th, 2015. We will return to the Andover Country Club in 2016.

The 2015 board meeting schedule was agreed. Meeting dates are:

- Feb 11th — Kristin Larson
- Mar 11th — Bob Cohen
- Apr 8th — Kristin Larson
- May 13th — Mike Orsini
- Jun 10th — Marcus Collins
- July 15th — Adrienne Ross
- Aug 12th — Marcus Collins
- Sep 9th — Adrienne Ross
- Oct 14th — Mike Orsini
- Nov 11th — Steve and Laurie James
- Dec 9th — Bob Cohen

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

With no further business proposed, Kristin asked to close the meeting, Marcus seconded the proposal and, with no dissenting votes, we adjourned at 1:40 pm.

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2010 Cayman s CPO meteor gray with black interior, red stitching and seat belts. Two sets of wheels and tires included 18" and 19" with sport all seasons. 19,000 miles. CPO warranty until 2016 and transferable to new owner. Lots of options. <https://www.facebook.com/2010caymans> Asking 48,990 Located in Harrisburg, PA (2/15)

German made factory roll bar for sale (Tequipment 996). Beautiful German workmanship. Fits 996 and 997 coupes. The Porsche cost was about \$1700. This is New with install parts. \$950.00 or best offer. Call Gerry Fennessey 978 - 852 -1424. Email gfennessey@verizon.net (1/15)

997 Wheels: Set #1- OZ Ultraleggera, silver powder coated with steal valve stems (not attached). Still in box. Center caps incl. 19x8.5 and 19x12, Cost new \$1976. SELL for \$950. Set #2- QZ Superleggera. Bright silver w/polished lip. Same size as above. Mounted with Pirelli Trofeo P Zero R, size 235-35 & 305-30. The P Zero R's are the best "R rated" tires made. Less then 20 miles on tires. Cost new \$5600 SELL for \$1800. Email- dghooker@aol.com or call 617-828-2740 (1/15)

996 C4S/Turbo silver Sport Edition winter wheel set 18"x8.5"/11" includes excellent front Pirelli Winter 240 Snowsport 225/40R 18 92V N3 tires (rears 265s but are worn). Front rims good shape, rear rims are average shape (have road rash), \$400. 997 OEM new black front floor mats \$50. 986 Boxster S Covercraft exterior car cover avg condition \$20. Contact gregwfoster@gmail.com. (1/15)

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Membership

Steve James
31 Old Village Rd, Acton MA 01720
(978) 266-1725; membership@PorscheNet.com

NOR'EASTER Editor

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

Past President

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

Committee Chairs

Chair - Autocross

Bill Seymour
Admin@PorscheNet.com

Chair - Concours d'Elegance

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

Registration - Autocross

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

Chair - Driver Education

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

Registration - Driver Education

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

DE Tech

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

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514-235-0157; jenniferbischhoff@hotmail.com

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